

# Melbourne @5 Million Gamut Public Forum

Melbourne's UGB and outer urban growth

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# Melbourne 2030

- Released in 2002, elements introduced through legislation in 2004
- Purports to provide radical new direction for Melbourne's spatial, environmental, social and economic development
- Key strategic directions:
  - concentrate outer growth into corridors
  - protect expanded green belt
  - redirect outer growth into existing mixed use activity centres
  - reduce development on urban fringe
  - promote greater public transport use

- Melbourne 2030 Activity centre policy



illustrations by ecologically sustainable design, city of port phillip, DSE

# Melbourne 2030 - Green wedges



# Proposed housing starts in metropolitan Melbourne, 2001-2031

Location	Scenario Trend		Scenario Aspiration	
	%	No of units	%	No of units
Greenfield	38	241,100	31	196,700
Activity centres	24	152,300	41	260,100
Dispersed in established areas	38	241,100	28	177,700
<b>Total</b>	<b>100</b>	<b>634,500</b>	<b>100</b>	<b>634,500</b>

# Melbourne 2030 reality: Melbourne @ 5 million (2008)

- Melbourne's population expected to increase by 1 million by 2020, not 2030
- 6 new central activities districts - Box Hill, Broadmeadows, Dandenong, Footscray, Frankston, Ringwood; 3 employment corridors
- Planned corridor dwellings risen from 180,000 (2004), 225,000 (2005), 284,000 new dwellings (2008) at low density of 15 d/ha; currently 12.5 net d/ha

