

Delivering a Polycentric City

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partners in planning and infrastructure coordination



The Metropolitan Planning Authority

We are:

- Statutory Authority reporting to the Minister of Planning, tasked with planning for growth, housing, jobs and investment
- Working closely with Councils and local communities, other government agencies, and business to plan for:
 - Precincts in inner and middle-ring Melbourne
 - Greenfield growth areas
 - Regional cities.
- Urban planners, engineers, architects, a range of technical specialists and designers

We are not:

- Developers
- Builders
- Policy makers
- Local Government regulators

The challenge – targeting spatial distribution of jobs.

- Basically we're planning for twice the jobs.
.....and twice the population, twice the housing and twice the number of trips.
- Need to balance population and jobs growth to achieving better economic social and environmental outcomes.

Most jobs
growth in Inner
Melbourne

Most
population
growth in middle
and outer
Melbourne

Jobs and
investment
growth gets
slower, further
from CBD



POPULATION
+ 3.4 m

WITH A POPULATION OF 4.3 MILLION PEOPLE IN 2013, MELBOURNE IS ESTIMATED TO GROW TO A CITY OF AROUND 7.7 MILLION PEOPLE BY 2051.



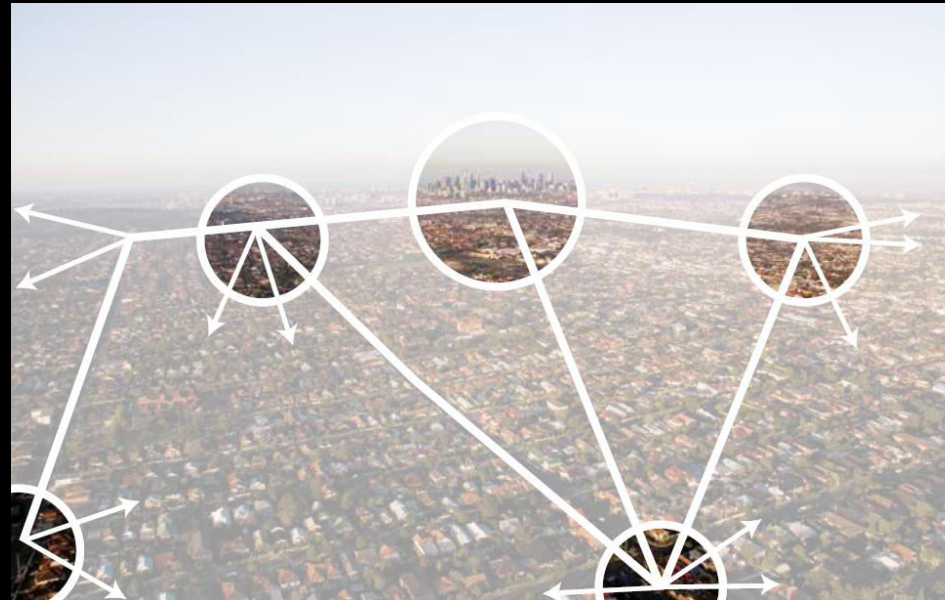
JOBS
+ 1.7 m

MELBOURNE IS EXPECTED TO CREATE 1.7 MILLION NEW JOBS BY 2051, ADDING TO ITS CURRENT 2 MILLION JOBS.

Middle Ring – Polycentric city

Why jobs in the suburbs?

1. A polycentric city results in a similar economic output
2. But with significantly improved social and environmental outcomes:
 - Improved access to jobs spatially.
 - Decrease commute and travel times.
 - Increase productivity and income spatially.
3. Prolonged investment has been in the central region, its time to focus jobs on the suburbs.
4. Improve spatial distribution of jobs growth - people want to work close to where they live.



Literature on the polycentric city model.

- A polycentric city is a networked and integrated approach to achieve a more balanced metropolitan system (Chivot, 2011, Wegener, 2013).
- The distribution of growth throughout the metropolitan area allows Melbourne to become more efficient and equitable (Brendan Gleeson, the director of the Melbourne Sustainable Society Institute).
- The polycentric city aims to promote spatial equity through increased opportunities to access jobs nearby housing leading to positive effects on productivity, liveability and efficiency.

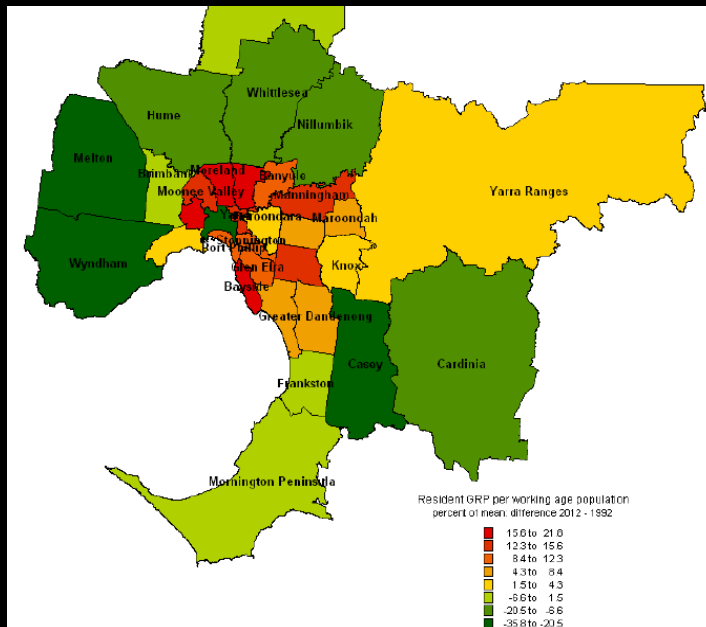
Drivers of the polycentric city model



Balancing productivity for social equity

- Productivity in Melbourne is not evenly distributed, with the central region achieving the highest income levels.
- What is productivity? - Looking beyond wage to capability!
- Lower costs of living in suburbs allows for relative productivity.
- Plan Melbourne will further balance the productivity differentials between the suburbs and Central City by focusing greater emphasis on higher skilled and knowledge workers in the suburbs.

