

Strategic responses to the challenge of Melbourne's growth

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Melbourne 1934



Melbourne 1953



Melbourne today showing the city centre, the port and environs.

Melbourne CBD 1968



Southbank 2012



Actual and projected population growth, 1970 - 2010 - 2050

	Population growth 1970 to 2010 <i>(persons)</i>	Projected population growth 2010 to 2050 <i>(persons)</i>
Melbourne	1,588,000	2,294,000 2,407,000
Regional Victoria	465,000	761,000 468,000
Victoria	2,053,000	3,055,000 2,702,000
Australia	9,445,000	11,759,000 13,700,000

Projection data sources (colour coded): [Victoria in Future 2012](#); [ABS Series B, 2008](#); [Intergenerational Report 3, 2010](#)

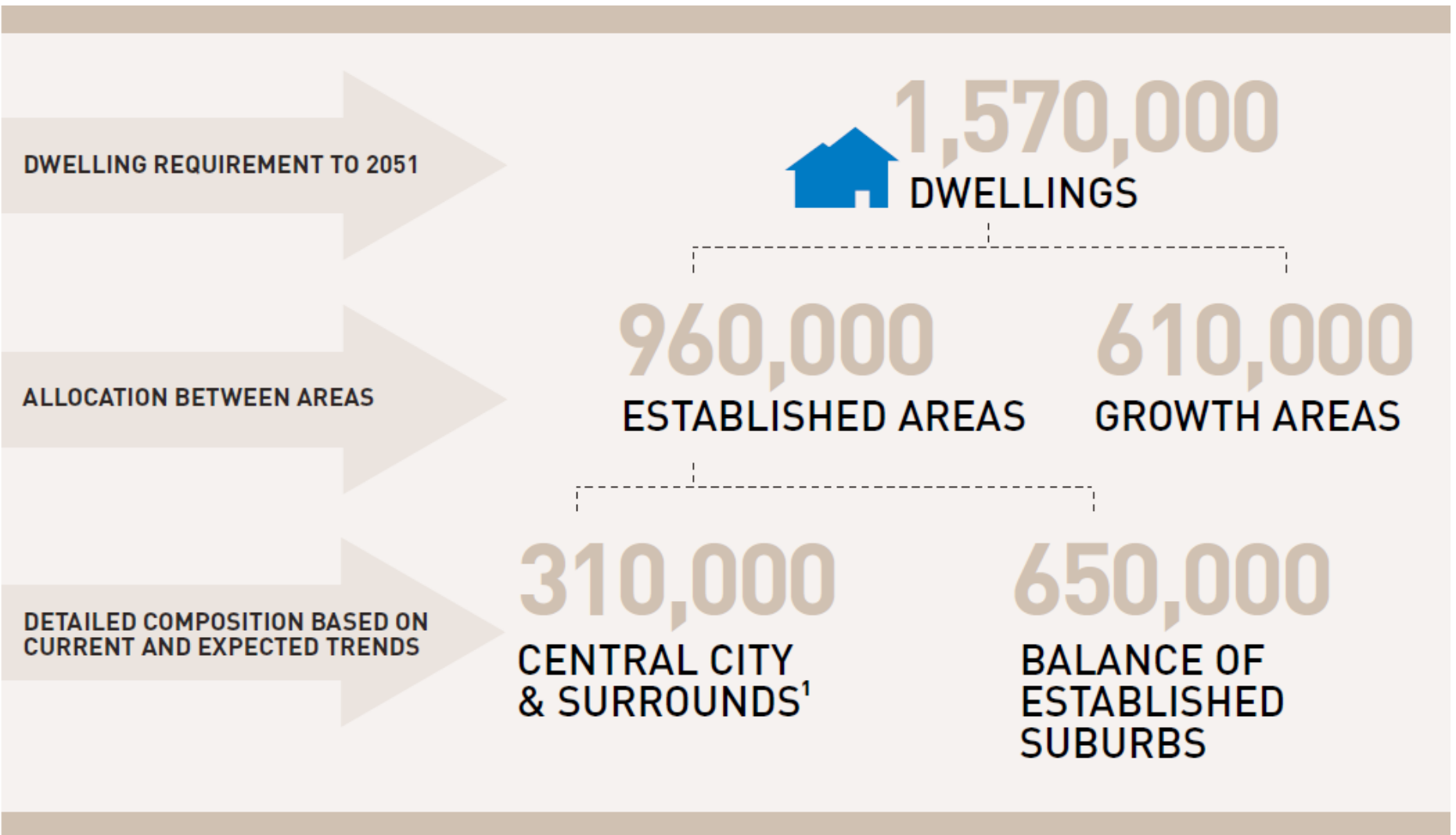
ASSUMPTIONS

All projections assume Net Overseas Migration of 180,000 p.a. VIF and ABS assume fertility rate of 1.8 for Australia and 1.7 for Victoria. Intergenerational Report assumes fertility rate of 1.9 (Aus)