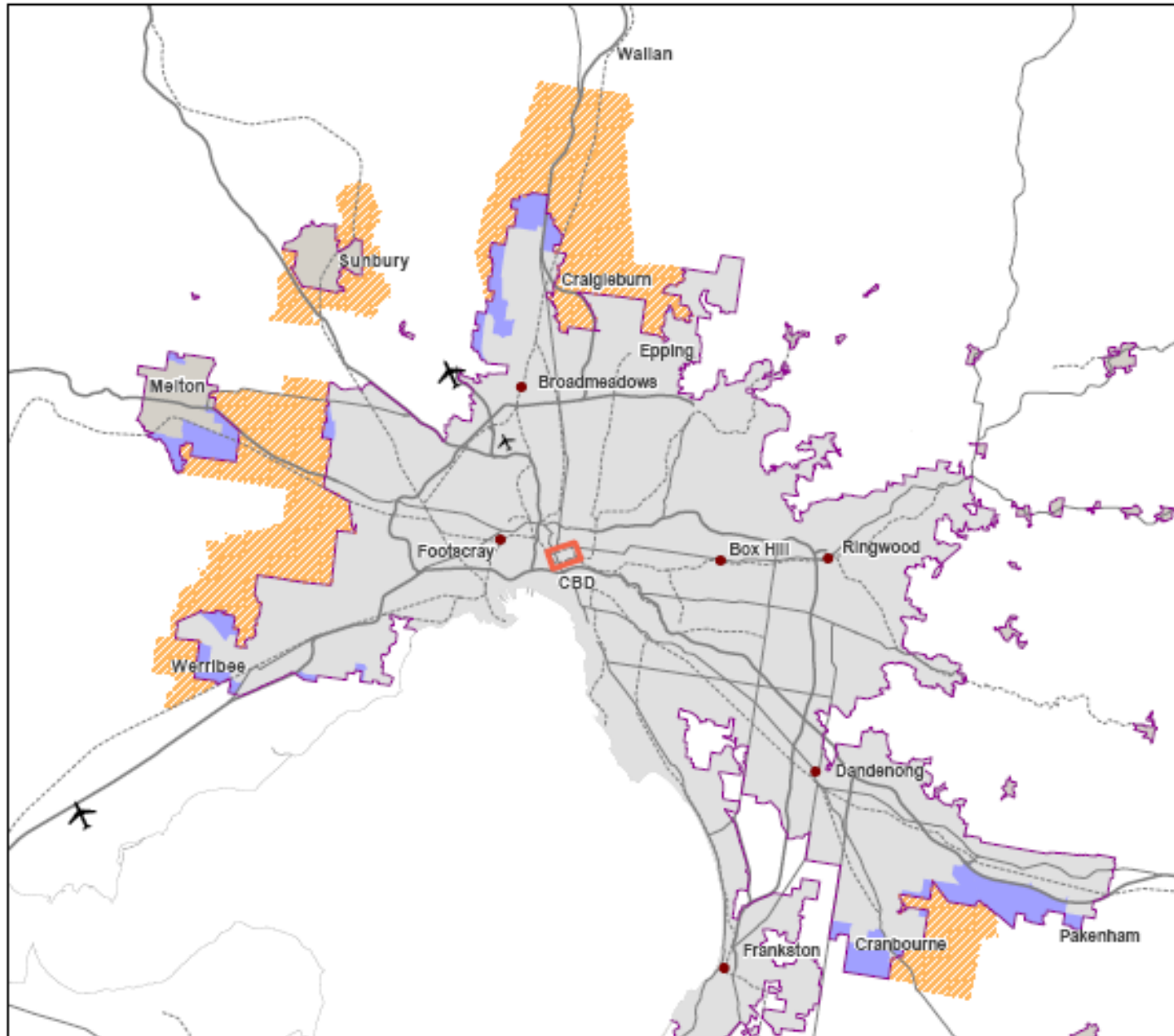
# UGB extensions

- 41,000 ha included in UGB investigation
  - 23,000 ha to be added
- 45,000 dwellings added in November 2005
- 134,000 dwellings added under Melbourne@5 million (total of 284,000)
- Total of 316,000 new dwellings in established areas
- 3,000 ha of grasslands to be destroyed;  
12,000 protected outside UGB

# Melbourne 2030 reality

- In 2008, government released 90,000 new lots in corridors – undermined fundamental intent of Melbourne 2030, increases social differentiation and low density unsustainable housing
- Currently 47% of dwellings in corridors; to 2022, projected 47% of dwellings to be constructed in corridors
- 1.6 - 2.6% of city being altered or added to a year: about 50% rebuilt or added in 30 years
- Most poorly performing on energy and sustainability criteria