Productivity for inner and outer regions



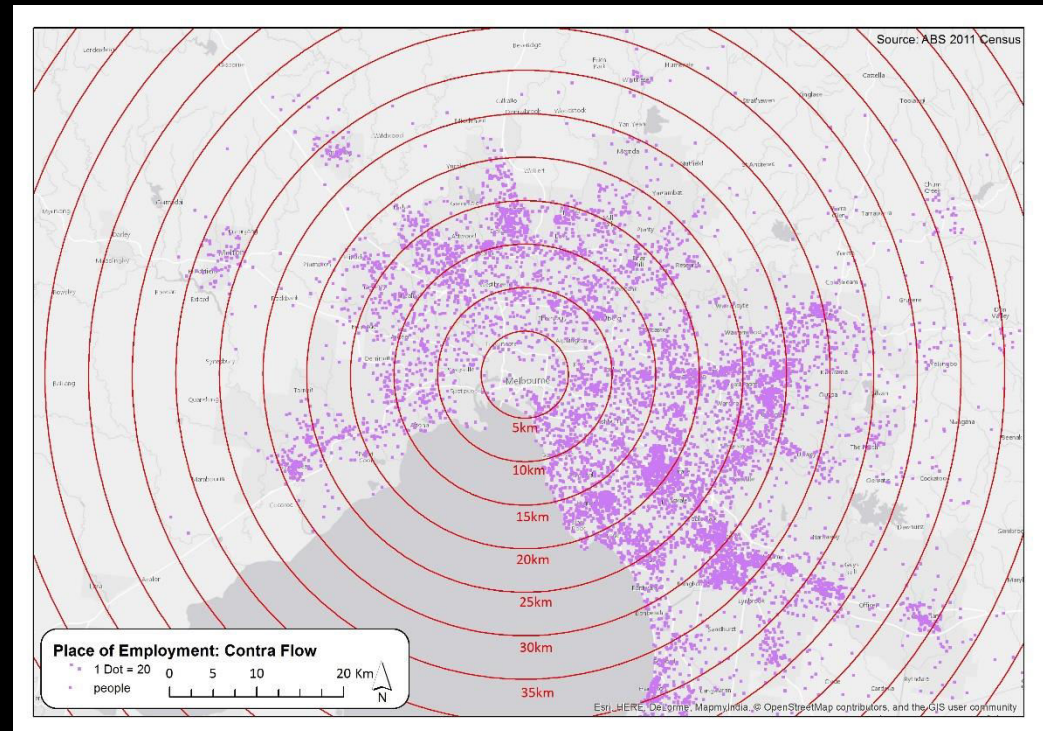
Region	\$ /hour worked	
	2000	2015
Melbourne City	60.5	76.0
Melbourne Eastern Inner	44.9	55.2
Melbourne Eastern Outer	39.9	49.8
Melbourne Northern Inner	41.7	54.6
Melbourne Northern Outer	41.2	49.7
Melbourne Southern Inner	44.7	53.9
Melbourne Southern Outer	39.7	45.8
Melbourne West	46.9	56.3

Source: NIEIR

The role of transport

- Balance:
 - Liveability
 - Accessibility
 - Productivity
- Use existing infrastructure more efficiently – contra-flow movement.
- Encouraging shorter and quicker trips.
- Access to clusters with radial transport links.

Contra-flow movements



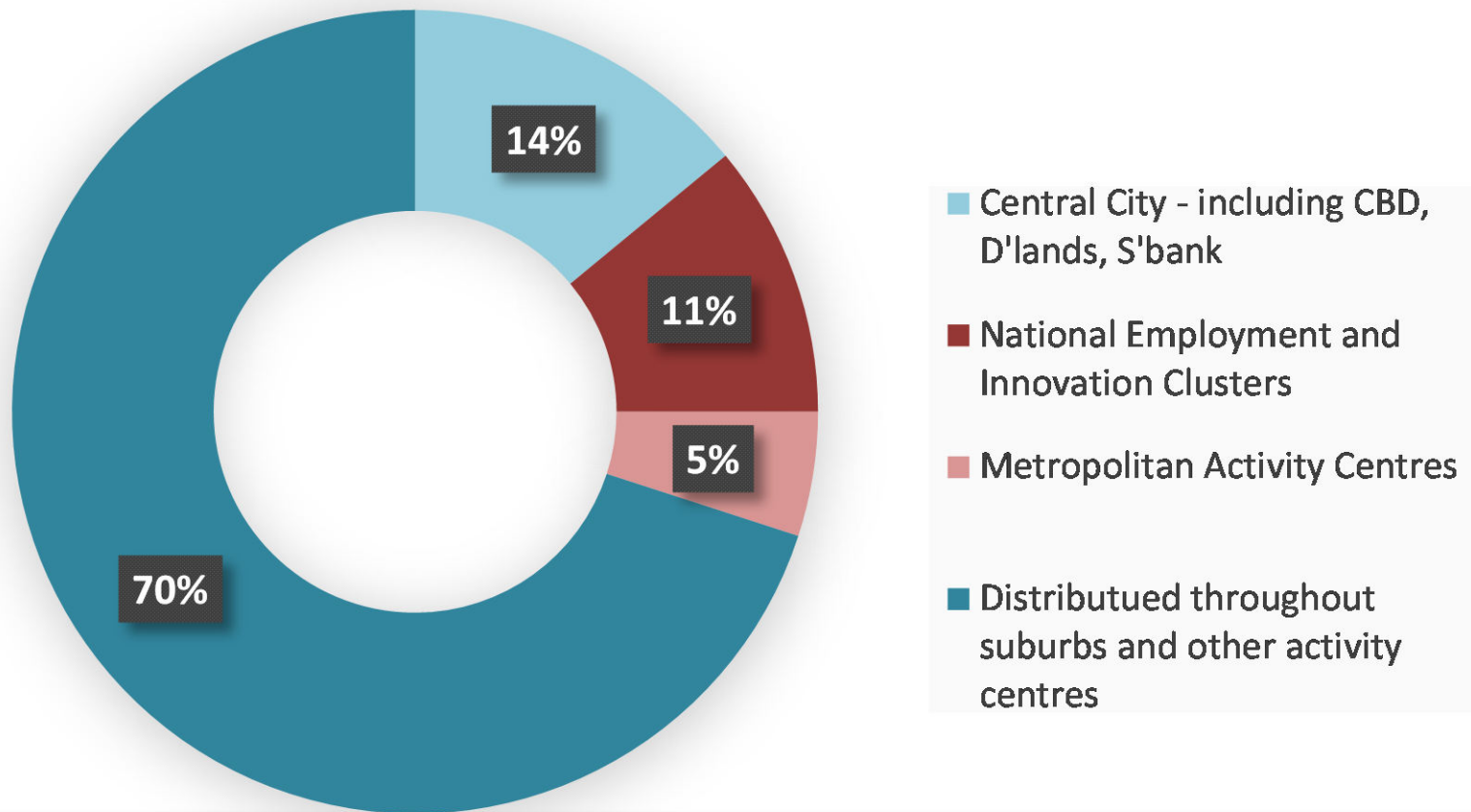


Implications of not delivering jobs in the suburbs?

1. Decrease in liveability – *losing Worlds most liveable city status.*
2. Significant costs of transport post Metro 1.
3. Inefficient use of infrastructure.
 1. Long commute and travel times.
 2. Limited transport contra-flow – half utilised transport.
4. Congestion will lead to overall decline in productivity and business.
5. Creation of a two-tiered society – job rich inner and commuter outer.

Bulk of Melbourne's jobs are already dispersed in the suburbs.