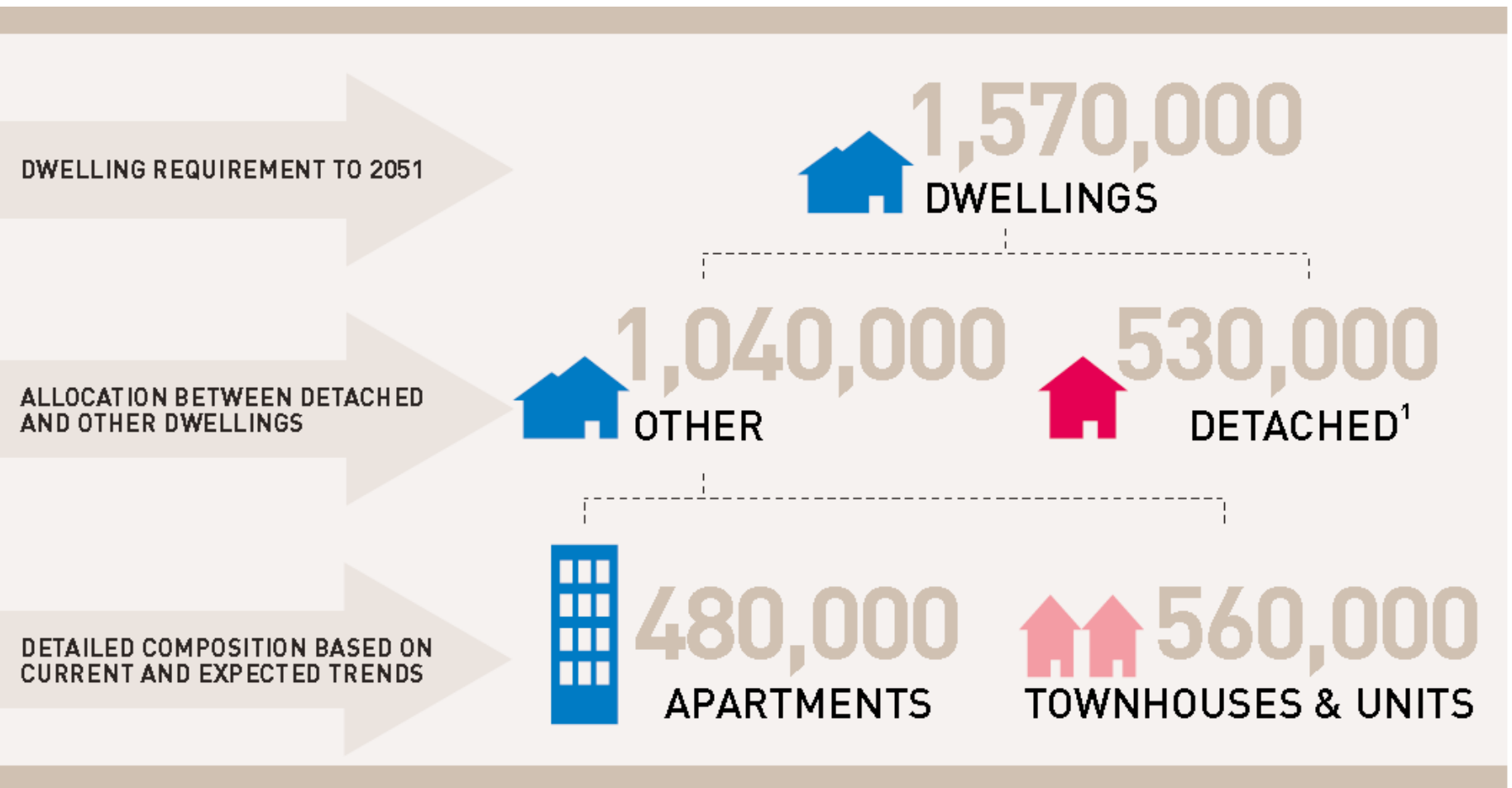
Plan Melbourne

- **Layered Development sites:**
 - metropolitan clusters: Dandenong, Fountain Gate, Epping, Sunshine, Ringwood, Broadmeadows, Box Hill, Frankston, Monash, Latrobe, Parkville
 - large-scale redevelopment areas: Fishermans Bend, Victoria Street, E-gate, Arden, Dynon, Southbank, Docklands, East Richmond etc.
 - other activity centres - transit oriented
- **Develop a state of cities:** rebalance population between Melbourne and regions
 - locate more population in Ballan, Bacchus Marsh, Kilmore, Broadford, Warragul-Drouin, Wonthaggi
 - develop a permanent UGB