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

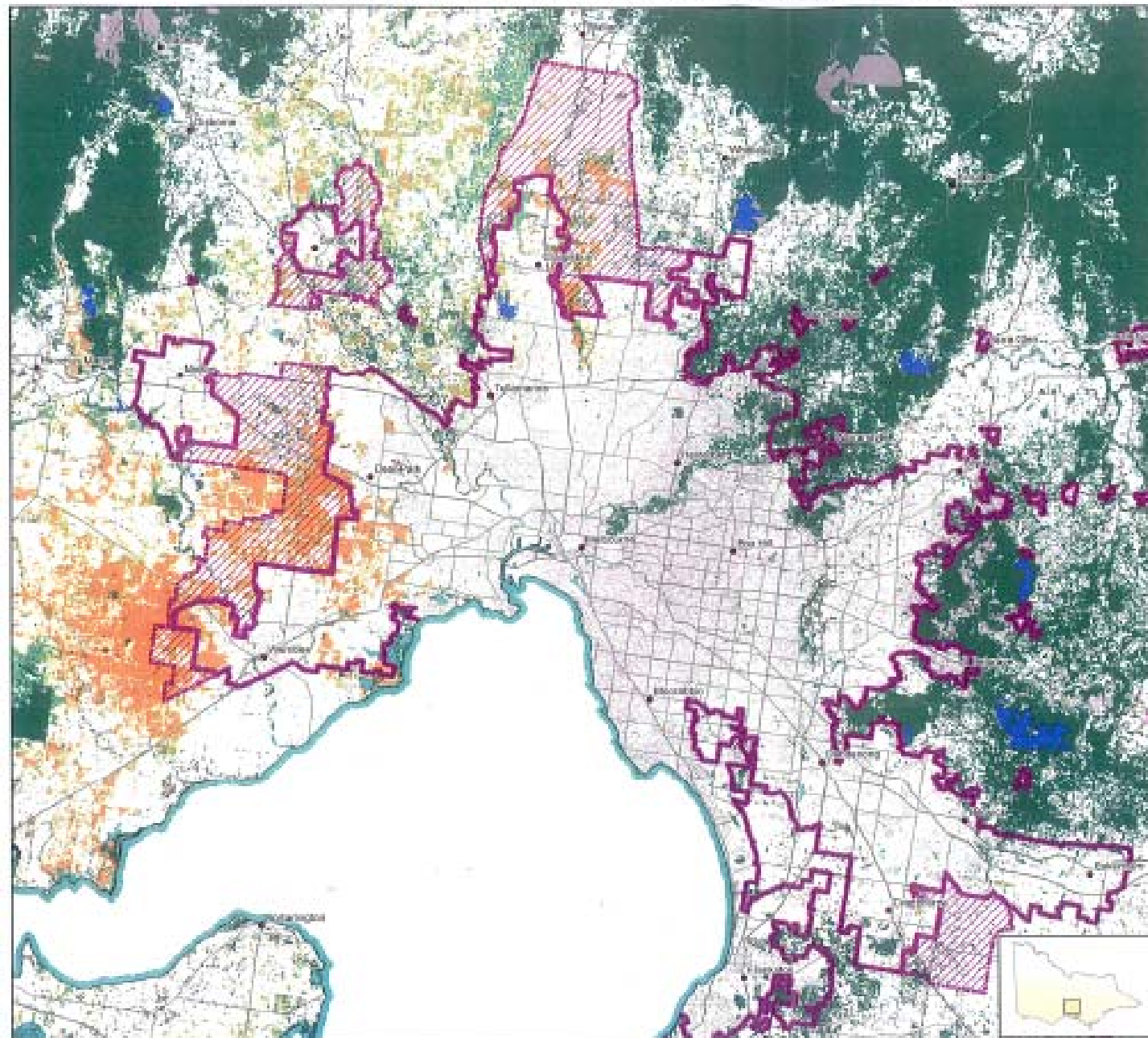


- Land added inside UGB from November 2005
- Land within UGB prior to November 2005
- Investigation Area for potential inclusion within revised Urban Growth Boundary
- Freeway
- Highway
- Rail line
- Urban Growth Boundary
- CBD
- Airport
- Central Activities District



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# Urban Growth Investigations Areas (December 2008)



## Legend

### Native Vegetation (Modelled 2005 cover)

-  Highly likely native vegetation grassy
-  Highly likely native vegetation structurally modified
-  Highly likely native vegetation woody
-  Possibly native vegetation
-  Unlikely to support native vegetation
-  Exotic woody vegetation
-  Floodway
-  Investigation area Boundary (Dec 2008)
-  Urban Growth Boundary (2030)

Source Data:  
All data is sourced from the CSGL, DSE,  
except the following:

UGS Investigation Area, DPCC

Map Production by  
Biodiversity & Ecosystems Services, DSE  
Map Production Date: 18 Feb 2009

0 3 6 9 12 15 km

# Governance

- Business-as-usual paradigm: incremental, reactive growth with major long term cumulative impacts; little integrated policy or planning: yet critical interrelationships
- Role of GAA, DPC and DPCD
- Alternative paradigm: decide an alternative future and means to achieve this through:
  - spatial and institutional integration
  - cross-sectoral policy measures

# Land supply urban corridors

- no lack of urban land

For 4 urban corridors	2004	2005	2008
Land available	15,425 ha	26,559 ha	18,600 ha
Supply	18 years	25 years	17 years
Lot equivalents	180,500 10 lots/ha	225,000 11 lots/ha	168,600 11 lots/ha
Zoned land Supply			77,000 lots 8 years

