

# A PLAN for melbourne's growth areas





## PREMIER'S message

Melbourne's continuing prosperity and growth is a sure sign that we live in one of the world's great cities. Our reputation as a great place to live, work and raise a family is the envy of cities worldwide.

Backed by a strong economy, the cost of living and doing business in Melbourne is lower than almost any other city of a similar size.

It is expected that over the next 25 years up to 220,000 houses will be built in Melbourne's growth areas. This will provide a significant boost for Victoria's housing construction industry, creating more jobs, development and investment activity.

*A plan for Melbourne's growth areas* will create employment opportunities closer to where people live. On current trends, jobs in these areas are expected to increase to 320,000 over the next 25 years. With the policies and strategies outlined in this plan, that number could increase to in excess of 400,000.

Victoria's healthy economic climate has contributed to Melbourne being the nation's leading research and manufacturing centre. Manufacturing is continuing to grow despite international competition, and a wide range of industries such as advanced automotive manufacturing, higher education, biotechnology and financial services choose to locate here. And our important trade gateways – the Port of Melbourne and Melbourne Airport – will keep our city internationally competitive and globally connected.

With a strong and competitive economic environment, Melbourne will continue to grow – but it is also a city that is committed to giving everyone a fair go. We want to make sure that everyone can share the opportunities that increased prosperity and growth can bring

– this plan will ensure that these opportunities are as available in the future as they are today.

*A plan for Melbourne's growth areas* responds to the challenge of providing new infrastructure and services to meet the needs of new communities over 25 years. The government will continue to build on its record of infrastructure. This plan will also ensure that developers make a fair contribution to providing better and more timely infrastructure for their developments in Melbourne's growth areas.

I thank everyone who has taken the time to contribute to this policy statement, through the *Melbourne 2030* Smart Growth Committee community workshops and consultations.

Your work has made an important contribution to maintaining Melbourne's place as one of the world's great cities.

*A plan for Melbourne's growth areas* is part of our *Growing Victoria Together* vision that balances economic, social and environmental goals, so that our children will enjoy an even better quality of life in the future.

Steve Bracks, MP  
Premier of Victoria



## MINISTER FOR PLANNING'S foreword



The quality of life Melburnians enjoy today is in large part due to more than a century of good planning.

Informed by significant community input, the Bracks Government is building on past achievements.

*A plan for Melbourne's growth areas* involves a new and more strategic approach to development in Melbourne's growth areas. The plan covers residential, commercial and industrial land uses, parks and open spaces, the good design of new communities and the staging of land release so services and infrastructure can be provided in a more timely way to new communities.

Importantly, the adequate availability of land will protect housing affordability and ensure Melbourne retains its competitive edge over Brisbane and Sydney.

*A plan for Melbourne's growth areas* is a new approach to the way we manage long-term planning for our growth areas, providing homeowners, property developers, businesses and investors with greater certainty and confidence about the future.

The plan will ensure communities in Melbourne's five 'growth areas' – Casey-Cardinia, Hume, Melton-Caroline Springs, Whittlesea and Wyndham – will have better access to services, transport, jobs, shops, open spaces and recreation facilities in the future.

The plan:

- amends the urban growth boundary to release more land for future housing and employment growth for at least the next 25 years
- proposes a new Growth Areas Authority to work in partnership with local councils, the community, developers and infrastructure providers to ensure effective

coordination of growth area planning, infrastructure and service provision

- delivers services and infrastructure earlier, through improvements to existing Development Contribution Plan arrangements and a strengthened partnership with developers and councils
- supports the development of more local jobs by providing employment and land in the right places and through regional employment strategies
- puts in place growth area plans to guide the long-term development of each area
- will create well-designed neighbourhoods that provide more lifestyle and housing choices, parks and sporting grounds through coordinated planning of new communities by councils, developers and infrastructure agencies.

The plan strikes a sensible balance between managing growth, protecting the environment and ensuring the home building industry continues to provide competitively priced affordable housing.

This plan and the changes to the urban growth boundary are the result of extensive consultations over the past two years. I thank everyone who has been involved in helping to put this plan together, particularly the Smart Growth Committees.

Minister for Planning



# a plan for melbourne's growth areas

*A plan for Melbourne's growth areas* describes how growth will be managed and how more affordable housing choices and jobs will be created in Casey-Cardinia, Hume, Melton-Caroline Springs, Whittlesea and Wyndham, the five growth areas that have attracted significant growth to date and will continue to attract a substantial share of future growth.

Over the next 25 years, *Melbourne 2030* aims to accommodate a larger share of new households in the established metropolitan area. Although it is expected there will be a gradual decline in the overall share of new households locating to the growth areas, from around 40 per cent to around 30 per cent, substantial future growth will still occur and will require a new approach to planning and coordination. How we manage this growth will determine the quality of life that families enjoy in the future.

To meet the needs of people in growth areas in the future, new developments are expected to achieve higher standards with regard to neighbourhood design, public transport accessibility, environmental sustainability and housing yields, choice and affordability.



## melbourne's growth areas





*A plan for Melbourne's growth areas* includes a number of important components to better manage growth in these areas, including:

1. the release of new land to protect housing affordability and provide adequate land for industrial uses and employment creation over the next 25 years and beyond
2. long-term plans in each of the five growth areas to provide certainty about the direction of future growth
3. a new Growth Areas Authority that will help streamline processes and support councils, developers and the community to ensure new neighbourhoods are well planned and that new communities receive the services and infrastructure they need sooner
4. a new partnership approach to infrastructure provision that builds on existing arrangements and ensures that developers in growth areas provide a fair contribution towards the provision of infrastructure.

This approach will ensure that:

- Melbourne retains its competitive edge when it comes to housing affordability and retains its position as one of the world's greatest places to live, work and do business
- enough land is released to allow business and industry to plan for the longer term, and will provide more opportunities to locate close to transport, workers and consumers
- people have affordable choices about housing and where to live
- new communities are designed to promote safe and healthy community and family life
- infrastructure and services are provided sooner.



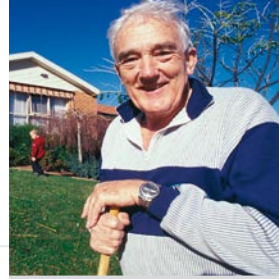


## a better place to live, work, relax and invest



### for families...

- a choice of affordable quality housing with the space families want
- parks, playgrounds and open spaces nearby
- community facilities nearby, such as schools, health services and a library
- local shops, preferably within walking distance from home
- reliable local transport for better access to shops, schools and jobs
- a wider variety of jobs nearby.



### for retirees...

- housing choice that provides, for example, a smaller single storey house in a quiet and friendly neighbourhood, for those wanting to down-size their homes
- local streets that are easier to get around
- easier access to shops and transport to medical services
- community facilities.



### for small businesses...

- enough people living, moving into and working in and around the local area to support a variety of small businesses
- a range of other businesses and services close by to attract new customers
- transport infrastructure that allows goods to be delivered and distributed efficiently and provides convenient access for workers.



### for bigger businesses...

- plenty of room for a large industry or warehouses, and room to expand in the future
- a readily available workforce offering both skilled and semi-skilled labour close by
- good access to the airports, the port and the rail network for local and international exporting.



## well-planned communities and the services you need

Well-planned and better designed communities have:

- a variety of shopping and commercial centres within walking or cycling distance, or a short trip away by bus or car if that is preferred
- meeting places such as local parks, libraries and other community facilities
- safe walking and cycling paths
- clear road layouts instead of winding, hard to navigate streets, providing easier access to services and facilities
- recreational and sporting facilities that cater for a variety of interests and ages.

Places with these characteristics provide the basis for healthy and active community life. They also provide a wider variety of housing choice, support and build the local economy, and reduce environmental impacts such as greenhouse gas emissions from car travel. This is what we want for the future of our new communities.

### CULTURAL SITES AND HERITAGE PLACES

Preserving local history and cultural identity is an important part of creating new communities. Where significant heritage sites have been identified, they have been protected from urban development. New developments will be required to respect and blend in with local heritage and cultural values, including Aboriginal cultural heritage.

### NEW SUSTAINABLE NEIGHBOURHOODS

The government's new sustainable neighbourhoods planning provisions are nearing completion. They will promote walking, cycling and public transport use as part of everyday life.

They also encourage water sensitive design to save water and protect the quality of our waterways.

The provisions streamline the assessment of different categories of subdivisions, with simpler and quicker processes for smaller subdivisions.

New developments will need to provide greater housing choices for families and meet the changing requirements of smaller households and an ageing population.

### PRECINCT STRUCTURE PLANS AND BETTER SEQUENCED DEVELOPMENT

*A plan for Melbourne's growth areas* puts in place new arrangements, through the new Growth Areas Authority, to ensure better sequencing of development so infrastructure and services can be provided earlier.

The new Authority will work with councils, developers and infrastructure agencies to ensure detailed precinct structure plans are either prepared for development areas that don't have them, or updated where they are not to the required standard.

Guidelines will be developed by the Department of Sustainability and Environment to give the Authority, councils and developers clear directions for planning and designing new communities.

These will be based on the directions and objectives contained in *Melbourne 2030* with regard to neighbourhood design, public transport accessibility and housing yields, choice and affordability, as well as the new sustainable neighbourhoods planning provisions.

improved  
safety, choice  
and access to  
services will  
be encouraged  
in the new  
developments







# housing affordability

our plan for the growth areas will maintain housing affordability, one of melbourne’s key competitive advantages over other australian cities

Melbourne’s position as the most affordable major city on Australia’s eastern seaboard will be retained.

## RESIDENTIAL LAND SUPPLY

Amendments to the urban growth boundary will ensure there is enough land available to help keep housing affordable into the future. Increasing the supply of land within the urban growth boundary places downward pressure on residential prices where:

- there is sufficient market demand
- there is real competition between developers
- land can be serviced in a timely and efficient manner.

