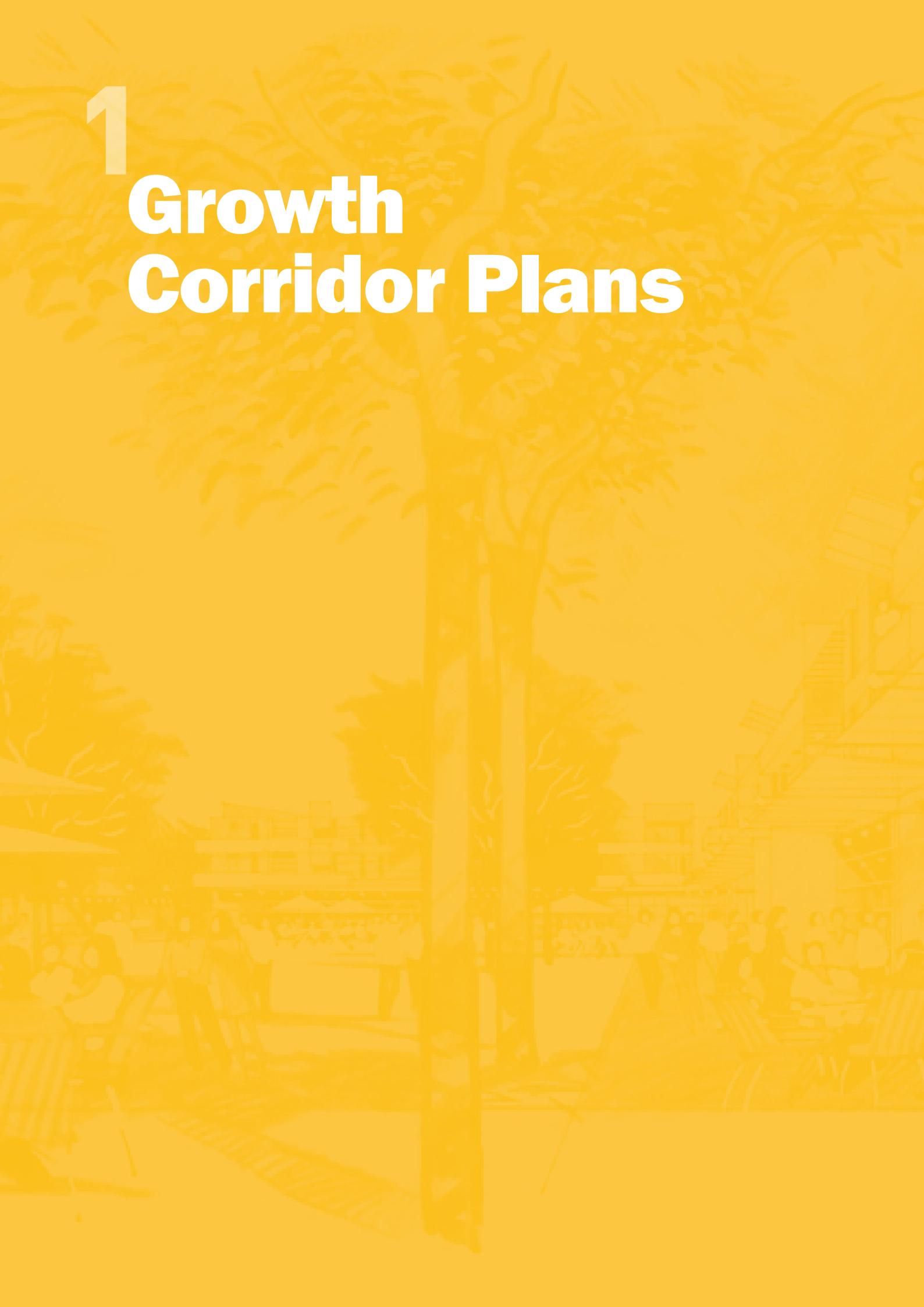


1 Growth Corridor Plans





Growth Corridor Plans



Melbourne's four Growth Corridors (shown on page 7) are expected to accommodate close to half of Melbourne's new housing and much of the city's future supply of industrial land over the next thirty to forty years. Substantial new communities will emerge in these Corridors. The transport, town centre and open space networks established in the initial development of them will be in place for many generations.

Good strategic planning to guide future development in these Corridors is vital if these new communities are to be provided with diverse local housing and employment opportunities, facilities and services, sustainable transport options, a healthy environment, a high level of amenity and a strong local identity.