# Models of consolidation

- Mixed use activity nodes around high quality public transport – greatest transport energy savings (Banister 1992, Simmonds and Coombe, 2000, U.S. research - Van and Senior, 2000) - low densities and dispersed population and employment reinforce car dependency (Giuliano and Narayan, 2003, Zhang, 2004),
  - most consolidation in inner areas
  - little activity centre redevelopment in traditional outer suburbs
  - affordability an issue

# Models of consolidation

- Linear redevelopment around public transport across the city
  - issues
- Ad hoc opportunistic infill
- Higher densities in urban growth corridors
- High/medium rise development

# New outer suburban development

- New outer urban suburbs mainly single/separated uses, uniform housing types, car based, high energy use, low permeability
- Two city types
- Activity centres: 20 of planned 22 mall based on arterial roads, no mixed use or higher density
- Relatively poor services including public transport – urban form adds to higher costs to developer, householder and government

# New outer suburban development





CARRINGTON

*The Lifestyle you Deserve*

1/2 Acre &  
1/3 Acre  
Homesites in a  
Parklike setting

Another *Standard* Project

The billboard is divided into three vertical sections. The left section shows a man in a tuxedo and a woman in a black dress. The middle section contains text and a small circular logo. The right section features two smaller images: a woman with a tennis racket and a person swimming in a pool.

LAND SALES OFFICE & DISPLAY HOMES

# Containment and infill near shops and public transport: 20 lots/ha



# Land savings in outer suburban areas at different scenarios

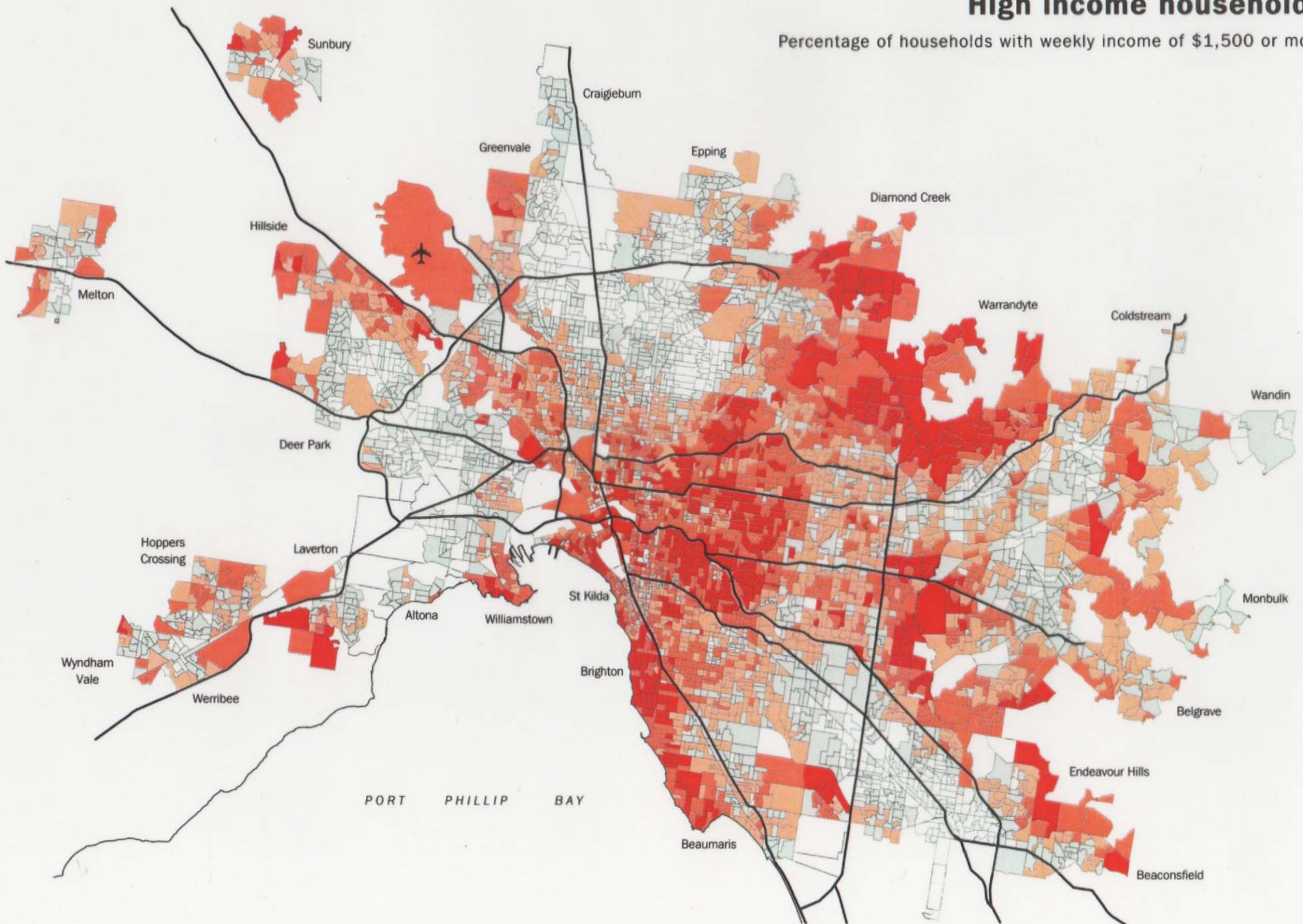
	Number of housing units 2004-2019	Gross residential land required (hectares)	Land savings compared with Scenario Trend, 10 units per hectare
Scenario Trend, GRD of 10 units per hectare	151,000	15,100	
Scenario Aspiration, GRD of 10 units per hectare	122,000	12,200	19%
Scenario Trend, GRD of 15 units per hectare	151,000	10,067	33%
Scenario Aspiration, GRD of 15 units per hectare	122,000	8,133	46%