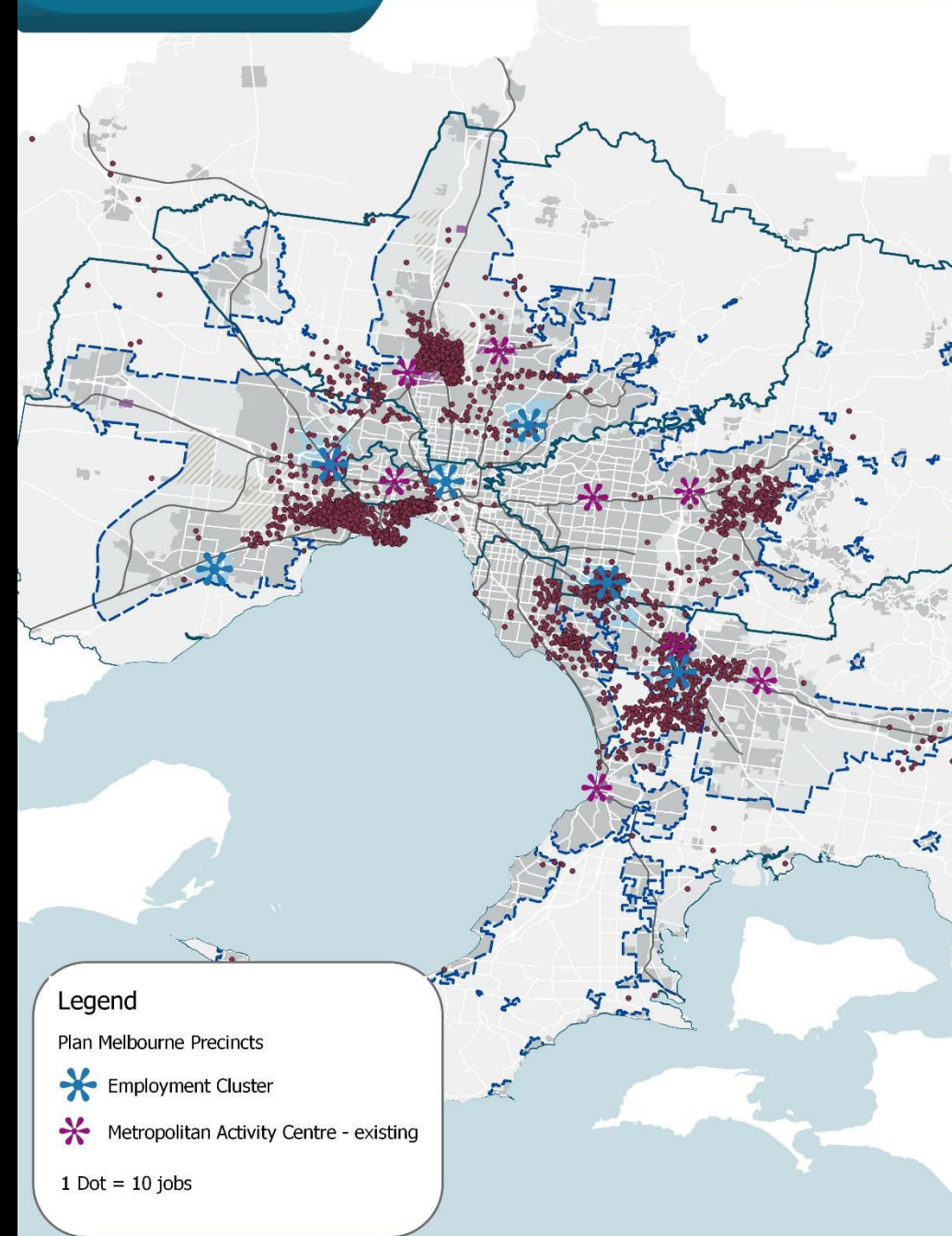
Location of Jobs in Melbourne, 2011





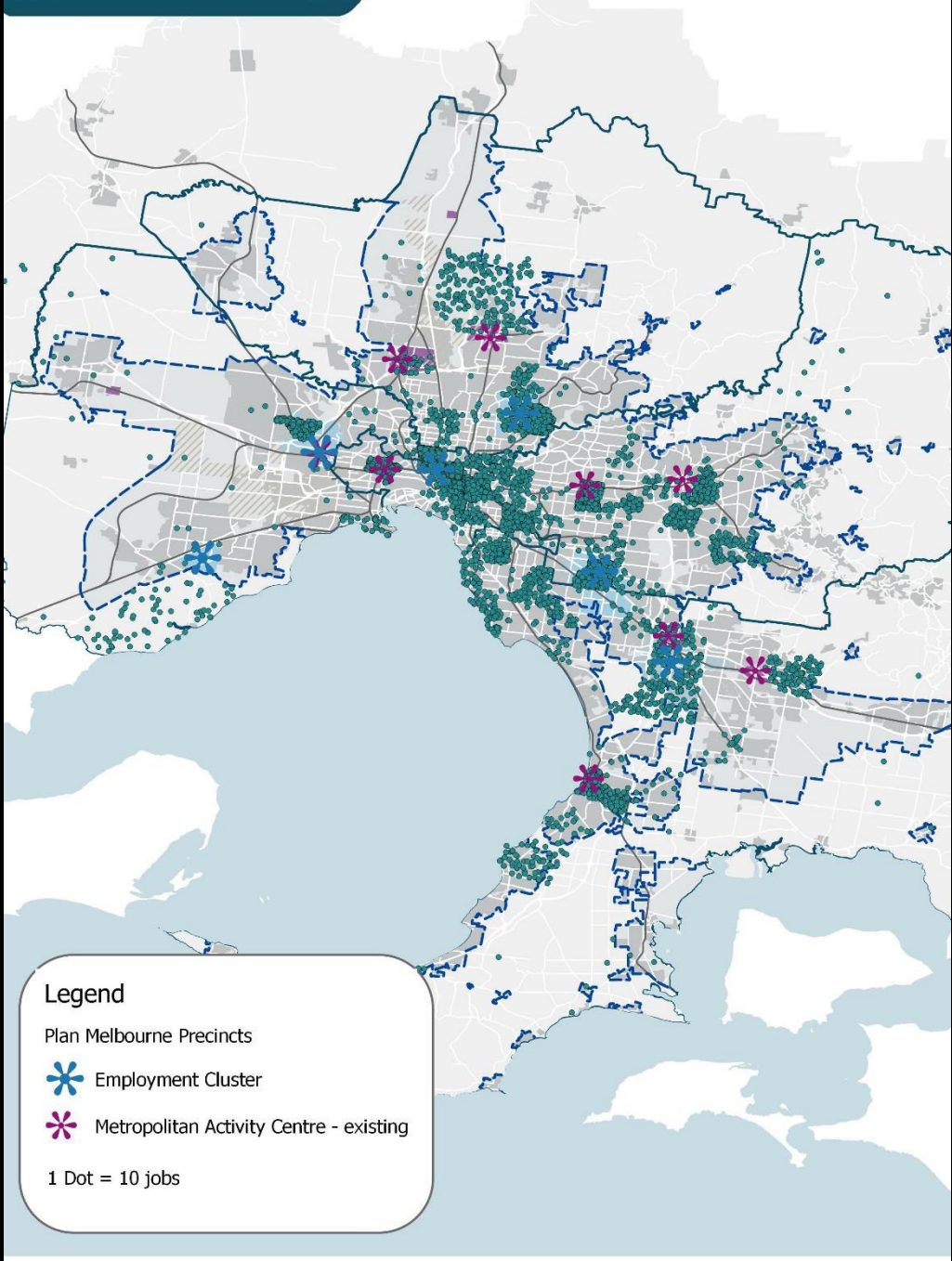
Transport Technologies

Existing jobs are focused in western, northern and south-eastern regions.