Increased land supply that satisfies the above criteria can provide more affordable house and land packages. For example, research by VicUrban has shown that the recent provision of more serviced and zoned residential land within Epping has supported more affordable housing products coming on to the local market. The development opportunity arising from this increase in both serviced and well located land, relative to market demand, resulted in residential lots being 10 per cent cheaper on a dollar per square metre basis.

Based on this and other recent market studies, the government is:

1. providing enough new land through the current changes to the urban growth boundary
2. creating a Growth Areas Authority to recommend preferred development sequencing and zoning to State and local government, and to provide advice on the required infrastructure
3. improving development contribution arrangements, where developers of new housing and industrial land work in partnership with government and councils to provide infrastructure sooner to service new developments in growth areas.

The combination of these policies will ensure that housing in Melbourne’s growth areas remains affordable into the future.

## AFFORDABLE LIVING

*A plan for Melbourne’s growth areas* will ensure the new areas are better designed, safer and easier to move around. Shops and services will be more conveniently located, and there will be better public transport.

Delivering infrastructure and services sooner will increase the value of people’s investment in their home and will generate real savings for households through lower transport and commuting costs. More jobs closer to where people live will also provide increased opportunities for people to work closer to home.



## HOUSING CHOICES FOR ALL

*A Fairer Victoria* committed the government to exploring ways to increase the supply of affordable housing available. The Growth Areas Authority, working with VicUrban, the Office of Housing and private developers, will advise the government on options to deliver more housing choice in new developments to meet the needs of a broader range of incomes, particularly those at the lower end.

The government is also encouraging private and social housing providers to expand the range of options available for householders who choose to rent or are unable to purchase.

Initiatives supporting the development of a range of affordable housing choices in the growth areas include:

- developing an affordable housing objective for inclusion in the State Planning Policy Framework
- investigating ways to provide social housing in the growth areas
- investigating a 'housing first' requirement in the policy that governs the sale of surplus government land
- consulting with stakeholders about the use of restrictive covenants that can limit housing choice and that are inconsistent with current government policy.







## more timely infrastructure provision

communities  
will receive the  
infrastructure  
they need  
sooner, and new  
arrangements  
will be made  
to better  
coordinate  
infrastructure  
provision with  
development

Historically, the provision of infrastructure and services needed to support new communities in Melbourne’s growth areas has not always kept pace with development. With the expectations of communities increasing in recent years, people are now seeking infrastructure that is delivered in a more timely way and to higher standards.

### FUTURE INFRASTRUCTURE NEEDS AND COSTS

Based on the work of the Smart Growth Committees, over \$10 billion of State-supported infrastructure is likely to be required for future outward growth up to 2030.

This includes infrastructure for:

- transport—arterial roads and public transport infrastructure
- the environment—reservations, regional parks and open space, stormwater and creek protection and water quality works
- State-supported community facilities—including neighbourhood houses, libraries and major recreation facilities.

### HISTORY OF DEVELOPMENT CONTRIBUTIONS

Development contributions have long been a fundamental part of the urban development process in Victoria and in other Australian states, with essential infrastructure (such as roads, sewers, drains and utilities) being directly provided by developers for many decades.

Development contributions have been able to be collected under legislation since the introduction of the *Planning and Environment Act 1987*.

The previous government amended the Act in 1995, introducing Development Contribution Plans.

The current government amended the Act in 2004 to ensure that Development Contribution Plans would be fairer, more transparent and more accountable. The amendments resulted from an extensive consultation process conducted by an independent steering committee that included broad representation from local government and the development industry.

*A plan for Melbourne’s growth areas* implements the intent of the legislation passed in 2004 and takes the opportunity to streamline and improve on past practices, tailored to the needs of the growth areas.







## THE CURRENT SITUATION

Development contributions remain a part of good development, and are provided and supported by responsible developers. However, different standards and approaches for infrastructure provision and contributions currently apply across the growth areas.

In fact, developers are faced with a variety of separate and different State and local contributions in different growth areas and a range of agencies to deal with.

The *Subdivision Act 1988* requires developers to contribute some of their land for use as local open space.

Some councils require a variety of contributions from developers through Development Contribution Plans or individual agreements, while others do not. Current local government contributions range from as little as \$600 per lot in some areas, to around \$5,000 per lot in Epping and around \$10,000 per lot in Mernda.

Major developments generally contribute towards the cost of State arterial roads through agreements with VicRoads. However, there is not a consistent approach to the application and recovery of contributions to roads from all developers. VicRoads estimates that the value of current contributions, where collected, averages approximately \$55,000–\$65,000 per hectare (mostly delivered as construction works, not payments).

Generally, contributions are not required for public transport infrastructure and services, regional open space and State-supported community facilities. However, some developers have in the past made contributions, including ‘in-kind’ contributions, in relation to these.

The opportunity exists to streamline, simplify and make development contributions more consistent in Melbourne’s growth areas.

## CONTINUED BUDGET FUNDING FOR INFRASTRUCTURE

In accordance with existing practice, the government will continue to meet the majority of the costs of State roads, public transport, community and environmental infrastructure from the Budget, and will continue to meet the costs of social infrastructure such as schools, health, and police and emergency services facilities in the growth areas. Where appropriate, the government will look for new ways for the private sector to invest, such as through Public Private Partnerships.

But it is also important that developers continue to contribute fairly. Decisions by State or local government to designate, rezone or subdivide land for urban development creates significant increases in land values. In some cases land values can increase by as much as \$300,000–\$400,000 per hectare (Charter Keck Cramer). Today this land value increase is shared between land owners and developers.

In these circumstances, it is reasonable for developers to contribute further to the cost of infrastructure provision so that services can be delivered sooner.

Development contributions will support the provision of transport (roads and public transport), environmental facilities (such as regional open space, trails and creek protection) and State-supported community infrastructure (including libraries, neighbourhood houses and major recreation facilities).





**A STRENGTHENED  
PARTNERSHIP APPROACH  
AND A SIMPLER SYSTEM**

To further improve the current system, a fairer and more integrated and efficient approach to determining contributions to infrastructure from development will be adopted. Development Contribution Plans will be the vehicle for achieving this simpler system. They will provide the development industry with greater certainty about the required level and type of contributions and greater clarity about the standards on which those contributions are based. Developers will no longer be required to deal with as many agencies when it comes to finalising their contributions. And importantly, communities can expect more timely and consistent delivery of infrastructure.

**A plan for each growth area**

The new Growth Areas Authority will work with councils and developers to progressively introduce Development Contribution Plans for each growth area, incorporating State and local contributions. This will assist with the coordination of State and local infrastructure, give greater transparency and provide greater efficiencies to industry.

State Development Contribution Plans will be initially prepared at a growth area level and will be progressively developed to include local requirements as more detailed precinct structure plans are completed.

**More flexibility for ‘in-kind’ provision**

The government is committed to a more flexible and modern approach so that infrastructure can be provided in the most appropriate and cost-effective way. Per hectare

contributions will be established in each growth area, finalised according to local needs for different categories of land and indexed over time to ensure that all developers contribute fairly.

There will be flexibility for contributions to be met, either completely or in part, by direct ‘in-kind’ provision and/or cash payments if that is what is chosen.

Developers will be able to propose in-kind provision from a suite of flexible options, including constructing roads and public transport facilities; enhancing open space, walking and bicycle trails, and State-supported community infrastructure such as neighbourhood houses; and providing land for road and public transport reservations or other public facilities.

While the government will set the parameters and delegation capacity, the new Growth Areas Authority will have the ability to negotiate in-kind contributions to infrastructure with developers in lieu of cash contributions, measured against per hectare contributions set out in the relevant Development Contribution Plan.

**THE NEW POLICY  
APPROACH**

The government is adopting a more consistent approach to contributions in growth areas. Contributions will now include public transport, environmental facilities and State-supported community infrastructure.

Because the extent of the land value increase varies at different points in the development cycle, developments will be required to contribute a different proportion of infrastructure costs, depending on the status of the land involved.





While contributions may be made in cash and/or in-kind, they will be measured against per hectare contributions calculated for individual areas as a function of the infrastructure required to ensure fairness and value for money.

Developments in the growth areas will contribute:

- 25 per cent of the value of public transport, environmental facilities and State-supported community infrastructure on land already within the urban growth boundary and zoned for urban development but not yet subdivided (this is land likely to be taken up within the next 10 years). The expected value of such contributions is currently estimated to be around \$40,000-\$45,000 per hectare
- 40 per cent of the value of such infrastructure on land within the urban growth boundary but not yet zoned for urban development (this is land likely to be taken up in 7-15 years). The expected value of such contributions is currently estimated to be around \$60,000-\$65,000 per hectare
- 50 per cent of the value of such infrastructure on land brought within the urban growth boundary in 2005 (this land is more likely to be taken up beyond 15 years). The expected value of such contributions is currently estimated to be around \$75,000-\$80,000 per hectare.

Development Contribution Plans for each growth area will include the above requirements for contributions to public transport, community and environmental infrastructure, alongside the existing requirements for contributions to roads. Where collected, these currently average \$55,000-\$65,000 per hectare.

As a consequence of amending the urban growth boundary and when preparing Development Contribution Plans, further consideration will be given to the appropriate level of contributions to roads from land to be developed in the medium to long term.

Contributions will be calculated in the plans on a 'per hectare basis' – a hectare is an area of land about 2.5 times larger than an acre. Typical average development in growth areas currently sees an average of 10-12 houses built on every hectare of land. This is expected to increase as new planning arrangements and market and demographic changes occur. More houses on each hectare of land are already being achieved in some areas, providing a greater choice in housing types and lot sizes.

As a general guide, the Department of Sustainability and Environment has prepared some estimates of the equivalent to the per hectare rate for individual house blocks. These estimates are based on a typical development where 11 houses are built on every hectare, taking into account the tax deductibility of the contributions. The equivalent to the per hectare rates are:

- a contribution of between \$2,700-\$3,100 per block for land within the urban growth boundary (UGB) and zoned for urban development but not subdivided
- a contribution of between \$4,000-\$4,400 per block for land within the UGB but not yet zoned for urban development
- a contribution of between \$4,900-\$5,400 per block for land brought within the UGB in November 2005.