The Growth Corridor Plans (GCPs) provide a framework to guide the planning of new communities in each of the Growth Corridors.

WHAT THEY DO

- 1** Set an overarching strategic planning framework to guide future development in the four Growth Corridors
- 2** Inform the Precinct Structure Plan (PSP) process
- 3** Indicate areas of high environmental or landscape value, natural features or open space to be preserved
- 4** Identify, broadly, the location of future residential districts, industrial and employment areas and open space networks
- 5** Indicate the likely strategic transport infrastructure required to support urban development
- 6** Identify the locations for future Major and Principal Town Centres (MTCs & PTCs)



These Plans set out the strategic plan for the future development of Melbourne's Growth Corridors over the next 30 to 40 years. The Plans are a tool to guide and inform future decisions regarding urban development and infrastructure that may be required to service these new communities over the long term. They should not be interpreted as a delivery mechanism or program committing the Government to specific infrastructure or development projects or specific levels of service provision.



The Growth Corridor Plans set the strategic direction for future urban development in the Growth Corridors. They indicate:

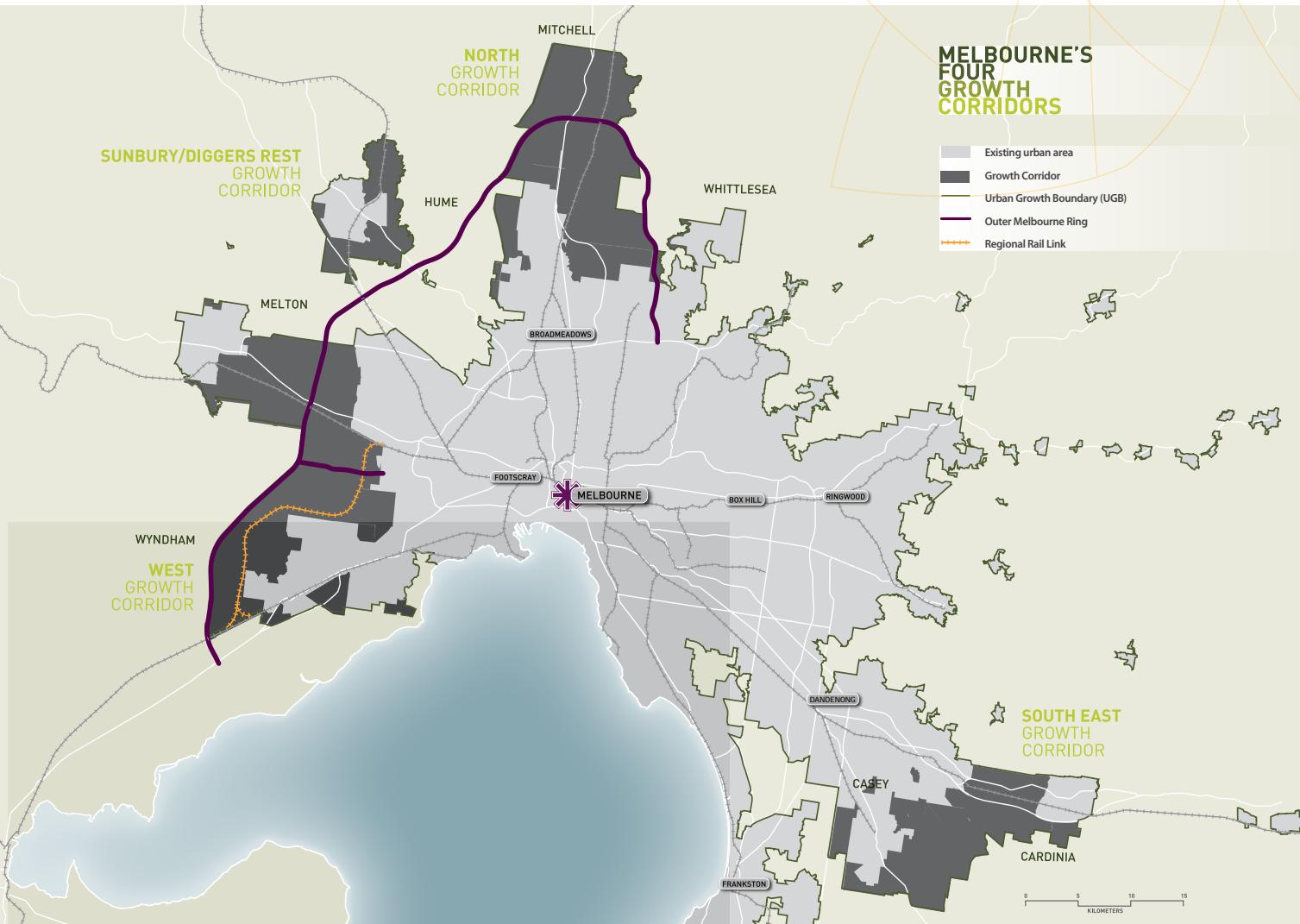
- > areas suitable for urban development and the broad form of development (residential, industrial, business, town centre) that is appropriate for each area;
- > areas of high environmental or landscape value that must be protected from development. The Growth Corridor Plans also identify other areas of constrained land that are not expected to be able to be developed over the life of the Growth Corridor Plan e.g. flood prone;
- > the integrated open space network will provide for the future amenity and recreation needs of growth corridor communities and also play a vital role in preserving natural features/character, heritage, sustaining biodiversity and healthy waterways in an urban environment;
- > the strategic transport infrastructure required to support urban development so that those who live and work in Growth Corridors are able to access jobs and services and have a range of transport choices. The Growth Corridor Plans identify a mix of committed transport networks, and options for