Medical Technologies and Pharmaceuticals

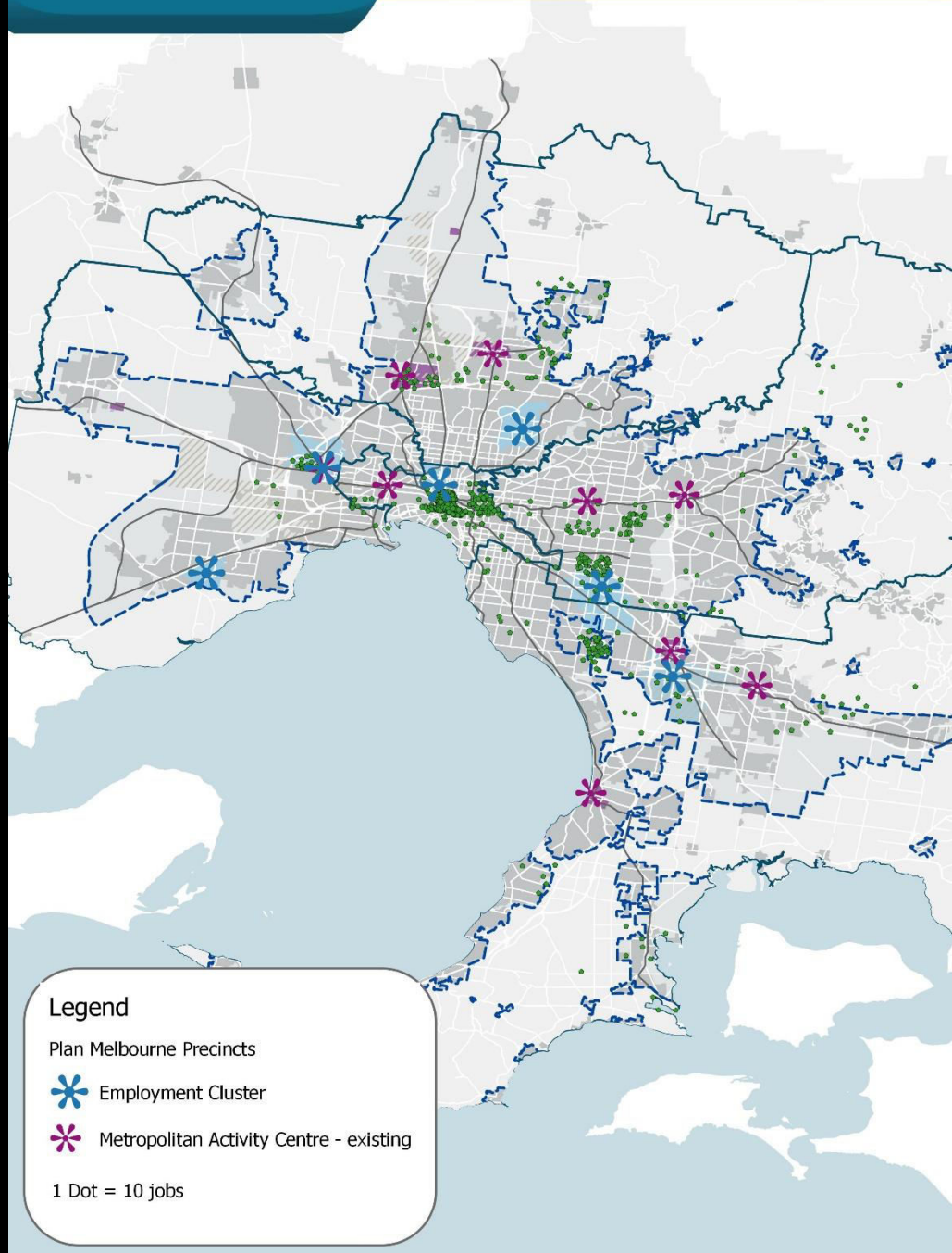
Existing jobs are focused in
hospital precincts within each of
the NEICs.





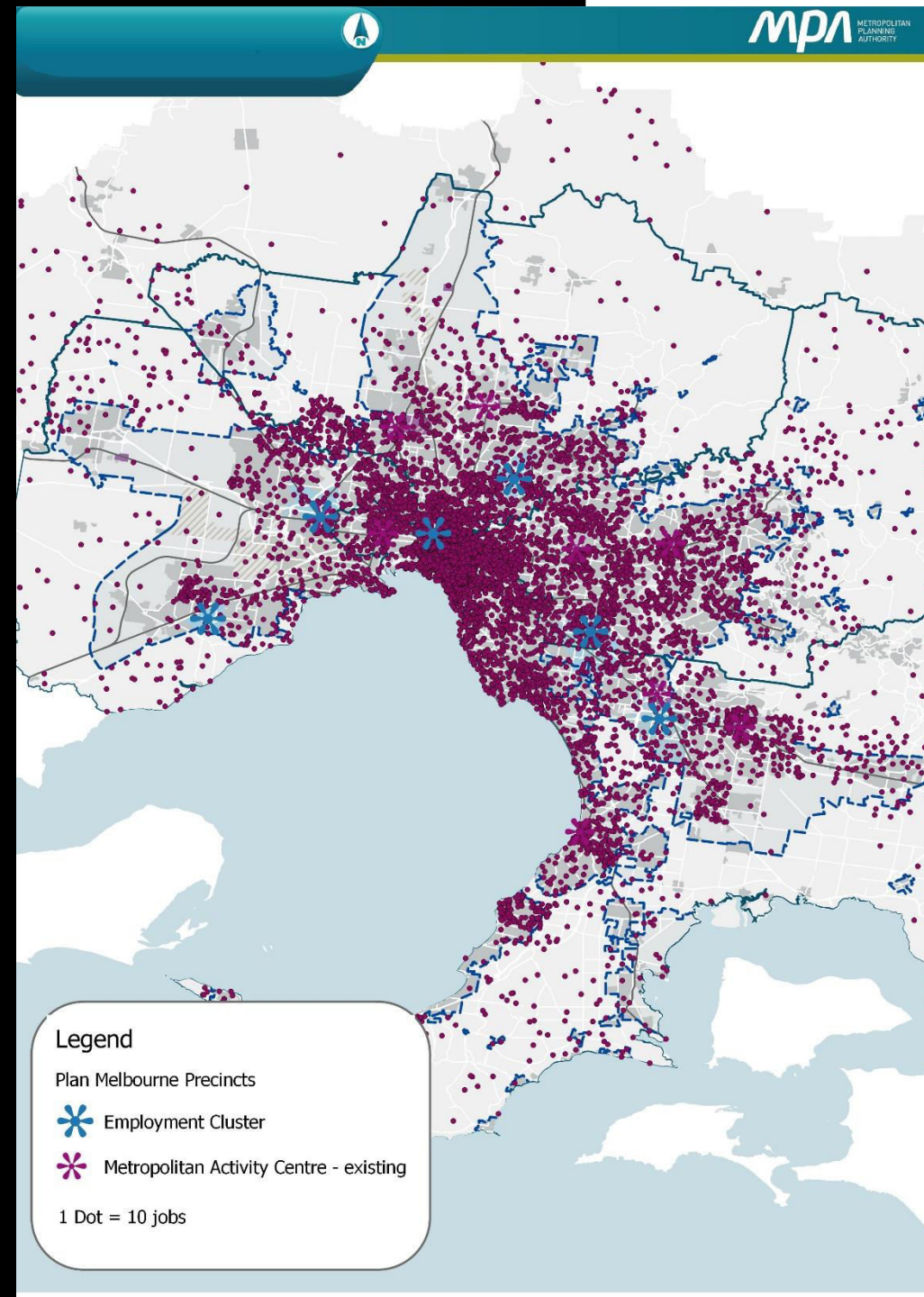
New Energy Technologies

Employment in new energy technologies is limited and spatially distributed.