The new Authority will provide advice on the details of contributions in each growth area, depending on local needs.

In accordance with current practice, the government does not determine the allocation of a developer's costs to individual house blocks in a subdivision. This is decided by developers, depending on how many houses they build and on local market conditions.

It is unlikely that all of the contributions will be passed on to home buyers. Because the requirements will be known well in advance, developers can negotiate lower prices for raw land, avoiding passing on costs to home purchasers.

Contributions in Victoria compare favourably to contributions for similar development in Sydney and Brisbane. Victoria has some of the lowest infrastructure contributions arrangements of any major Australian city making our property industry more competitive for developers and new housing more affordable than in other eastern states.



# impact of contributions on housing affordability

## GREATER CERTAINTY AND LOWER LAND PRICES

By knowing the requirements for greater contributions to infrastructure costs resulting from development, developers can negotiate lower prices for raw land, avoiding passing on costs to home purchasers. This means greater certainty for developers in negotiating land purchases and finance arrangements.

The effect of the contributions will reduce the price paid by developers for raw land. In these circumstances it is not expected that there will be additional costs passed on to home purchasers.

## OFFSETS TO DEVELOPMENT CONTRIBUTIONS

Contributions for infrastructure are deductible for tax purposes, thereby reducing the cost to developers.

In addition, any potential impact on house prices will be further offset by other elements of *A plan for Melbourne's growth areas*, including:

- a greater supply of land for development which, when appropriately zoned and serviced, will lead to downward pressure on land prices
- a more efficient process to coordinate infrastructure and servicing of land with development
- greater competition in local housing markets leading to more choice and lower prices.







## a new growth areas authority

A Growth Areas Authority (GAA) will be established to work in partnership with councils and government agencies, and provide advice to government on the coordination of land development, infrastructure and service provision in the growth areas.

Key objectives of the GAA will be to:

- reduce the regulatory burden on developers and local government
- maintain housing affordability in growth areas and monitor price movements so that the affordability objectives of this plan are achieved.

Key tasks will include:

- advising on the release and servicing of new land when required, to ensure there continues to be competition and a downward pressure on prices
- developing plans and supporting Development Contribution Plans for infrastructure and services for consideration by government
- supporting the implementation of government policy regarding housing affordability, choice and yields
- providing advice to local councils and the Minister for Planning on the sequencing of land release, land rezoning proposals and the need for any future changes to the urban growth boundary
- working with local councils to ensure that appropriate detailed precinct structure plans are recommended to government.

The GAA will work cooperatively with local councils, the development industry and government agencies to achieve its objectives of good planning, timely infrastructure provision and quality development for growth areas.

The GAA will be created under legislation and will have a Board accountable to the Minister for Planning. Local government will be represented on the Board and will be consulted, along with developers and other stakeholders, regarding operational

and implementation matters as part of the development of the legislation. Interim arrangements will be put in place to ensure a smooth transition to the GAA. These will include the referral of significant applications to the Director of Public Transport.

### GROWTH AREA PLANS

Growth area plans, based on the framework plans will guide the overall form, direction and sequence of urban development within each growth area. These growth area plans will be developed in 2006 for inclusion in planning schemes.

### STRUCTURE PLANS

The GAA will work with councils to ensure that detailed precinct structure plans are either prepared for development areas that don't already have them, or updated where they need to be improved. Plans for development precincts will implement the government's policies and community aspirations for planning and designing new communities. They will include objectives for housing yields, choice and affordability and will also set out the infrastructure required to support development.

In most cases, precinct structure plans will cover an entire new community or suburb. Land owners, developers and government agencies will be included in the process of preparing precinct structure plans.

Local councils as Planning Authorities will remain responsible for planning scheme amendments that implement the detail of the adopted structure plans. Rezoning of a major development precinct will occur after a precinct structure plan has been prepared and adopted. The GAA will work with local government to monitor the outcomes achieved through planning permits and subdivisions, to ensure that the policy objectives and requirements of precinct structure plans are achieved and contributions to infrastructure are received.

the sheer scale and complexity of planning for and overseeing the development of melbourne's five growth areas over the next 25 years requires a new approach



# more jobs closer to where you live

prosperous economies with thriving businesses can provide a variety of job opportunities for developing communities

Local jobs boost the economy by creating employment for local people and by providing incentives for other businesses to move into the area.

Because local work reduces commuting distance, it can increase leisure time and reduce private car use, traffic congestion, air pollution and expensive road costs.

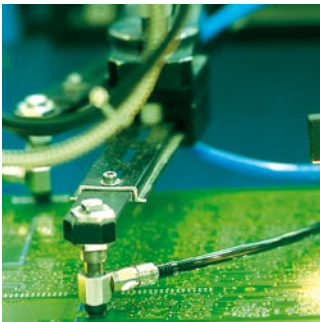
This plan seeks to improve market conditions for investment, which could create the opportunity for an extra 80,000 jobs during the next 25 years in, or easily accessible to, the growth areas.

## BOOSTING EMPLOYMENT OPPORTUNITIES

The growth area framework plans identify well-located land sufficient to meet the expected needs of business and large-scale industry for 25+ years. Local jobs will also be created in shopping and commercial centres with good transport access, and in areas along major road and public transport corridors. Further strategies and initiatives designed to generate local jobs include:

- preparing regional employment strategies that increase access to employment by growth area residents, because the growth areas are part of broader economic regions
- identifying and supporting strategic employment sites in areas that have the potential to create new and more diverse 'innovation economy' jobs in outer suburban areas, if made more attractive for investment. This would include traditional industrial areas, activity centres with an employment focus and large sites located close to good transport infrastructure

- identifying and supporting employment and business clusters, because many firms and businesses can work more successfully if located together, creating synergies, spin-off jobs and greater economic activity. Clusters of activity can also attract a range of business support services, allow more effective delivery of telecommunications infrastructure and help create more diverse employment
- continuing to support transit city and activity centre developments by pursuing opportunities to promote the development of centres that can provide large populations with thriving retail activity and shopping choices, housing and services such as public hospitals and post-secondary education facilities around transport links. These centres also have the potential to generate significant employment. The transit cities of Dandenong, Footscray, Werribee, Sydenham, Broadmeadows and Epping are already well placed to become such centres.






## SUPPORT FOR METROPOLITAN INDUSTRY

Along with the Port of Melbourne and Melbourne Airport, the metropolitan area has three major industry 'nodes' that are vital to Victoria's economic future—Dandenong South/Cranbourne West in the south-east, Somerton in the north and Laverton North in the south-west. Because these nodes are the main locations for large-scale manufacturing and freight transport activity, metropolitan industry land requirements to 2030 were considered for Casey-Cardinia, Hume and Wyndham.

Each area now has enough existing and additional land for industrial requirements for more than 20 years, with land south of the Pakenham Bypass set aside in Casey-Cardinia and additional land along the Melbourne-Sydney railway and the Hume Highway/Freeway corridors set aside in Hume. The growth area plans also ensure that sufficient land is available to cater for local employment needs.

The table below indicates that if current trends continue, the number of jobs in the growth areas is likely to increase to 320,000 over the next 25 years. A *plan for Melbourne's growth areas* seeks to improve market conditions for investment, which could create the opportunity for an extra 80,000 jobs during the next 25 years in, or easily accessible to, the growth areas.



	2001 ACTUAL JOBS	2030 CURRENT JOBS TREND	2030 HIGHER JOBS GROWTH
Casey-Cardinia	44,300	100,400	142,400
Hume	57,500	92,000	95,000
Melton-Caroline Springs	7,900	19,300	26,400
Whittlesea	29,500	46,500	46,500
Wyndham	31,800	62,000	90,000
Total	171,000	320,200	400,300

### forecast growth in jobs

Sources: Department of Sustainability and Environment, 2005 forecast; Australian Bureau of Statistics, 2001 Census.



## protecting the natural environment

the character, amenity and economic value of a neighbourhood is improved by establishing green spaces and by preserving sites of significant environmental value

### METROPOLITAN PARKS

Planning for two new metropolitan parks is well underway for the Toolern Regional Park near Melton and for the new Werribee Regional Park in Wyndham. Further long-term planning continues for new parks on Kororoit Creek at Caroline Springs, for a second regional park north of Wyndham and for a regional park at Cranbourne East.

A draft plan for a new park on Merri Creek in Craigieburn will be released shortly, while significant extensions continue at existing ‘icon’ parks at Plenty Gorge in Whittlesea and at Cardinia Creek parklands.

Local parks will also continue to be provided, and the government is undertaking planning to expand the metropolitan trails network to improve access to parks.

### WATER SENSITIVE URBAN DEVELOPMENT

The government’s White Paper, *Our Water Our Future*, and the State Environment Protection Policy (Waters of Victoria), emphasise the need to protect the environment, conserve water and manage its use efficiently for the benefit of present and future generations.

To help manage the impact of urban development on the Port Phillip and Western Port catchments, the government is reviewing the Victoria Planning Provisions to encourage residential development that is designed to save water and protect the quality of waterways.

### STORMWATER QUALITY

Urban development will be designed to maintain and enhance the environmental health of Port Phillip Bay, Westernport Bay and Melbourne’s rivers and streams. Urban stormwater management measures, including the use of offsets, will protect and improve water quality where practical. These measures will be consistent with the State Environment Protection Policy and catchment-wide objectives of the Regional Catchment Strategy and the Regional River Health Strategy.

### WATERWAYS

New urban development will incorporate designated waterways to provide fauna habitat and movement corridors, protect water quality, enhance open space networks and provide walking and cycling paths.

### WATER SUPPLY

Water authorities will continue to work with local government and land developers to conserve drinking water and to increase water re-use. Water authorities will set the standards in new urban development for a wide range of alternative water supplies such as recycled water (including greywater), stormwater and the use of rainwater tanks.