# Dwelling Yield under 4 Scenarios of Higher Density Percentage Increase over No Change Scenario

LGA	Available Greenfield land in hectares	Overview of Greenfield dwelling yields under the four scenarios			
		No Change No change until 2008 10 dw/ha from 2009	Scenario 1 No change until 2008 12.5 dw/ha from 2009	Scenario 2 12.5 dw/ha from 2006 15 dw/ha from 2009	Scenario 3 15 dw/ha from 2006 20 dw/ha from 2009
Cardinia	2,507	24,974	29,560 (+18%)	34,803 (+39%)	44,570 (+78%)
Casey	2,832	27,406	30,563 (+12%)	36,400 (+33%)	44,465 (+62%)
Hume	1,569	15,560	17,048 (+10%)	20,865 (+34%)	25,897 (+66%)
Melton	1,878	18,823	20,354 (+8%)	22,974 (+22%)	27,285 (+45%)
Whittlesea	3,478	38,500	40,954 (+6%)	47,308 (+23%)	59,808 (+55%)
Wyndham	3,161	32,809	36,555 (+11%)	42,439 (+29%)	52,730 (+61%)
<b>Total Growth Areas</b>	<b>15,425</b>	<b>158,072</b>	<b>175,034 (+11%)</b>	<b>204,789 (+30%)</b>	<b>254,756 (+61%)</b>
Non-Growth Areas	2,552	22,310	26,029 (+17%)	33,052 (+48%)	40,519 (+82%)
<b>Total Melbourne</b>	<b>17,976</b>	<b>180,382</b>	<b>201,062 (+11%)</b>	<b>237,841 (+32%)</b>	<b>295,275 (+64%)</b>