Melbourne's housing by area



Melbourne's housing by type



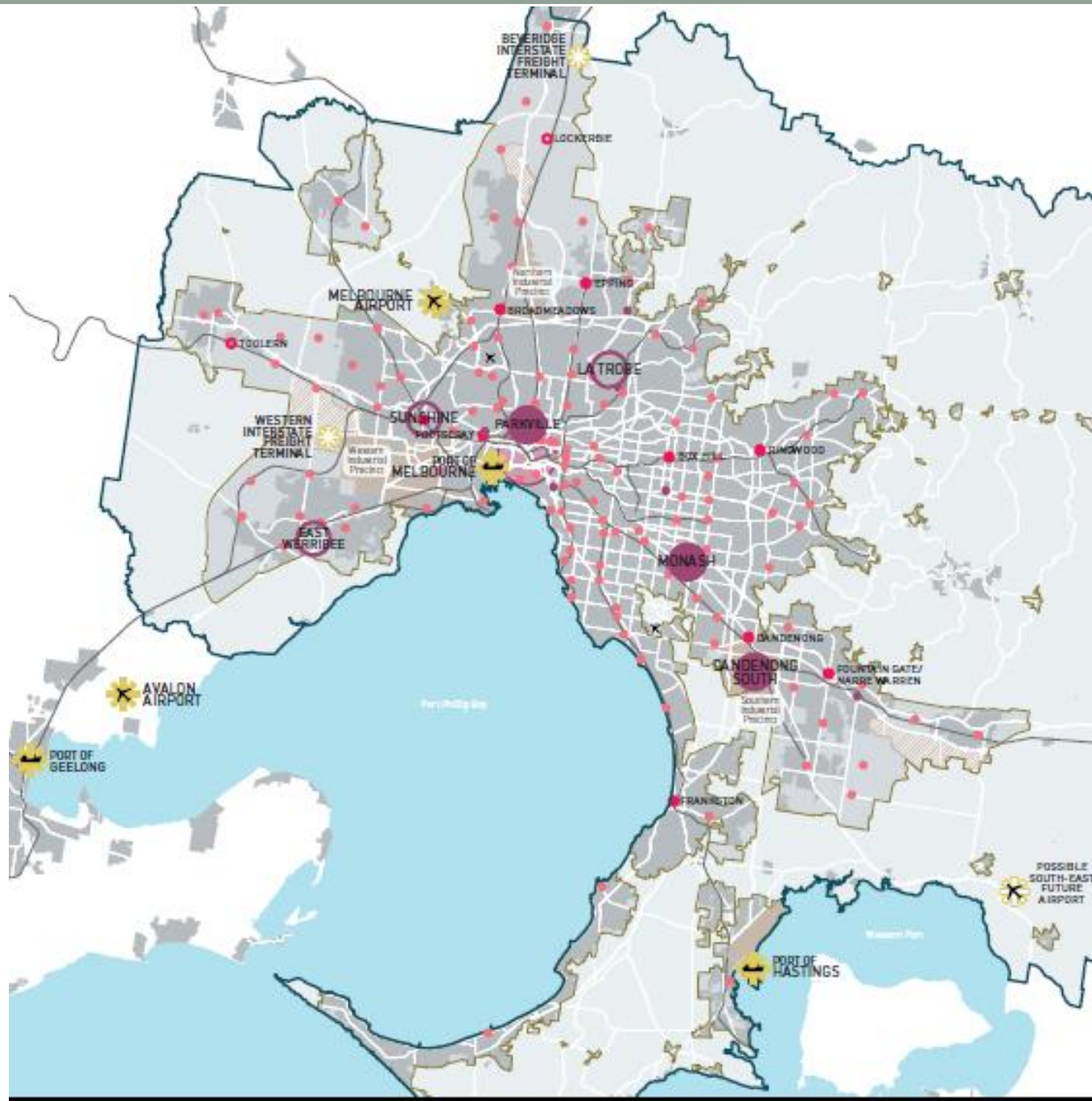


MAP 2 - DELIVERING AN INTEGRATED ECONOMIC TRIANGLE BY 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013

- Metropolitan Region
- Metropolitan Urban Boundary
- Urban Area
- Road Network
- Rail Network
- Expanded Central City
- National Employment Cluster
- Transport Gateway - Existing
- Transport Gateway - Future
- Key Industrial Precincts
- Integrated Economic Triangle
- Key Transport Connection - Road
- Other Major Road Connection
- Key Transport Connection - Rail
- Freight Airport
- Sea Port