further investigation such as future railway lines and stations, freight centres, freeways, interchanges and arterial roads;

- > regional infrastructure networks including, in particular, the water and sewage infrastructure required to enable development; and
- > locations suitable for a wide range of job-creating activities, including larger town centres, business, and larger industrial precincts.

The Growth Corridor Plans also provide guidance for the way in which the Precinct Structure Planning process should address issues such as:

- > The location, role and function of town centres;
- > The need for smaller scale local employment areas within residential precincts;
- > The detailed design of the Principal Public Transport Network (PPTN) and arterial road network, including how adjacent land uses are to best integrate with the transport network; and
- > Defining edges between urban development and areas of high biodiversity, landscape or drainage significance.



1.1 Beyond the Growth Corridor Plans - Precinct Structure Plans

The Growth Corridor Plans provide a broad land use framework that will guide the future planning and development of new precincts. The diagram on page 8 demonstrates how the Growth Corridor Plans fit into the overall development planning process.

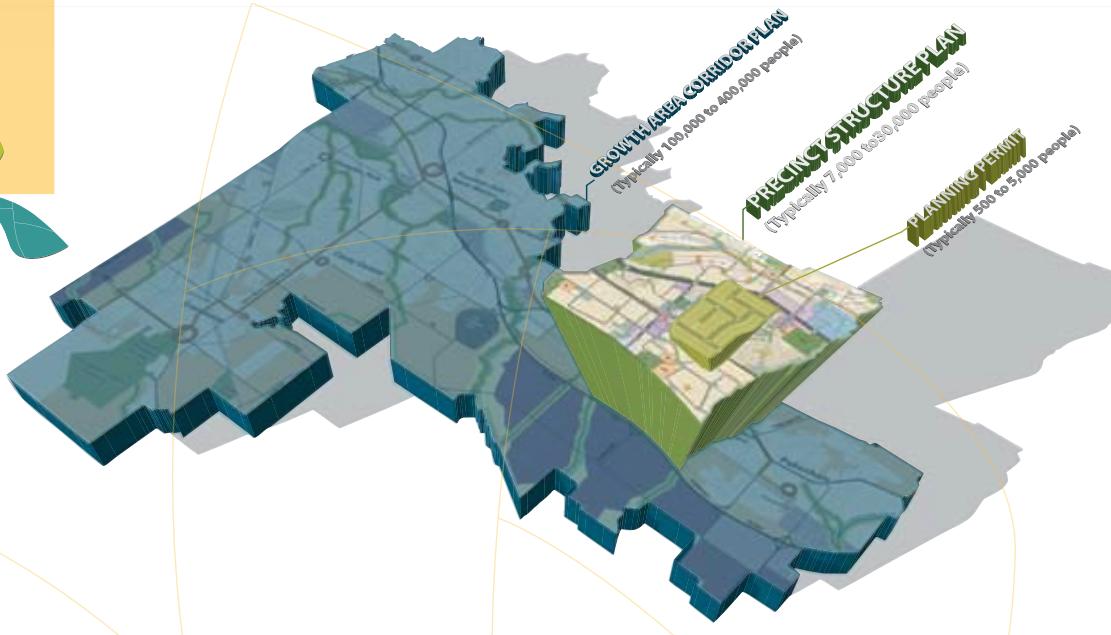
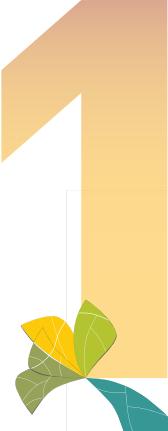
Before development can commence, detailed planning for each precinct must occur in the form of individual Precinct Structure Plans (PSPs), which must be 'generally in accordance' with the Growth Corridor Plans.