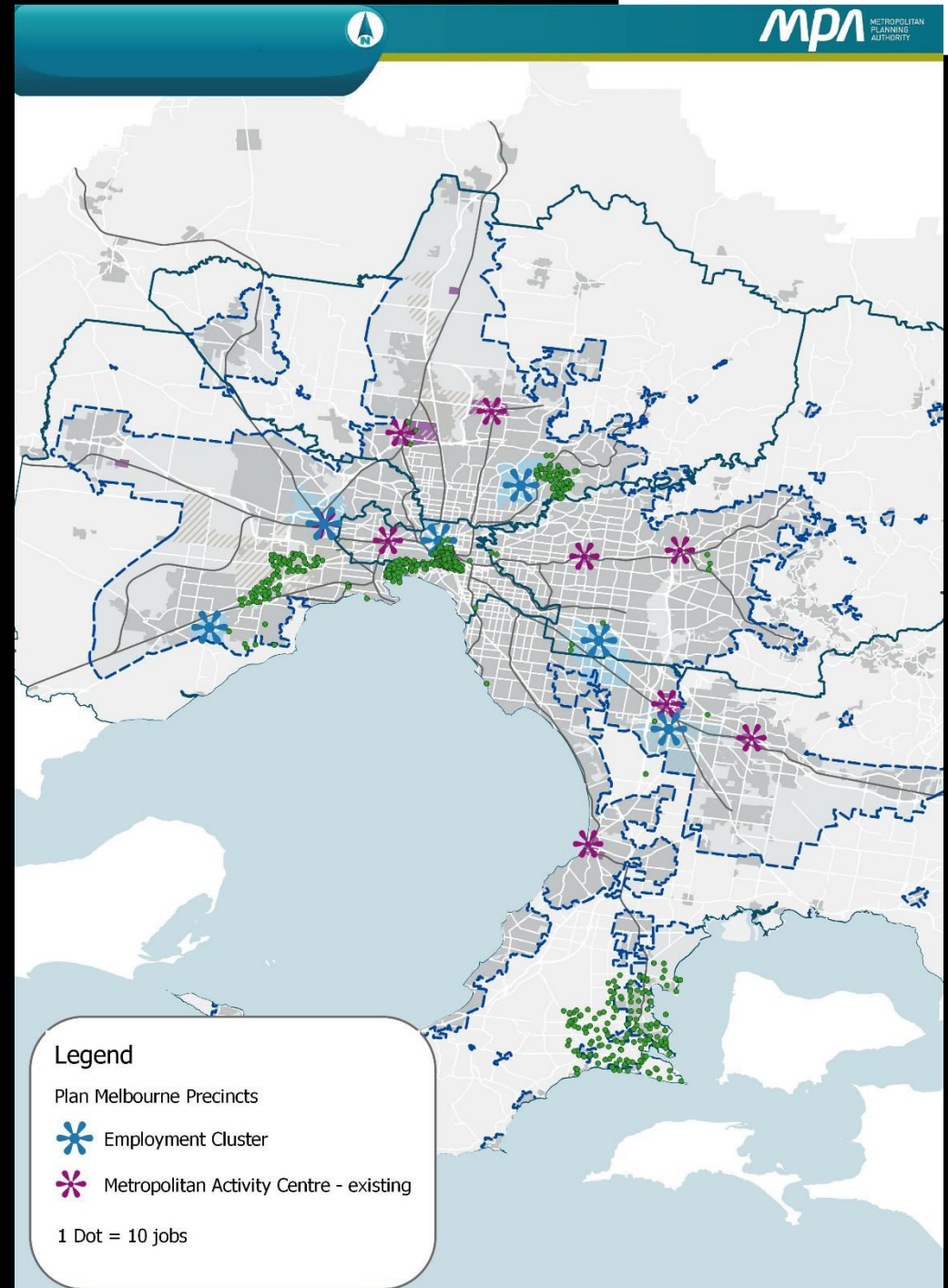
Food and Fibre

Existing jobs are evenly distributed throughout the metropolitan region.