High Rise Development



Main road intensification

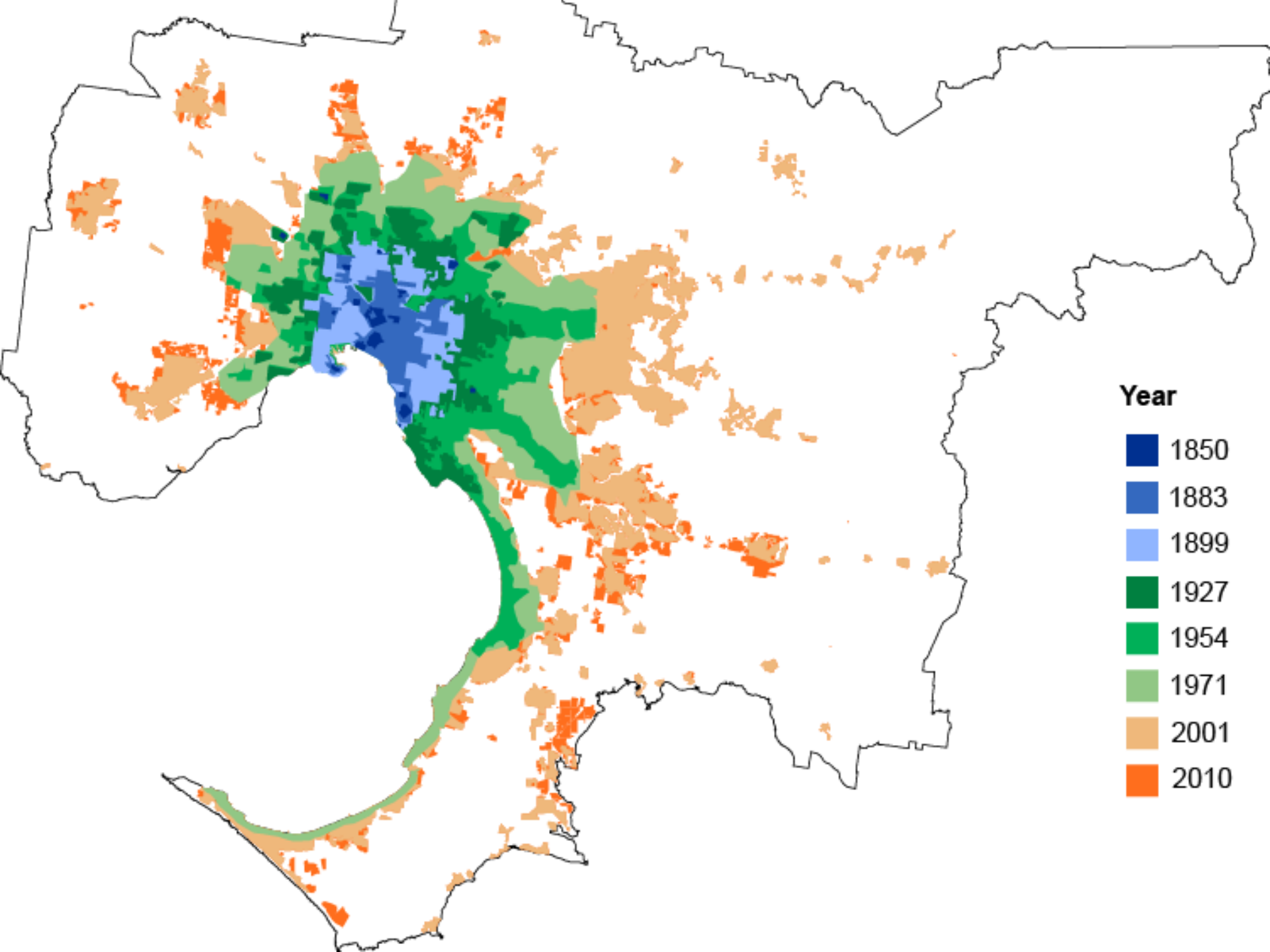


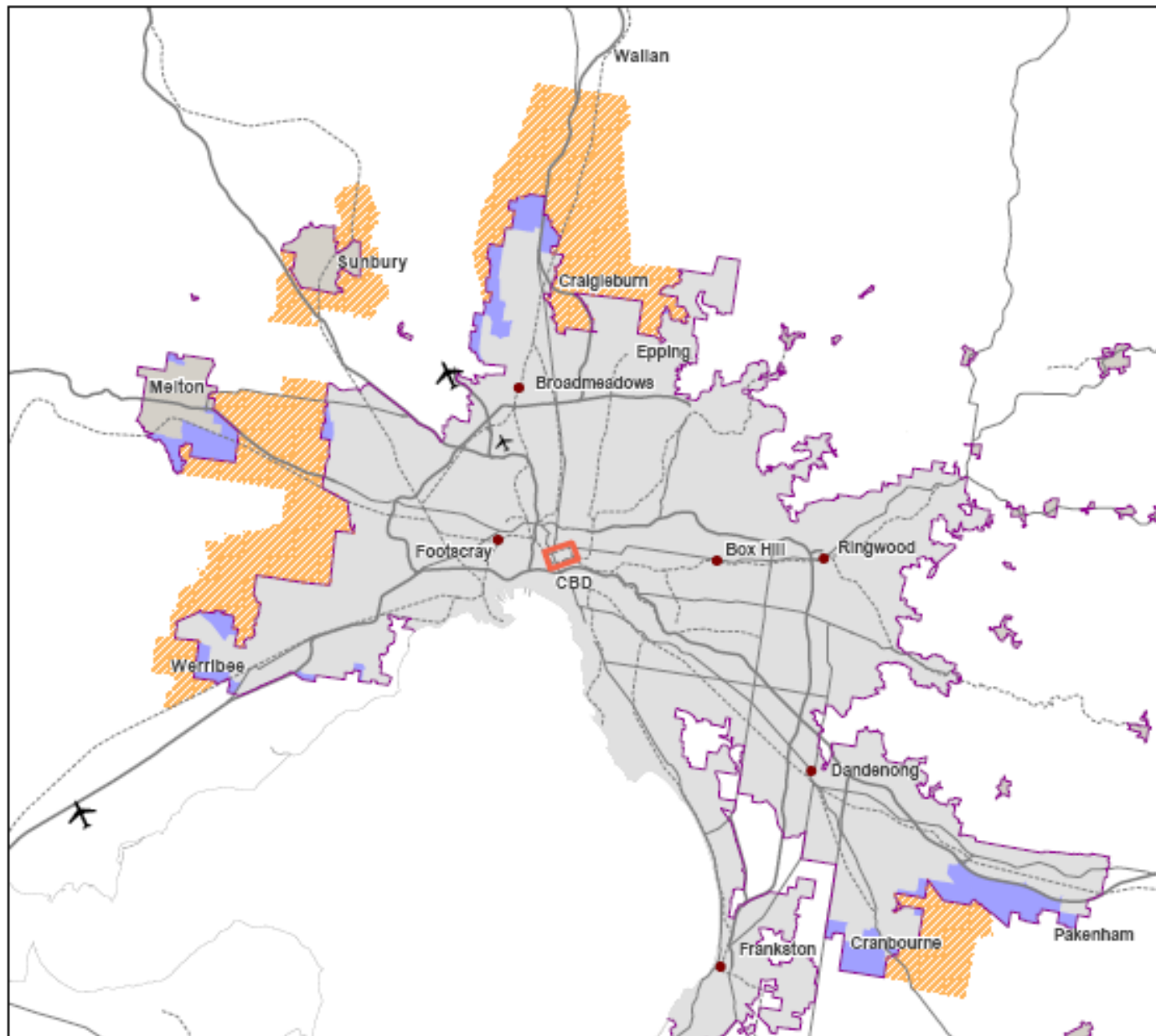
Ad hoc infill



Infill development inner Melbourne







New land brought into the Urban Growth Boundary from November 2005 and Investigation Areas

- Land added inside UGB from November 2005
- Land within UGB prior to November 2005
- Investigation Area for potential inclusion within revised Urban Growth Boundary
- Freeway
- Highway
- Rail line
- Urban Growth Boundary
- CBD
- Airport
- Central Activities District



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Plan Melbourne

- Normally, firstly, a metropolitan strategy would establish the vision, principles, themes and implementation mechanisms – directs direction and type of growth, etc
- This would be implemented through a planning system (zones etc) – follows strategy
- In this case, the planning system is the real strategy and the stated strategy is weak, follows the system: inverted approach.