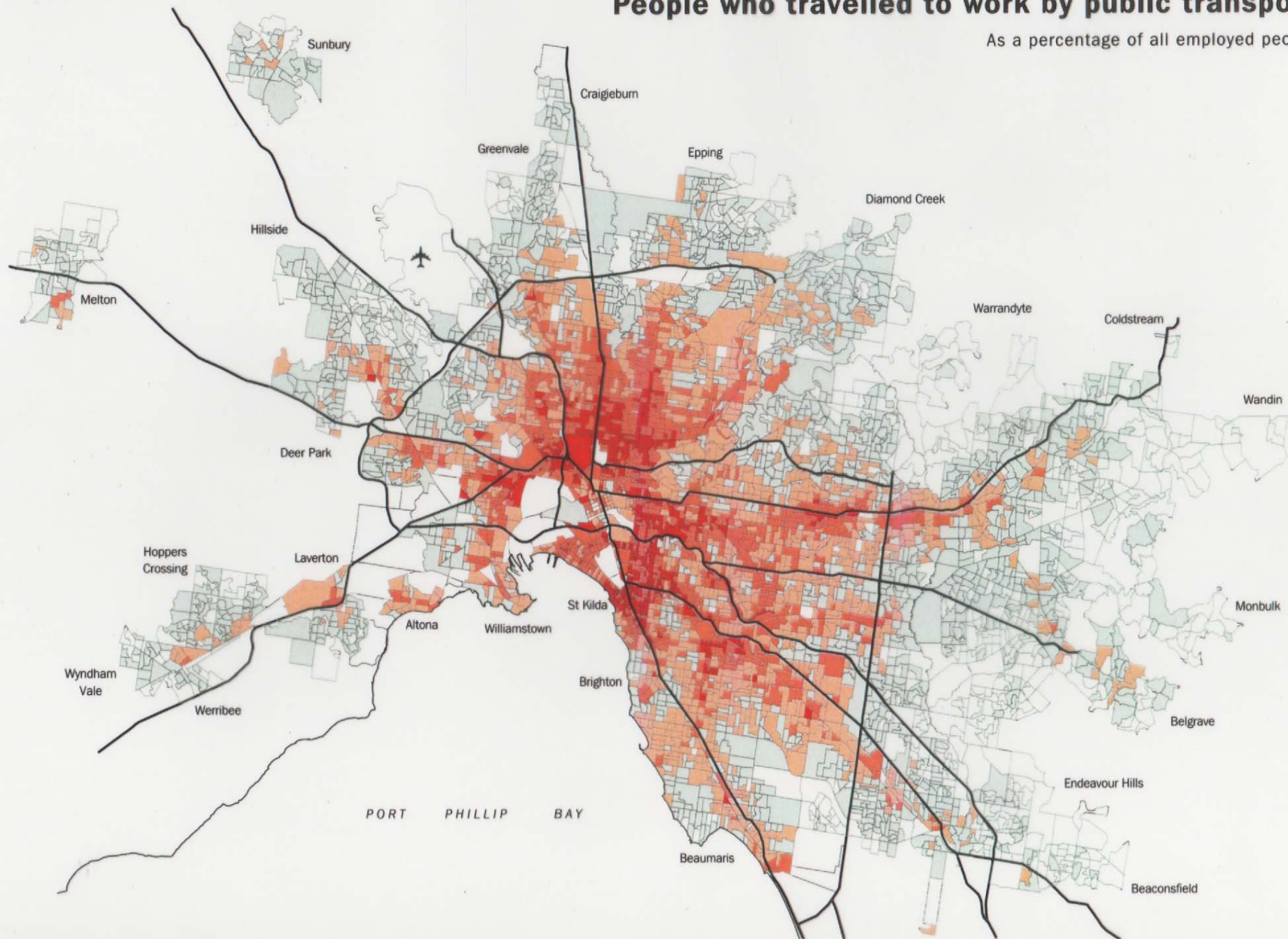
# High income households

Percentage of households with weekly income of \$1,500 or more



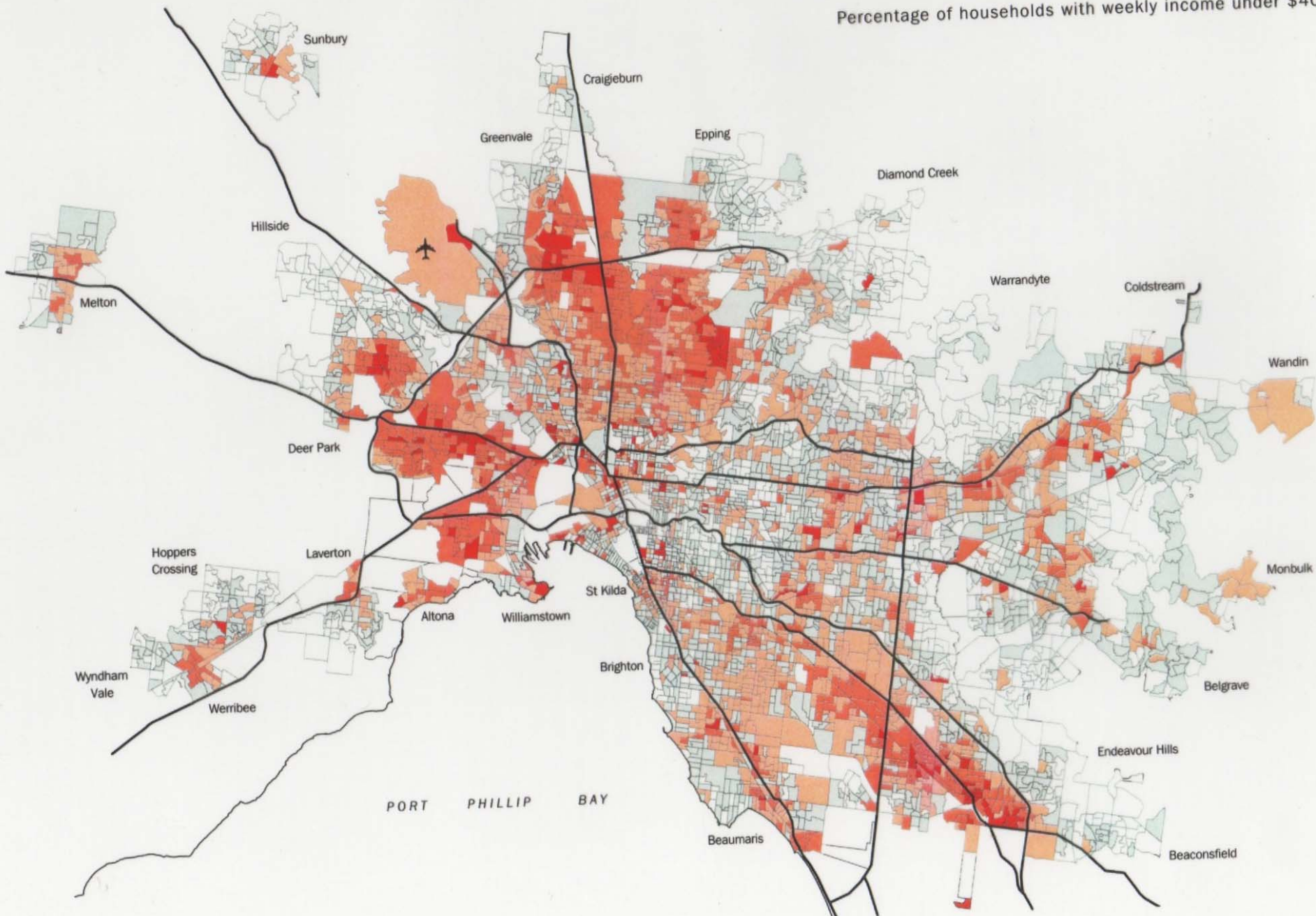
# People who travelled to work by public transport