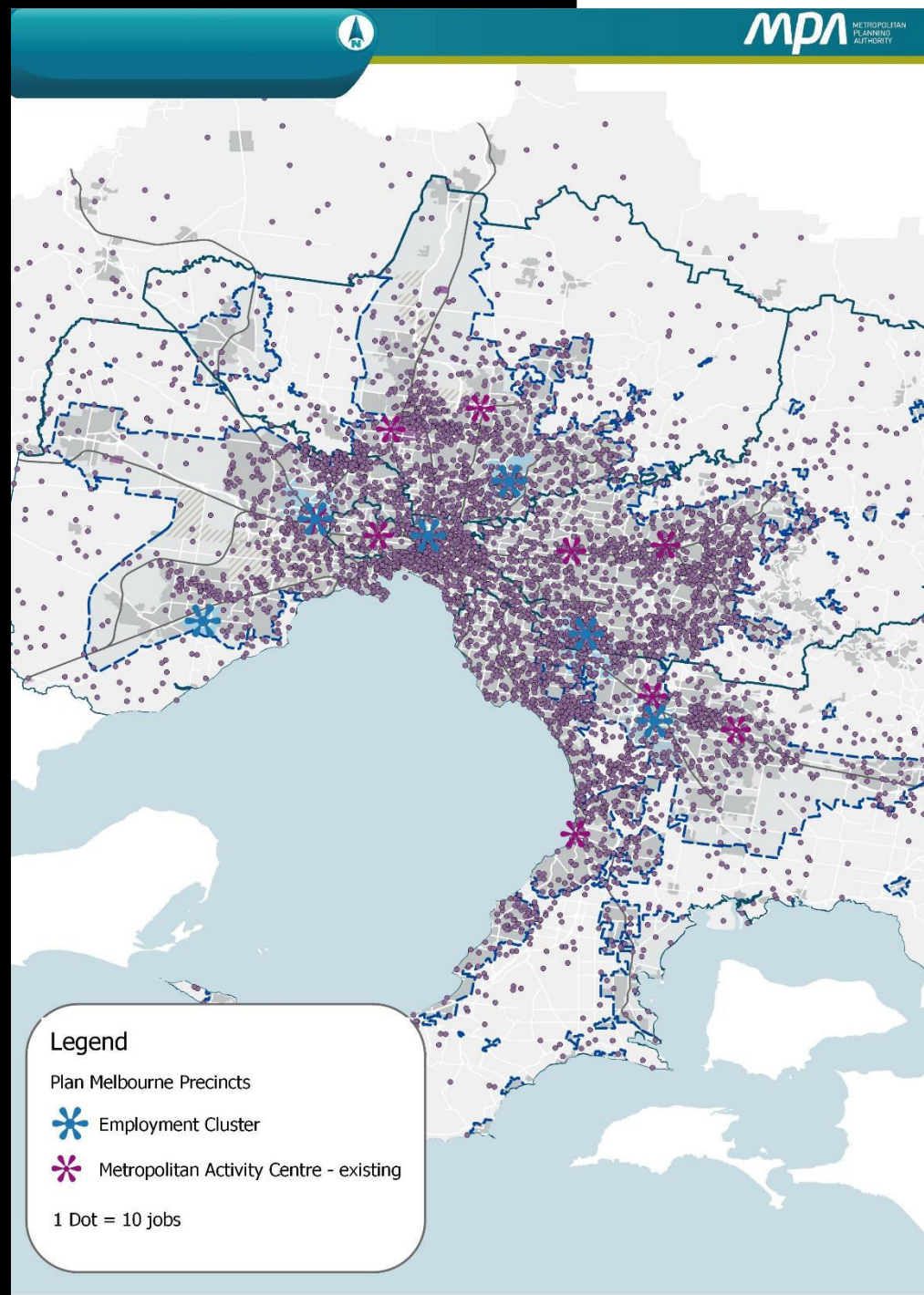
Defence Technologies

Existing defence technologies jobs are likely located nearby existing defence precincts at Laverton Base, Hastings and Bundoora.



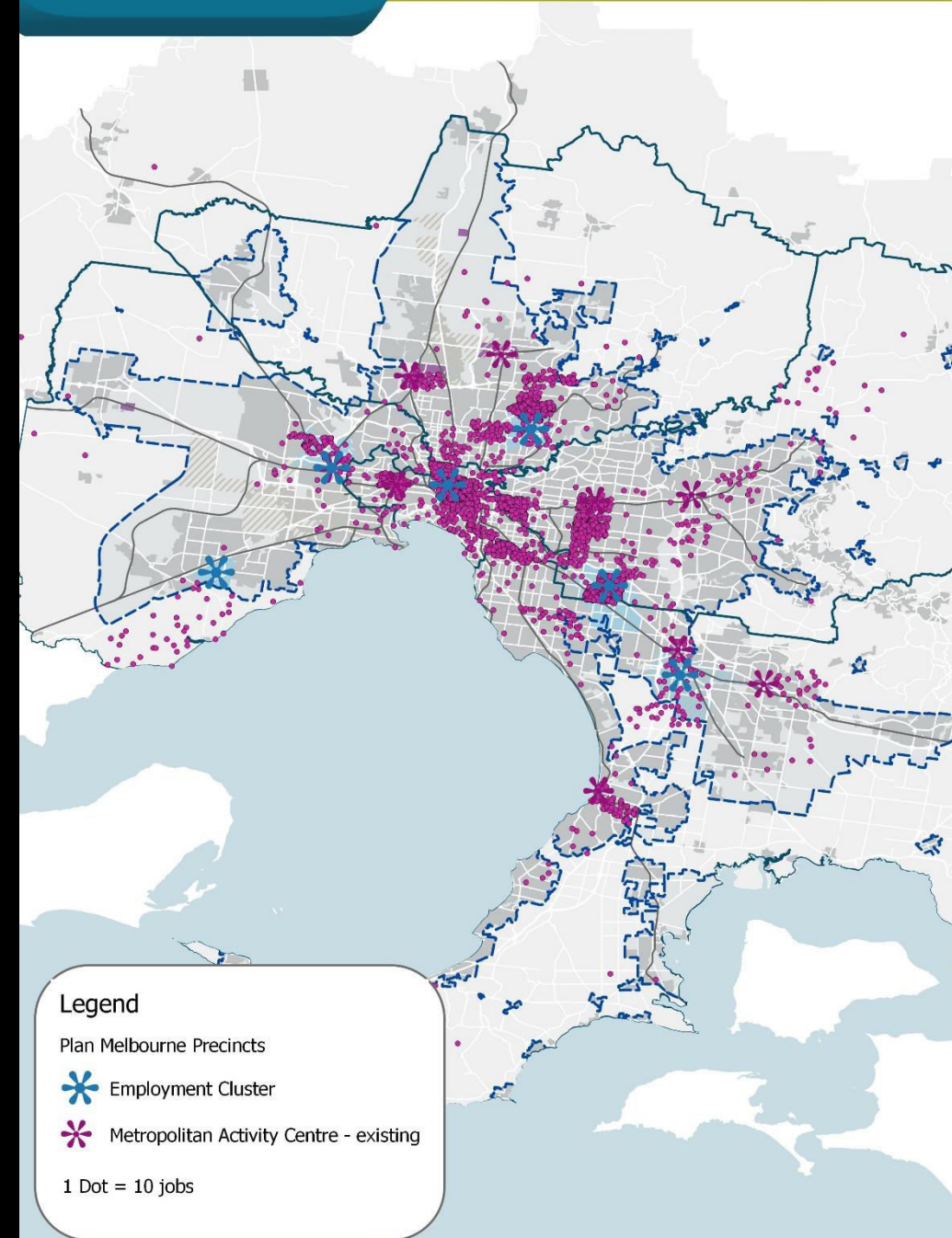
Construction Technologies

Existing jobs are evenly distributed throughout the metropolitan region.