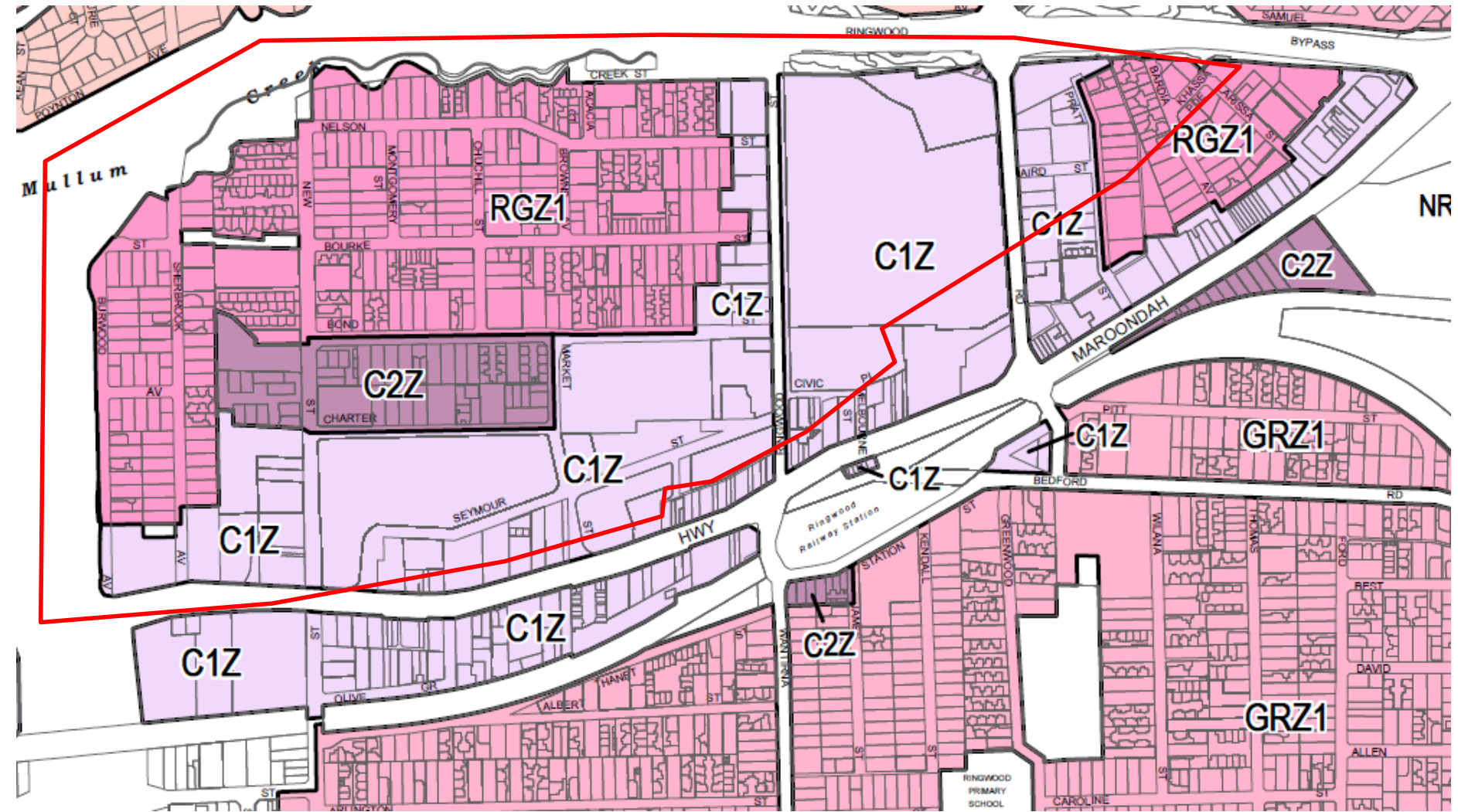


104ha

Image from Google Earth (no date)

17 Ringwood
City of Maroondah

Proposed zones



Housing capacity data (HCA)



INCLUDES:

- occupied and vacant parcels in zones which permit residential uses
- parcels identified in the UDP
- council-identified parcels with residential development potential and
- non-residential zoned parcels with residential precedents.

EXCLUDES PARCELS:

- in zones which prohibit residential uses
- developed after 1986
- less than 150 square metres
- strata titled properties
- with buildings listed on the state or national heritage register
- which have an individual heritage overlay (but includes larger heritage overlay areas)

2012
50.98ha
available

R1Z: 14.39ha

BUZ1: 20.53ha

BUZ2: 15.97ha