As a percentage of all employed people



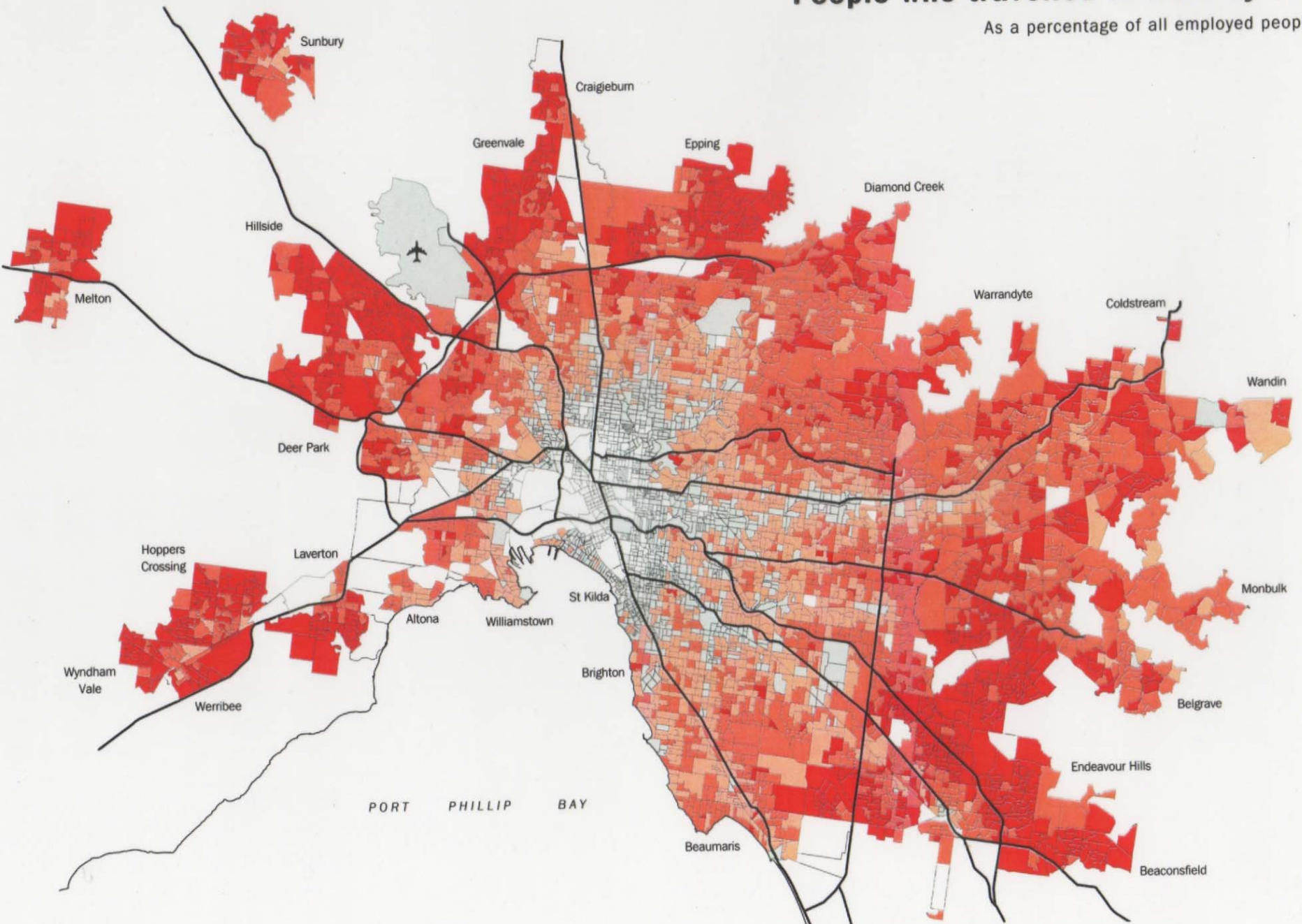
# Low income households

Percentage of households with weekly income under \$400



# People who travelled to work by car

As a percentage of all employed people



# Transport – a major issue

- 15% of Australian greenhouse gas emissions – fastest growing sector apart from commercial
- Main source of urban air pollution
- Major cost:
  - 16% of household expenditure on goods and services (2003-04) and significant input cost to business
  - Cost of transport infrastructure (including cars - \$30b/year)
  - Health costs - \$15+ billion pa
  - Congestion costs - \$billions pa and growing fast (\$30b by 2015)

Trends in greenhouse gas emissions for some sectors (full cycle emissions allocated) – energy data from ABARE (2006 and 2007) and emission coefficients from AGO Workbook (2006).

NOTE: transport includes international shipping and air.