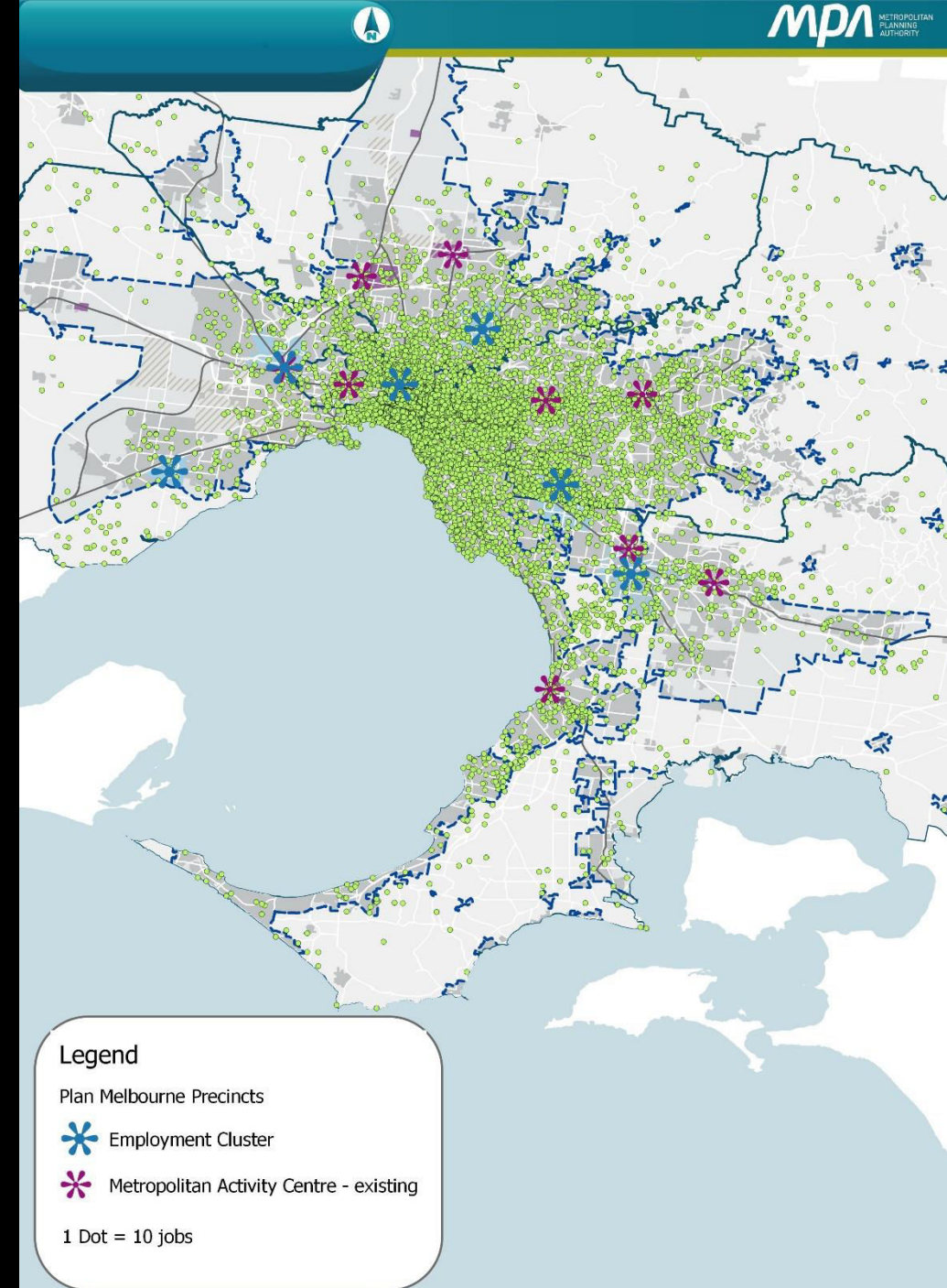
International Education

Existing jobs are focused surrounding major university and TAFE precincts.

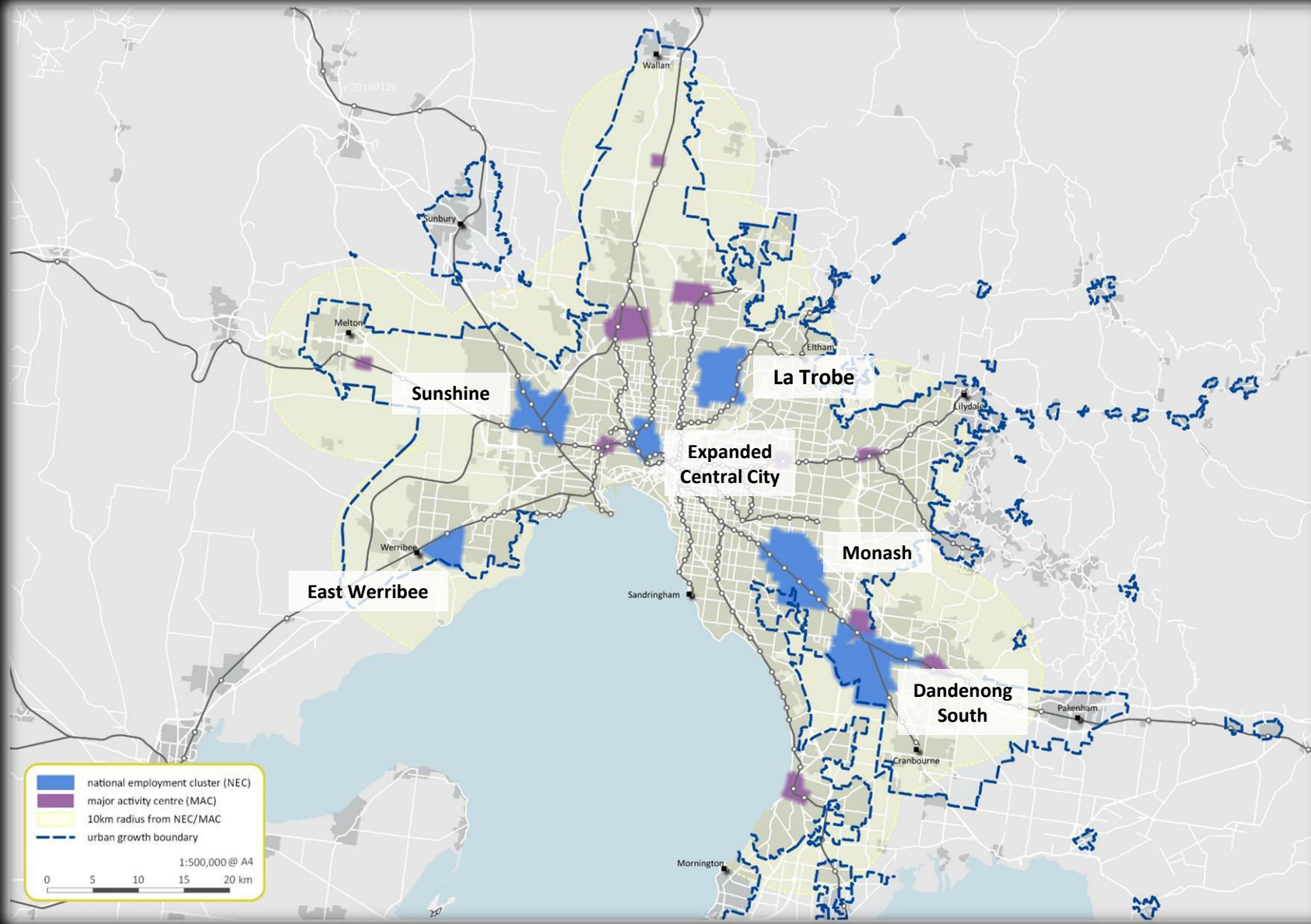


Professional Services

Existing jobs are distributed throughout the metropolitan region, with highest densities within the expanded central region.