## NATIVE VEGETATION

Government policy is to achieve a net gain, or increase, in the extent and quality of native vegetation. Victoria's biodiversity will be protected by ensuring that areas with high conservation value are avoided when land is designated for future development.

The government is examining further improvements to the approvals processes to ensure earlier decisions on vegetation protection, allowing development to proceed with greater certainty. These changes will address how key areas of environmental value will be protected, how impacts can be minimised and if necessary, how offsets are calculated and applied.

Victoria's *Native Vegetation Management—A Framework For Action* will be implemented across urban areas using practical and cost-effective measures that identify native vegetation in the early stages of development.

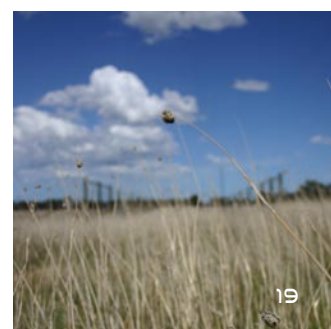
Native vegetation values will be mapped and assessed across each growth area to help identify and set aside important native vegetation sites that support regional biodiversity priorities. The vegetation mapping initiative will assist land developers in their planning studies and development approval applications by ensuring that the most accurate information is available to them and local councils, minimising potential delays.

Sites with nationally threatened species may still be subject to assessment as part of the Commonwealth's *Environment Protection and Biodiversity Conservation Act 1999*.

## NEW DEVELOPMENT

Views to hills, ridges, and the countryside are to be protected where practical. Green 'corridors' along creeks and streams will be created, and important trees and bushland retained. Preserving these features will create a break between residential areas and provide walking and cycling paths. Natural landscape features such as waterways can also provide neighbourhoods with a sense of individuality.

Residential development around public transport, shopping and commercial centres will minimise impacts on the natural environment and protect nearby agricultural, conservation and recreation areas.





## developing the new plans

new growth area plans have been informed by the work of the smart growth committees and will be included in the planning system

### SMART GROWTH COMMITTEES

In late 2003, the Victorian Government appointed five committees with independent chairpersons to oversee the review of the existing growth area plans, and to provide advice on the long-term growth in each area. The committees comprised government departments and agencies; local council officers and councillors; representatives from the development industry peak bodies; and local community representatives. Each committee carried out technical investigations, conducted public workshops and submitted interim and final reports to the government.

The work of the Smart Growth Committees has directly informed the government's decisions about the growth area plans and changes to the urban growth boundary. The government has adopted most of the recommendations of the Smart Growth Committees in relation to the growth area framework plans.

The new Growth Areas Authority will provide advice regarding the need for any changes to the urban growth boundary in the future.

The reports of the Smart Growth Committees will remain a valuable source of advice to the government, councils, infrastructure agencies and the new Growth Areas Authority in undertaking further, more detailed planning for new communities in growth areas.

### NEW GROWTH AREA PLANS

Based on the work of the Smart Growth Committees, the new growth area framework plans presented on the following pages provide a broad outline of the future direction and nature of change within each growth area. More detailed growth area plans and related policies will be developed in 2006 for incorporation by the Minister for Planning into the State Planning Policy Framework.

These growth area plans and policies will be based on the detailed advice received from each of the Smart Growth Committees.

The Growth Areas Authority will develop the plans and policies in consultation with local councils. As the plans are finalised, local councils will progressively review their local planning schemes to ensure that there is consistency between them and the State Planning Policy Framework.







The Casey-Cardinia growth area includes the suburbs of Cranbourne, Pakenham and Officer. Casey-Cardinia has experienced the most residential development of all the growth areas over the past 10 years. It is the most distant growth area from central Melbourne and the only one located to the south or south-east of the city. The growth area has an abundance of significant natural and developed features, including:

- an enviable natural landscape setting and the Dandenong Ranges foothills
- many creeks draining to Westernport Bay, a resource of world significance that is already under environmental pressure
- two existing electrified railway lines converging on Dandenong Transit City
- large amounts of undeveloped land adjacent to these railway lines
- two existing major highways (the Monash/Princes Freeway and the South Gippsland Highway) and the nearby Eastlink under construction
- the nearby Dandenong Transit City, two principal activity centres at Cranbourne and Fountain Gate– Narre Warren and six major activity centres at Berwick Village/Casey Technology Precinct, Casey Central, Endeavour Hills, Hampton Park, Officer and Pakenham, with room to grow
- the Royal Botanic Gardens at Cranbourne, and access to tourism and recreation in the Dandenong Ranges, Gippsland, Phillip Island and the Mornington Peninsula
- a thriving rural-based natural resource economy.





## ENOUGH ROOM TO GROW

This plan and the changes to the urban growth boundary provide enough land:

- for Casey-Cardinia to grow by 136,000–169,000 people
- for the additional 68,000–85,000 households that will need accommodation
- to encourage employment in local businesses and industries to grow to between 100,000 and 140,000 jobs, reducing the need to commute long distances.

There are severe limits to additional growth in Casey-Cardinia and in most of the south-eastern region of Melbourne beyond 2030.

Environmental conditions in the Western Port catchment including the former Koo Wee Rup swamp; the sensitivity of the Ramsar wetlands and coastal areas of Westernport Bay; and the region's high-value agricultural areas will largely determine the extent of future development. These limits mean that land identified for development must be used as efficiently as possible. Growth in this region will require careful monitoring and further assessment.

## GREEN SPACES FOR GENERATIONS

“It is important to protect Casey-Cardinia’s waterways and open space from development, preserving them as spaces of environmental significance that separate and define communities.”

*Casey-Cardinia Smart Growth Committee  
community workshop.*

The Casey-Cardinia growth area plan:

- recognises Cardinia Creek as a regional identity, and enhances its status as a waterway and open space corridor
- supports the protection of all other creeks for environmental and recreation purposes
- protects land with high agricultural values to the south
- prohibits development in the flood prone areas of the former Koo Wee Rup swamp
- preserves the high landscape values of the wooded foothills of the Dandenong Ranges
- avoids development in environmentally sensitive areas, including those at risk of salinity and waterlogging.



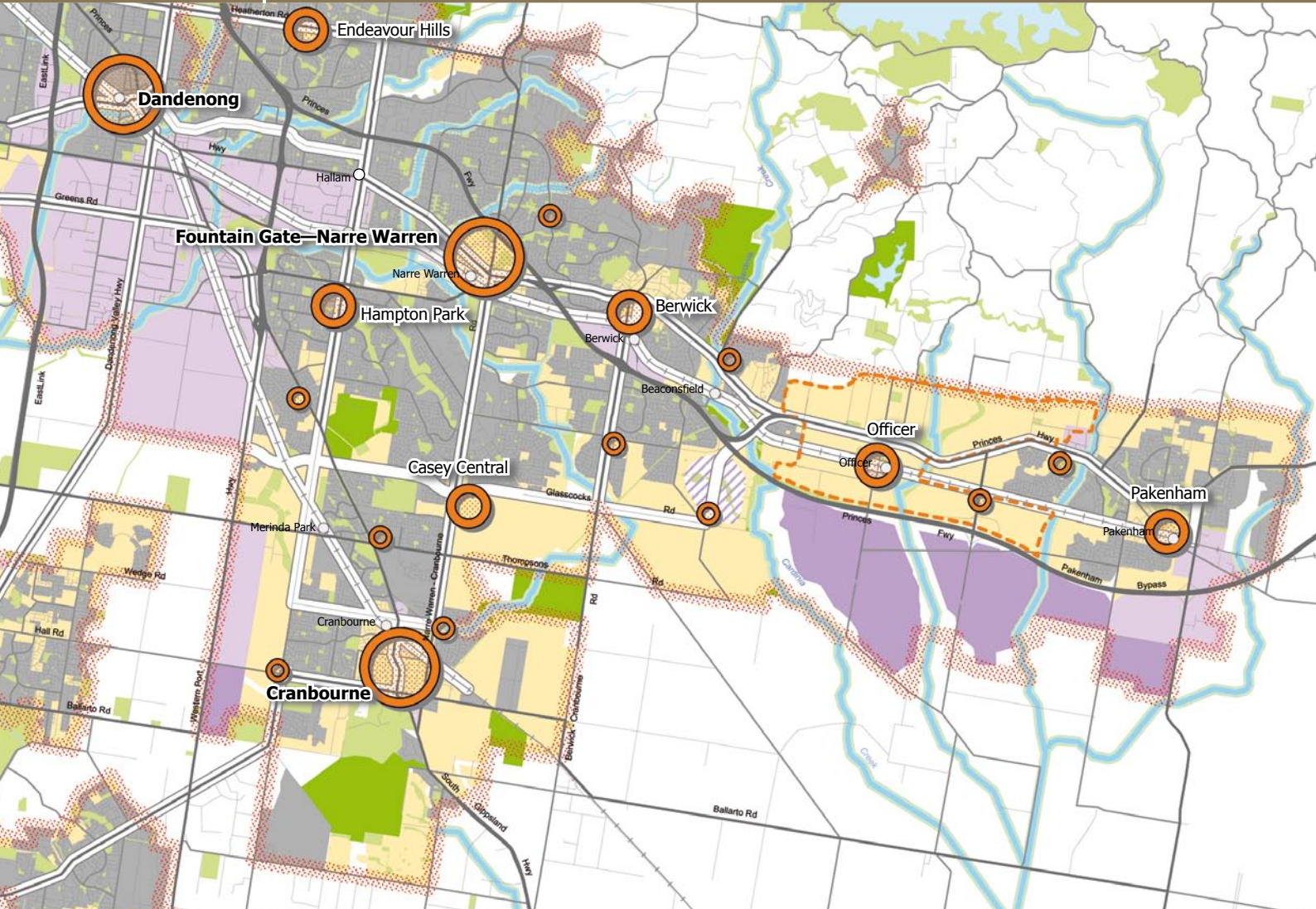
*A bustling commercial precinct near the Cardinia Creek parklands provides jobs for local residents*



# CASEY-CARDINIA growth area plan

casey-cardinia’s many natural features, including streams and creeks and the dandenong ranges foothills, provide an attractive setting for future growth

casey-cardinia growth area framework plan



legend



approximate scale only

ACTIVITY CENTRES		principal		major		neighbourhood (large)
URBAN AREA		existing				
RESIDENTIAL		urban land supply				
EMPLOYMENT		existing		proposed		mixed-use employment focus
UGB		urban growth boundary				(refer to approved planning scheme maps for precise location and scale)
PDA		preferred development area				(subject to detailed structure planning)
OPEN SPACE		regional significance		local network		significant creeks & buffers





## BETTER ACCESS

“Casey-Cardinia needs a transport plan and the right infrastructure to support the growing population.”