A PSP is a consultative process and allows all stakeholders the opportunity to participate in the detailed planning of a precinct.

Unlike the broad strategic view adopted by the Growth Corridor Plans, PSPs are much more detailed planning documents that guide development in a

neighbourhood or group of neighbourhoods. They are generally produced by the Growth Areas Authority (GAA) in partnership with the relevant local Council.

PSPs fill in the detail of the broader picture presented by the Growth Corridor Plans. They set the pattern for neighbourhood development and ensure that individual developments, which may occur over a number of years, effectively fit together to create an attractive, convenient and sustainable local community.



A PSP will typically identify:

- > The proposed location of Local Town Centres and local community facilities such as schools;
- > The detailed alignment of arterial roads and the connector roads that will connect into the arterial network;
- > Local bus routes and more detailed planning for those elements of the regional public transport network (such as the location of bus rapid transit routes and rail stations) that are within the PSP area;

- > Local open space networks, recreation facilities and bicycle and pedestrian trails;
- > How biodiversity and cultural heritage outcomes are expected to be managed within the precinct;
- > Estimated housing yields and the proposed location of areas of higher density housing;
- > Provision for local employment including any areas identified for mixed use areas associated with town centres, smaller industrial areas providing for the needs of local businesses, etc; and
- > Any major sites or easements required for public utilities and other infrastructure.

A Precinct Infrastructure Plan (PIP) is produced as part of the PSP process. This identifies the State and council infrastructure required for development and, in areas where there are significant biodiversity values, a Native Vegetation Precinct Plan (NVPP) sets out areas of native vegetation that are to be retained and those that are able to be cleared, along with any provisions for offsetting the loss of native vegetation.

Detailed Precinct Structure Planning Guidelines (www.gaa.vic.gov.au/PSPGuidelines) provide a step-by-step guide to preparing a PSP

The corridor plans make provision for the following populations and jobs:

	DWELLING CAPACITY	POPULATION CAPACITY	JOB CAPACITY
WEST	136,000 to 170,000	377,000 to 479,000	164,000 to 202,000
NORTH	93,000 to 117,000	260,000 to 330,000	83,000 to 105,000
SOUTH EAST	83,000 to 103,000	230,000 to 291,000	86,000 to 110,000
SUNBURY/ DIGGERS REST	26,000 to 32,000	71,000 to 90,000	10,000 to 15,000
TOTALS	338,000 to 422,000	938,000 to 1,190,000	343,000 to 432,000

Over the next twenty to thirty years it is possible that household sizes, the mix of dwelling types and average dwelling densities, and the extent of areas that need to be put aside for conservation and other non-urban purposes may vary significantly. Similarly demand for industrial land and average employment densities in industrial areas may also vary. The Corridor Plans need to allow for such variations so that sufficient flexibility is incorporated in planning for possible future infrastructure and service needs. The table above shows the likely upper and lower limits on the population, dwelling and housing capacity of the growth areas.

1.2 RELATIONSHIP TO THE METROPOLITAN PLANNING STRATEGY.

The Victorian Government has commenced work on a new *Metropolitan Planning Strategy* to manage Melbourne's growth and change. Community engagement and communications will be conducted through online forums, stakeholder and community meetings and discussion papers.

Melbourne's population is projected to grow from four million to six million over the next 30-40 years. An extra two million people in our city will change demands on the economy, housing, education, transport, open space, health and community facilities.

Together with development in the established parts of Melbourne, Melbourne's Growth Corridors play an important role in meeting these demands into the future.

Facilitating an ongoing supply of developable urban land within Melbourne's Growth Corridors is an important priority for the Government. A ready supply of accessible, affordable and well serviced land in each of Melbourne's Growth Corridors forms a significant part of Melbourne's overall competitive strength as a place to live and

work and is critical to the broader Strategy.

The Growth Corridor Plans will also be an important input to the new Strategy and form the basis of its plans for the Growth Corridors.

Public comments on the draft Growth Corridor Plans have helped the Government to refine how Melbourne's newest suburbs are planned and delivered, as well as directly informing the Government's thinking on the emerging Strategy.