*Casey-Cardinia Smart Growth Committee community workshop.*

The Casey-Cardinia growth area plan:

- supports and reinforces the Dandenong Transit City as a key transport, employment, entertainment and service centre for the growth area and the broader region
- supports access to jobs through better east-west arterial road connections
- supports upgrades to roads to improve on-road public transport or freight movement, including north-south roads interchanging with the Pakenham Bypass.

## THRIVING COMMUNITY LIFE

“More local employment, a range of community services such as hospitals and secondary schools, and a choice of affordable housing styles and size are needed in Officer, Pakenham and Cranbourne.”

*Casey-Cardinia Smart Growth Committee community workshop.*

The Casey-Cardinia growth area plan:

- provides for a range of housing choices at Cranbourne, Officer and Pakenham
- supports residential and commercial development around public transport at a proposed new activity centre at Officer
- identifies areas for employment at Casey Technology Precinct at Berwick, a new mixed-use business and residential area near Beaconsfield, and industrial areas south of Officer and Pakenham and along the Dandenong-Hastings Road west of Cranbourne
- encourages employment and commercial development at activity centres such as Cranbourne and Pakenham town centres.



*A vibrant new town centre below the Cardinia foothills*



The Hume growth area includes Greenvale, Roxburgh Park, Craigieburn and Craigieburn West in Hume, and Donnybrook in neighbouring Whittlesea. This growth area:

- is only 20 kilometres from central Melbourne, bordered by the Hume Highway/Freeway and Mickleham Road
- is a strategic transport corridor of State and national significance (along the Hume Highway/Freeway and including the Somerton inter-modal freight terminal) for freight and passenger road and rail services
- is part of an important industrial and employment region for Victoria
- is the gateway to Melbourne for interstate and international visitors and for freight via Melbourne Airport
- has large areas available for potential development
- has significant water catchments, creek corridors, remnant vegetation and mineral resources on its east and west boundaries
- has important landscape features such as volcanic cones and biodiversity assets including grasslands and grassy woodlands.



## ENOUGH ROOM TO GROW

This plan and the changes to the urban growth boundary provide enough land:

- for Hume to grow by 31,000–35,000 people
- for the additional 19,000–21,000 households that will need accommodation
- to encourage employment in local businesses and industries to grow to between 92,000 and 95,000 jobs.

## GREEN SPACES FOR GENERATIONS

**“It is important to protect waterways and other natural assets for recreation and open space.”**

*Hume Smart Growth Committee community workshop.*

The Hume growth area plan:

- links the Greenvale Reservoir regional park to both the Merri Creek corridor and the metropolitan trails network
- requires neighbourhood parks and waterway corridors with natural assets such as remnant native vegetation to be established, many within walking distance of residential areas
- supports the development of Merri Creek as a ‘bio-link’ and open space corridor and protects all water courses draining through the area
- protects woodlands and grasslands along the Merri Creek corridor and around Donnybrook, and remnant red gum and grey box woodlands in the north
- excludes development from the headwaters of the Moonee Ponds Creek to protect water quality and the Woodlands Historic Park environment
- maintains future access to important extractive resources at Donnybrook
- protects the function of the Kalkallo flood retention basin.



*A neighbourhood centre with open spaces provides for a range of recreation activities*



hume in melbourne's north is the state's major industrial and employment region, and is the gateway to vital international and interstate markets

legend

ACTIVITY CENTRES

- principal
- major
- neighbourhood (large)
- specialised

URBAN AREA

- existing

RESIDENTIAL

- urban land supply

EMPLOYMENT

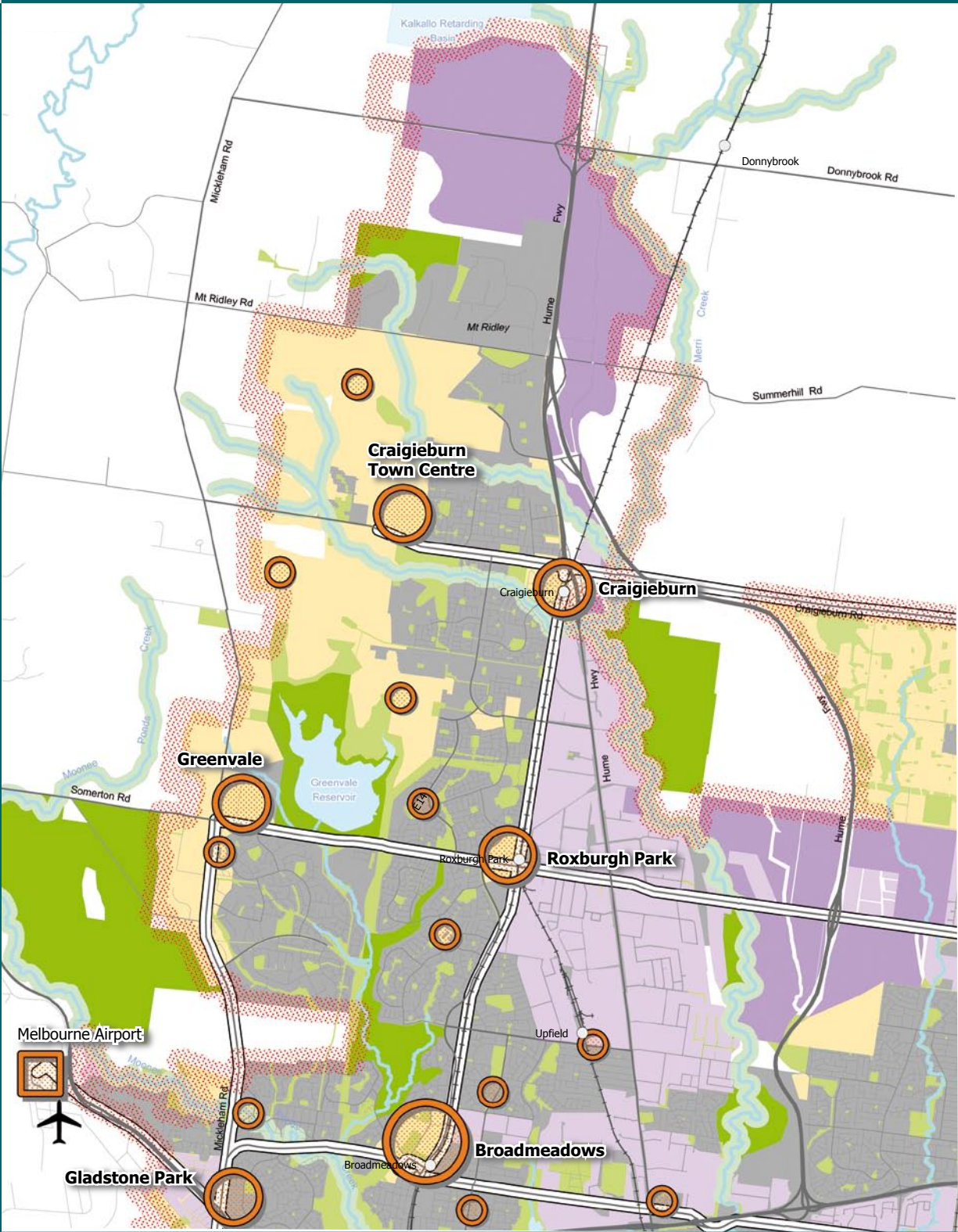
- existing
- proposed

UGB

- urban growth boundary (refer to approved planning scheme maps for precise location and scale)

OPEN SPACE

- regional significance
- local network
- significant creeks & buffers



approximate scale only





### BETTER ACCESS

“Existing road and public transport infrastructure must connect communities, and the major north-south and east-west roads must be upgraded.”

*Hume Smart Growth Committee community workshop.*

The Hume growth area plan:

- preserves land along the Hume Highway/Freeway and railway corridor for further industrial and freight uses
- identifies the E14 as a central road, helping to alleviate potential congestion on Mickleham Road and the Hume Highway
- supports improvements to public transport services, including completing the electrification of the rail line to Craigieburn Station and investigating new bus routes between major activity centres
- supports improved connections with the airport precinct
- proposes extending the principal bicycle network and the metropolitan trail network to key locations such as the upper Merri Creek valley.

### THRIVING COMMUNITY LIFE

“Providing affordable housing, services and facilities within activity centres would give young people more choice.”

*Hume Smart Growth Committee community workshop.*

The Hume growth area plan:

- focuses potential major employment and industrial growth close to the rail corridor and between the Hume Highway/Freeway and the railway
- encourages more development in and around existing and proposed activity centres
- provides more land for development to maintain local market competitiveness
- supports greater residential development and employment around existing rail-based activity centres, including the Broadmeadows Transit City, Roxburgh Park and the Craigieburn Station
- encourages a new mixed-use activity centre to develop at the new Craigieburn town centre
- provides a local employment focus for new office-based employment and service businesses at the proposed Greenvale activity centre
- establishes Craigieburn Station precinct and the new Craigieburn town centre as distinct yet complementary. The rail-based centre will focus on entertainment, education and community facilities, while the town centre will provide residential and retail opportunities and health services.



*Land for industry and employment growth*



The Melton–Caroline Springs growth area is located in Melbourne’s west and includes Melton township, Caroline Springs, Taylors Hill, Hillside and Ravenhall. Melton township was declared a ‘satellite city’ in 1974, leading to major residential development. The eastern part of the growth area, which includes Caroline Springs and Taylors Hill, has experienced rapid growth over the past five years. This growth area:

- comprises two distinct communities—the self-contained township of Melton and the new community of Caroline Springs at Melton East
- includes substantial areas of valuable agricultural land to the north-east of Melton township
- includes natural features such as Kororoit Creek, Mount Kororoit, Mount Cottrell, various important grassland areas and valuable stone resources
- is accessible by the Western Highway/Freeway, the Melton Highway and regional rail services to Melton on the Melbourne–Ballarat line.





## ENOUGH ROOM TO GROW

This plan and the changes to the urban growth boundary provide enough land:

- for Melton–Caroline Springs to grow by 78,000–88,000 people
- for the additional 33,000–37,000 households that will need accommodation
- to encourage employment in local businesses and industries to grow to between 19,000 and 26,000 jobs.

## GREEN SPACES FOR GENERATIONS

**“It is important to protect and enhance key environmental features including grasslands and waterways such as the Kororoit Creek, and create parks, gardens and open spaces for recreation and tourism.”**

*Melton–Caroline Springs Smart Growth Committee community workshop.*

The Melton–Caroline Springs growth area plan:

- protects important natural resources in the non-urban land between Melton and Caroline Springs, including grasslands, the Kororoit Creek wetlands, extractive industry resources and agricultural industries
- enhances the gateway to Melton and the open space network along the creeks south of Melton
- avoids development in environmentally sensitive areas west and south-west of Caroline Springs, including those at risk of salinity and waterlogging
- provides for proposed metropolitan parklands at Toolern near Melton and Kororoit Creek Park near Caroline Springs.



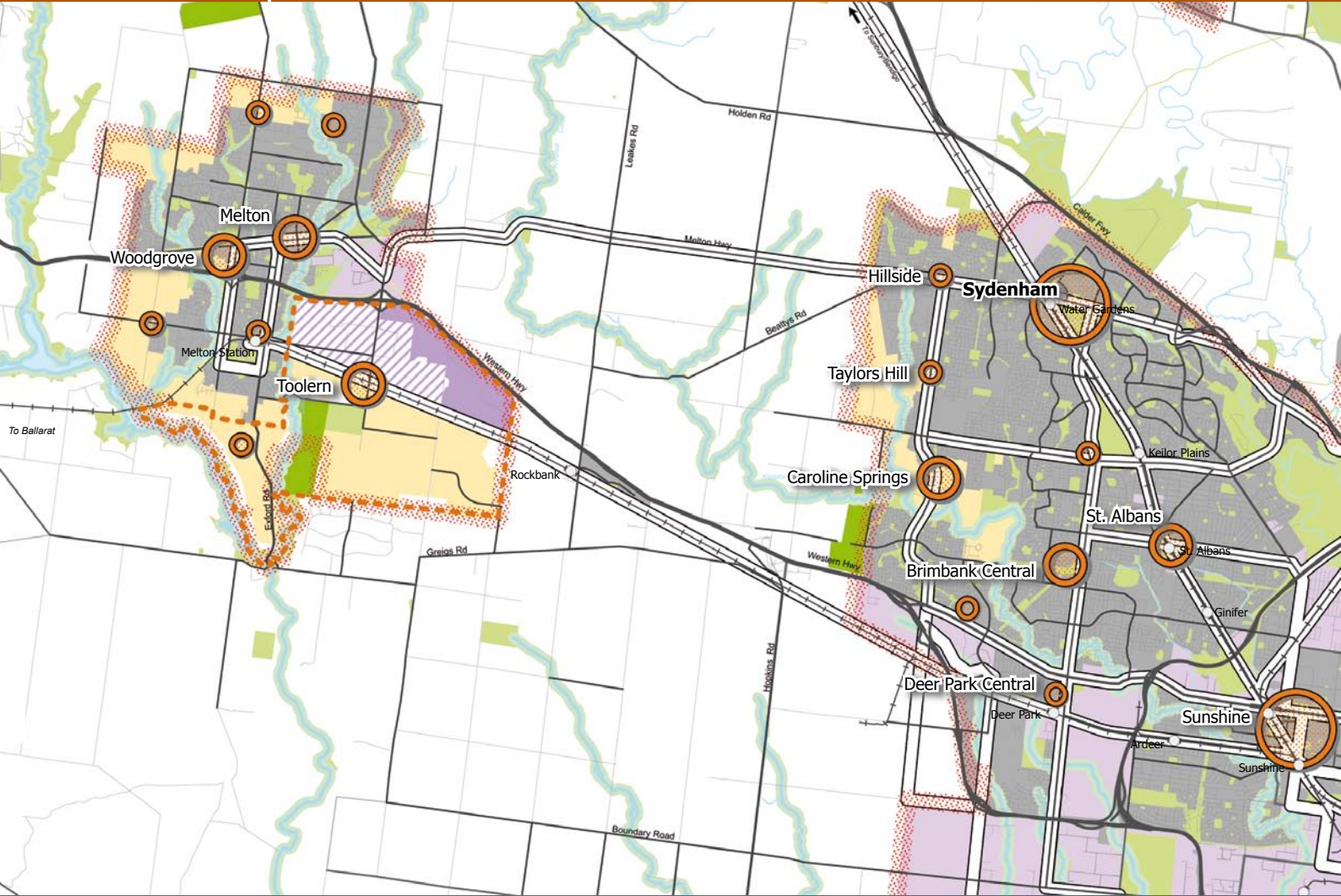
*Toolern – a new community with a range of housing choices close to jobs and services*



# MELTON-CAROLINE SPRINGS growth area plan

residential growth in caroline springs over the past five years is reminiscent of melton’s rapid growth that began in the 1970s

## melton-caroline springs growth area framework plan



### legend



approximate scale only

ACTIVITY CENTRES		principal		major		neighbourhood (large)
URBAN AREA		existing				
RESIDENTIAL		urban land supply				
EMPLOYMENT		existing		proposed		mixed-use employment focus
UGB		urban growth boundary (refer to approved planning scheme maps for precise location and scale)				
PDA		preferred development area (subject to detailed structure planning)				
OPEN SPACE		regional significance		local network		significant creeks & buffers







## BETTER ACCESS

“Existing transport infrastructure must be upgraded to provide better public transport to employment and activity centres.”

*Melton-Caroline Springs Smart Growth Committee community workshop.*

The Melton-Caroline Springs growth area plan:

- supports future improvements to public transport services
- establishes the road network and supports major works such as the Deer Park Bypass, the Leakes Road interchange and other main roads to provide for better traffic movement including better road-based public transport.

## THRIVING COMMUNITY LIFE

“New job opportunities must be created close to transport and town centres, and there must be affordable housing choices around existing transport corridors and in the outer areas.”

*Melton-Caroline Springs Smart Growth Committee community workshop.*

The Melton-Caroline Springs growth area plan:

- provides more employment and residential development areas to strengthen Melton township
- proposes a major new community and employment focus at Toolern, providing a quality mix of housing and complementing the existing Melton township
- supports a network of neighbourhood activity centres in Melton township to increase access to services and housing choice
- provides for limited additional growth at North Melton to support the proposed neighbourhood activity centre
- allows Caroline Springs to extend from the western edge of Taylors Hill, to provide opportunities for increased community infrastructure.



Attractive new parklands alongside Melton Reservoir provide natural open spaces for recreation and relaxation



The Whittlesea growth area includes the suburbs of Epping North, South Morang and Mernda. While development in South Morang has been underway for some time, development in Epping North and Mernda is still in the early stages. The growth area:

- has an attractive landscape setting and varied topography, which includes Quarry Hills, Darebin Creek Valley and the nearby Plenty Gorge regional parklands
- includes many environmental assets such as highly significant grasslands, grassy woodlands, remnant vegetation, red gum woodlands, wildlife habitats and river corridors
- is accessible by Plenty Road and High Street and is close to the Metropolitan Ring Road and the Hume Highway
- has major employment areas nearby, with scope for substantial expansion.



## ENOUGH ROOM TO GROW

This plan provides enough land:

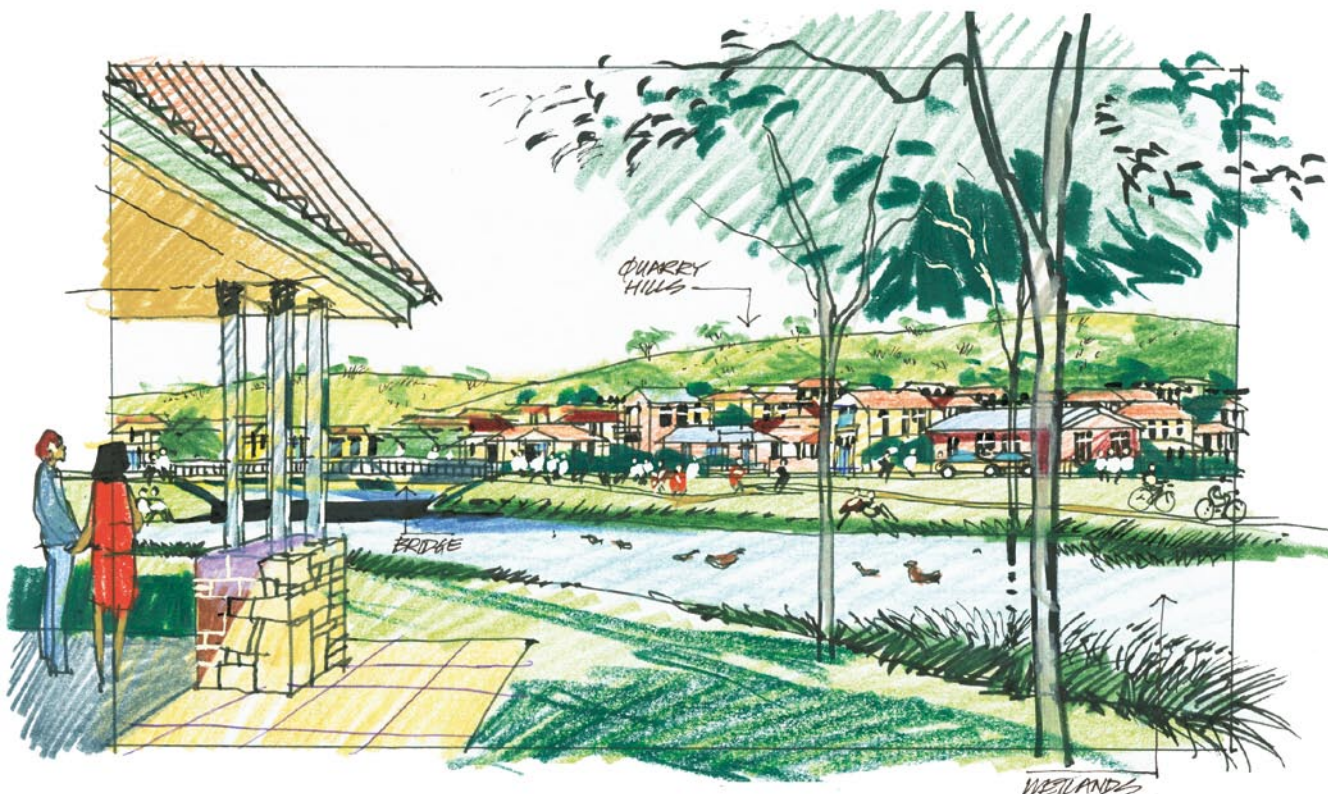
- for Whittlesea to grow by 40,000–66,500 people
- for the additional 20,000–32,000 households that will need accommodation
- to encourage employment in local businesses and industries to grow to 46,000 jobs.

## GREEN SPACES FOR GENERATIONS

Whittlesea has a clean, 'country-like' atmosphere with plenty of open space.

The Whittlesea growth area plan:

- identifies an extensive open space network and improves the Plenty Gorge parklands and visitor facilities
- allows substantial expansion of the Quarry Hills parklands
- enhances and protects red gum woodlands
- allows for the inclusion of existing resources into a proposed major new park along the Merri Creek that better protects grasslands east of Craigieburn.

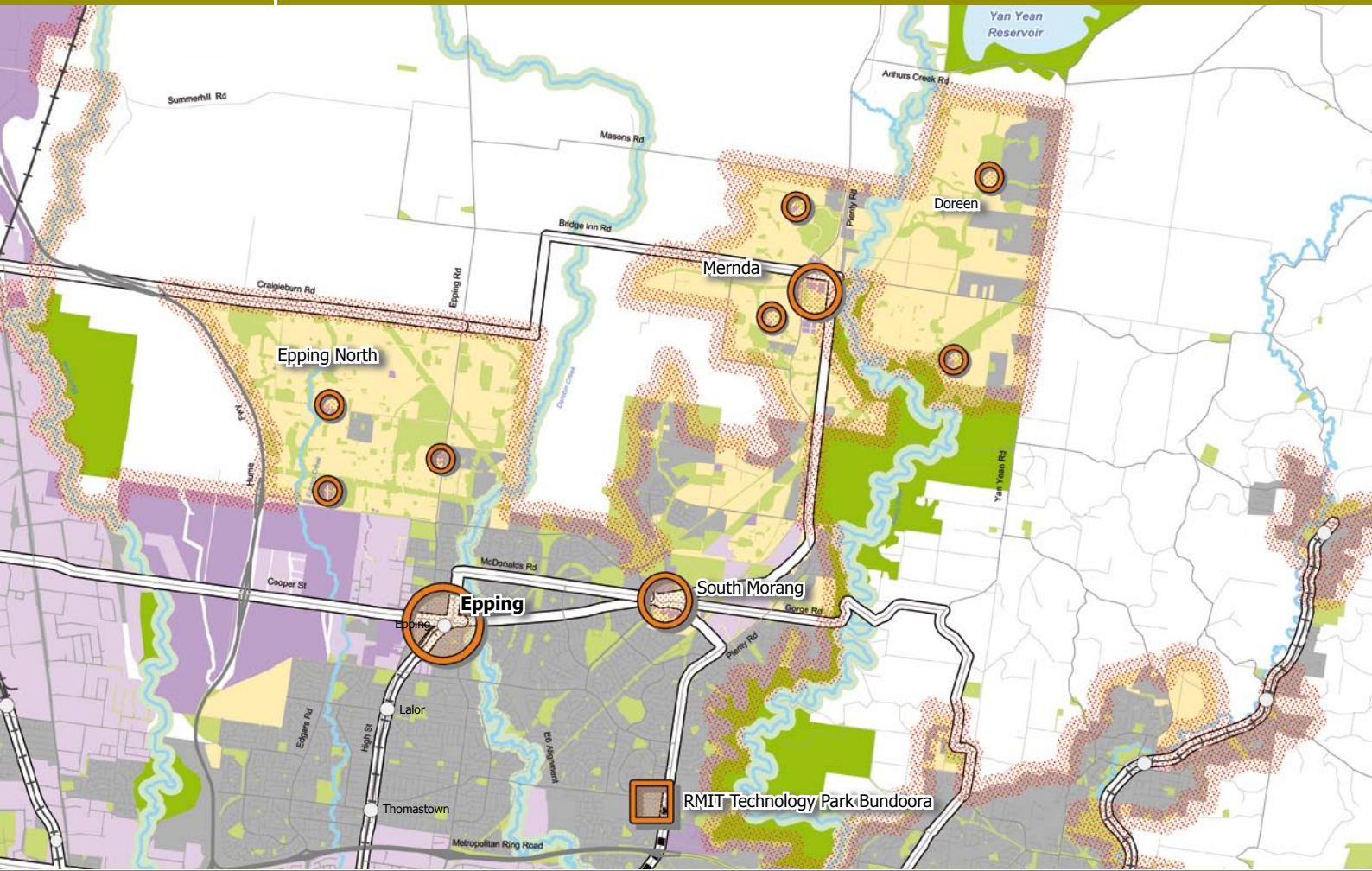


*A new community enjoys the natural open spaces of Quarry Hills*



the many significant natural features of this area will be preserved while still allowing for future residential and industrial development

whittlesea growth area framework plan



legend



approximate scale only

ACTIVITY CENTRES



principal



major

neighbourhood (large)



specialised

URBAN AREA

existing

RESIDENTIAL

urban land supply

EMPLOYMENT

existing

proposed

UGB

urban growth boundary

(refer to approved planning scheme maps for precise location and scale)

OPEN SPACE

regional significance

local network

significant creeks & buffers





## BETTER ACCESS

Whittlesea is well connected to the city by the Metropolitan Ring Road and the Hume Highway but needs more public transport.

The Whittlesea growth area plan:

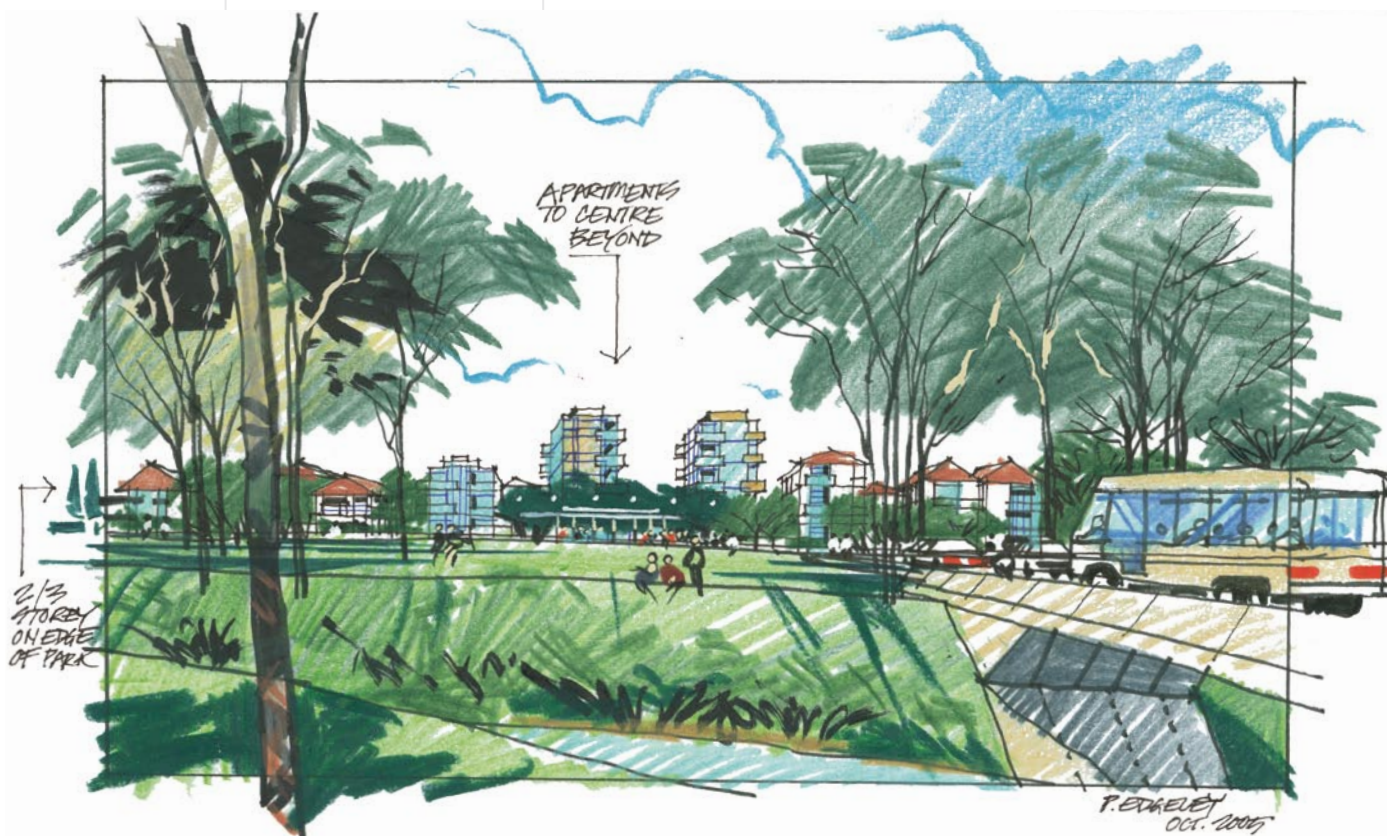
- reserves land for future public transport
- allows for the future development of high-capacity public transport services to South Morang, Epping North and Mernda and future expansion of local bus services
- identifies key north-south and east-west links within Whittlesea, including the E6 and Bridge Inn Road.

## THRIVING COMMUNITY LIFE

Infrastructure needs to keep pace with expected growth, particularly facilities and services such as hospitals and housing to cater for an ageing population.

The Whittlesea growth area plan:

- allows for extensive commercial, community and residential development around the Epping Transit City that will cater for a large population
- provides for a network of existing and new activity centres at South Morang, Mernda and Epping North
- extends the Cooper Street employment precinct, taking advantage of the Hume Highway and railway corridor and the Somerton inter-modal freight facility.



*Mernda Town Centre - an attractive focus for new communities in the Plenty Valley*



The Wyndham growth area includes the suburbs of Werribee, Wyndham Vale, Tarneit, Hoppers Crossing, Laverton and Point Cook. The growth area has many natural and developed features and:

- has access to central Melbourne via the Princes/West Gate Freeway and suburban rail services from Werribee
- is located on the regional rail link between Melbourne and Geelong and on the national standard gauge rail freight corridor
- includes agricultural land of State significance in Werribee South
- has valuable quarry sites in the west and north-west
- is close to Port Phillip Bay and Point Cook's important recreation and conservation assets, including Werribee River and the Lollypop Creek wetlands
- is a major employment centre with potential for further expansion
- is close to the Point Cook Airfield and Avalon Airport.





## ENOUGH ROOM TO GROW

This plan and the changes to the urban growth boundary provide enough land:

- for Wyndham's population to grow by 59,000–96,000 people
- for the additional 28,000–45,000 households that will need accommodation
- to encourage employment in local businesses and industries to grow to between 62,000 and 90,000 jobs.

Post 2030, major urban expansion will only be able to occur to the north and north-west. This direction is away from the existing heavy rail regional public transport corridor and west of the significant industrial area of Laverton North, which may need room to expand westerly at some future date. These constraints pose major challenges that will need careful consideration and further study in the future.

## GREEN SPACES FOR GENERATIONS

"It is important to protect the Werribee River, creeks, wetlands and flood plains from urban development."

*Wyndham Smart Growth Committee  
community workshop.*

The Wyndham growth area plan:

- protects valuable agricultural land to the south of Werribee, and mineral resources and native grasslands in the west towards Little River
- avoids development in environmentally sensitive areas, including those at risk of salinity and flooding
- provides for new proposed metropolitan parklands along the Werribee River.



*A vibrant Werribee Transit City opens to the Werribee River*



valuable agricultural land to the south will continue to provide much of victoria’s fresh produce for home consumption and for export

wyndham growth area framework plan



legend



0 1 2  
kilometres

approximate scale only

ACTIVITY CENTRES



principal



major

neighbourhood (large)



specialised

URBAN AREA

existing

RESIDENTIAL

urban land supply

EMPLOYMENT

existing

proposed

mixed-use employment focus

UGB

urban growth boundary

(refer to approved planning scheme maps for precise location and scale)

OPEN SPACE

regional significance

local network

significant creeks & buffers





## BETTER ACCESS

“Traffic flows through and around Wyndham could be improved by using the existing transport infrastructure when planning for new public transport services and roads.”

*Wyndham Smart Growth Committee community workshop.*

The Wyndham growth area plan:

- makes allowance for improvements to key north-south and east-west roads
- plans a better public transport network that serves Werribee town centre, Werribee Plaza, the technology precinct, the Boardwalk activity centre and Manor Lakes
- encourages new employment opportunities along the Princes Highway and the Werribee rail line
- protects Point Cook Airfield as an operating airport
- reinforces the focus of major commercial development along existing fixed-rail transport corridors and the Principal Public Transport Network.

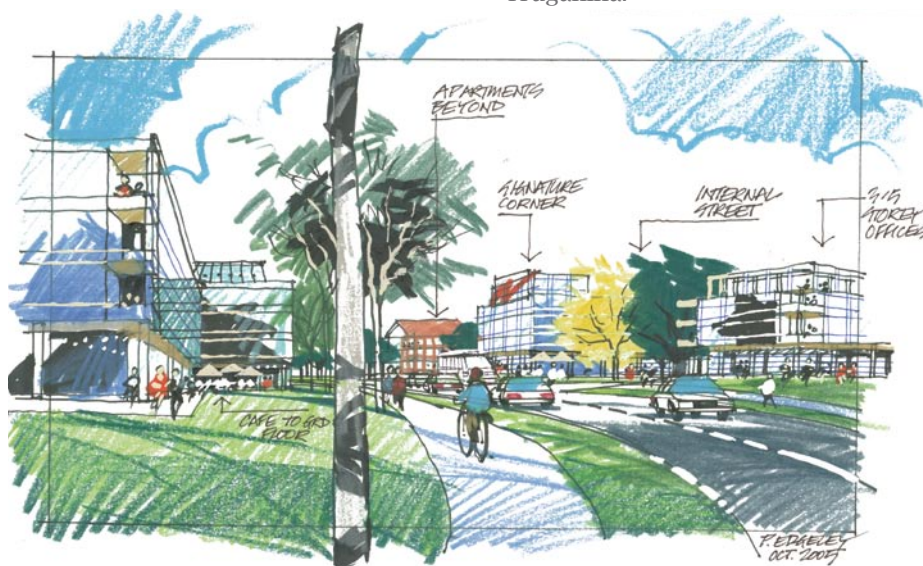
## THRIVING COMMUNITY LIFE

“Wyndham needs more facilities such as secondary schools and community centres, more jobs in local industrial and commercial areas, and a range of housing styles to suit the changing needs of the community.”

*Wyndham Smart Growth Committee community workshop.*

The Wyndham growth area plan:

- identifies key areas for significant commercial, community and residential development along the Werribee rail corridor and proposed public transport routes, at Werribee town centre, at the former Laverton Airbase and in the technology precinct
- encourages development of the Werribee Transit City as a mixed-use principal activity centre
- aims to provide enough people to support the Manor Lakes community and activity centre
- supports development of the former Laverton Airbase site and the technology precinct as major mixed-use business and service centres
- strengthens the role of the Laverton North industrial area through a new business-oriented activity centre at Truganina.



Werribee Technology Precinct - a place where new enterprises have room to grow in a successful mixed-use environment



# managing outward growth

we need  
to strike  
a balance  
between  
protecting our  
open spaces  
and providing  
land for future  
development

## THE URBAN GROWTH BOUNDARY

The urban growth boundary is a tool that the government introduced in 2002 to help manage outward growth.

*Melbourne 2030* set an interim boundary to protect Melbourne’s highly valued farming, conservation and recreation areas, but indicated that the boundary around the five growth areas would be subject to review in light of growth area development needs in the longer term. The Smart Growth Committees carried out the review during 2004–05.

On advice from the committees about future development, and in light of the government’s commitment to maintain a 15-year minimum land supply for housing and industrial development, the urban growth boundary has been amended.

Based on the current State Government population projections, this change will provide enough land within the urban growth boundary in each growth area for around 25 years of development.

This will provide certainty and a firmer basis for long-term planning for sustainable growth. It will also avoid the need for additional changes in the short term and help ensure future market competition and downward pressure on prices.

*Melbourne 2030* objectives are to locate more new households in the established metropolitan area and see greater housing yields and choice in new development in growth areas. In this case, land within the urban growth boundary will last significantly longer.

The revised urban growth boundary:

- protects environmentally significant and high-value agricultural areas from urban development
- supports economic development by including areas for employment and industry in accordance with the growth area plans.

The urban growth boundary changes are detailed in the planning scheme amendments approved by the Minister for Planning in November 2005, and are indicated on the growth area framework plans in this document.





## INTERIM ARRANGEMENTS

Some of the land brought into the amended urban growth boundary was zoned Green Wedge and is currently used for rural purposes. The Farming Zone will generally be applied as an interim measure to this land.

While the Farming Zone enables existing uses to continue until the land is rezoned for urban development, it will be gradually replaced with new urban zonings as the growth area plans are refined, allowing the intent of the plans to take effect.

Officer (Casey-Cardinia) and Toolern (Melton-Caroline Springs), both designated as a 'Preferred Development Area', will require more work to identify new land use zones and appropriate urban forms because of complex design and land use management issues.

The Department of Sustainability and Environment will work with local councils and the new Growth Areas Authority as required, to confirm appropriate zoning arrangements for the growth areas, particularly in relation to land that will not be required for urban development in the short to medium term.

## MONITORING THE DEMAND FOR LAND

The government will monitor the supply and demand for residential land on an ongoing basis, to enable a review of the impact on land supply of any future shifts in anticipated housing demand.

Investment in major industrial development has a long lead time, particularly for industries that require large sites or have very specific location or access requirements. These needs must also be carefully monitored.

The government's Urban Development Program, which reports annually after consultation with the development industry and local government, provides a detailed annual assessment of land requirements.

The new Growth Areas Authority will also have a role in researching and distributing up to date information regarding the supply of land available for development.