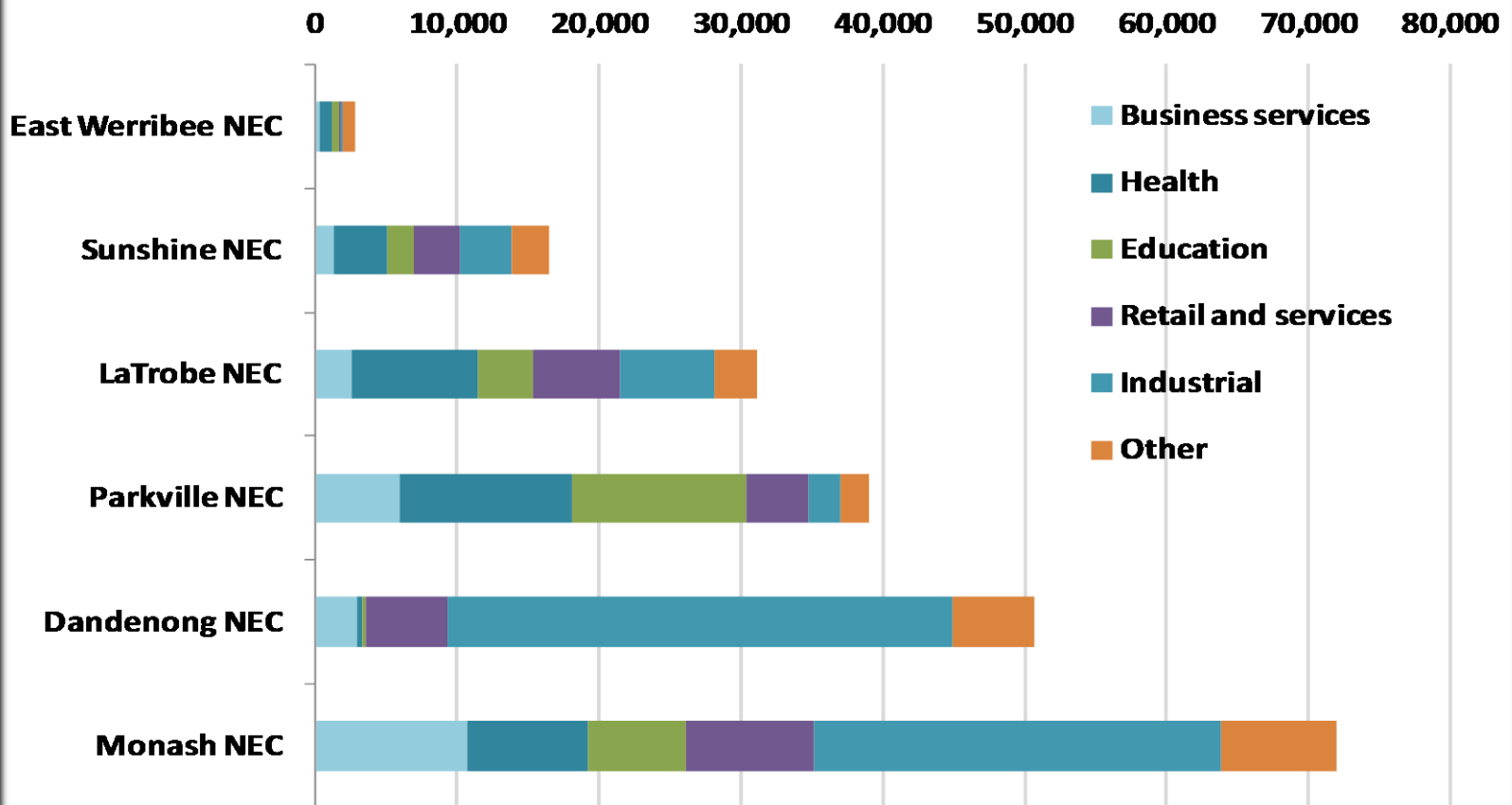
National Employment and Innovation Clusters... growing jobs close to where people live



Employment profile within the clusters

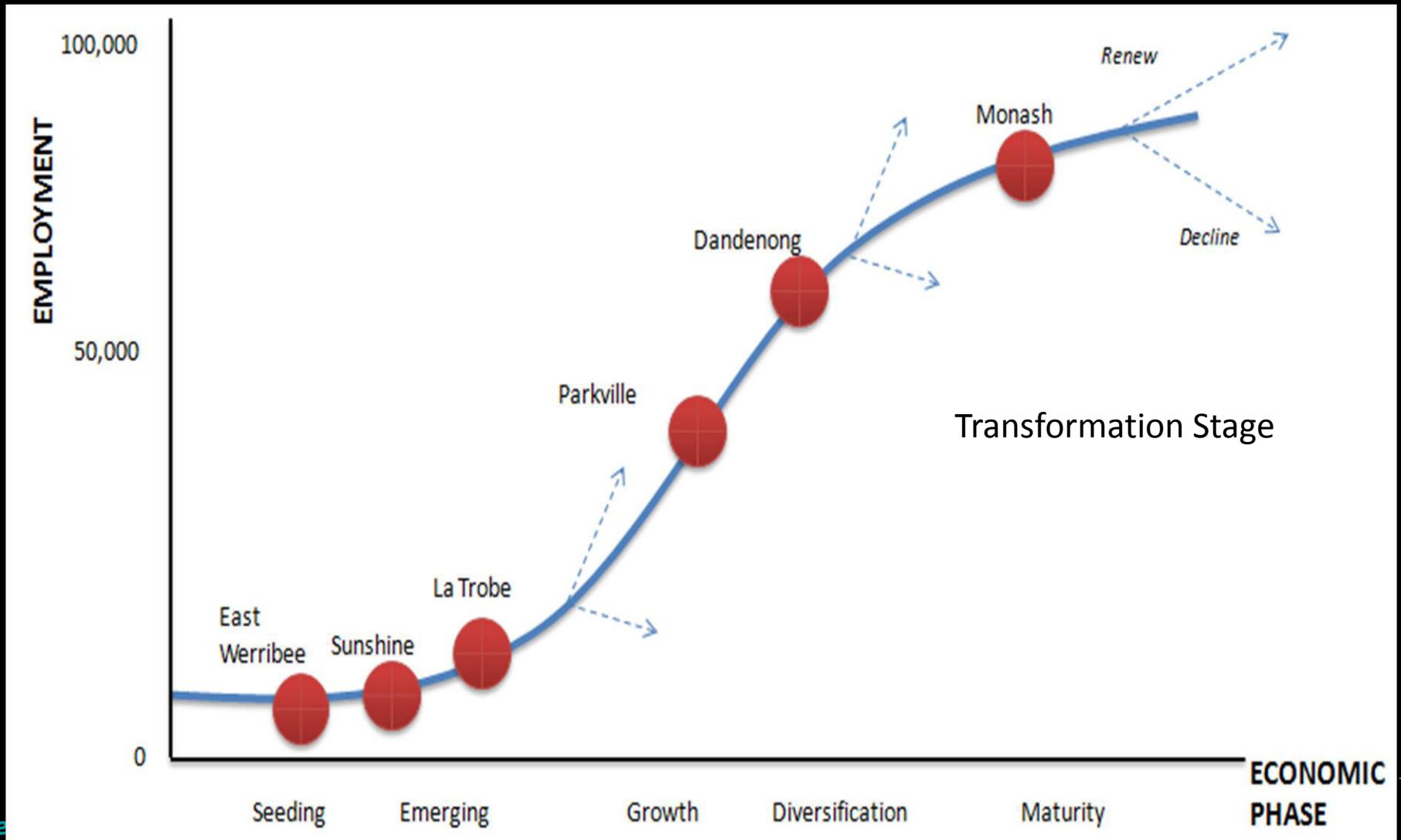
- Health and education are currently major drivers of cluster employment.
- Future growth supported by knowledge intensive labour force.

Employment Profile of National Employment Clusters (2011)

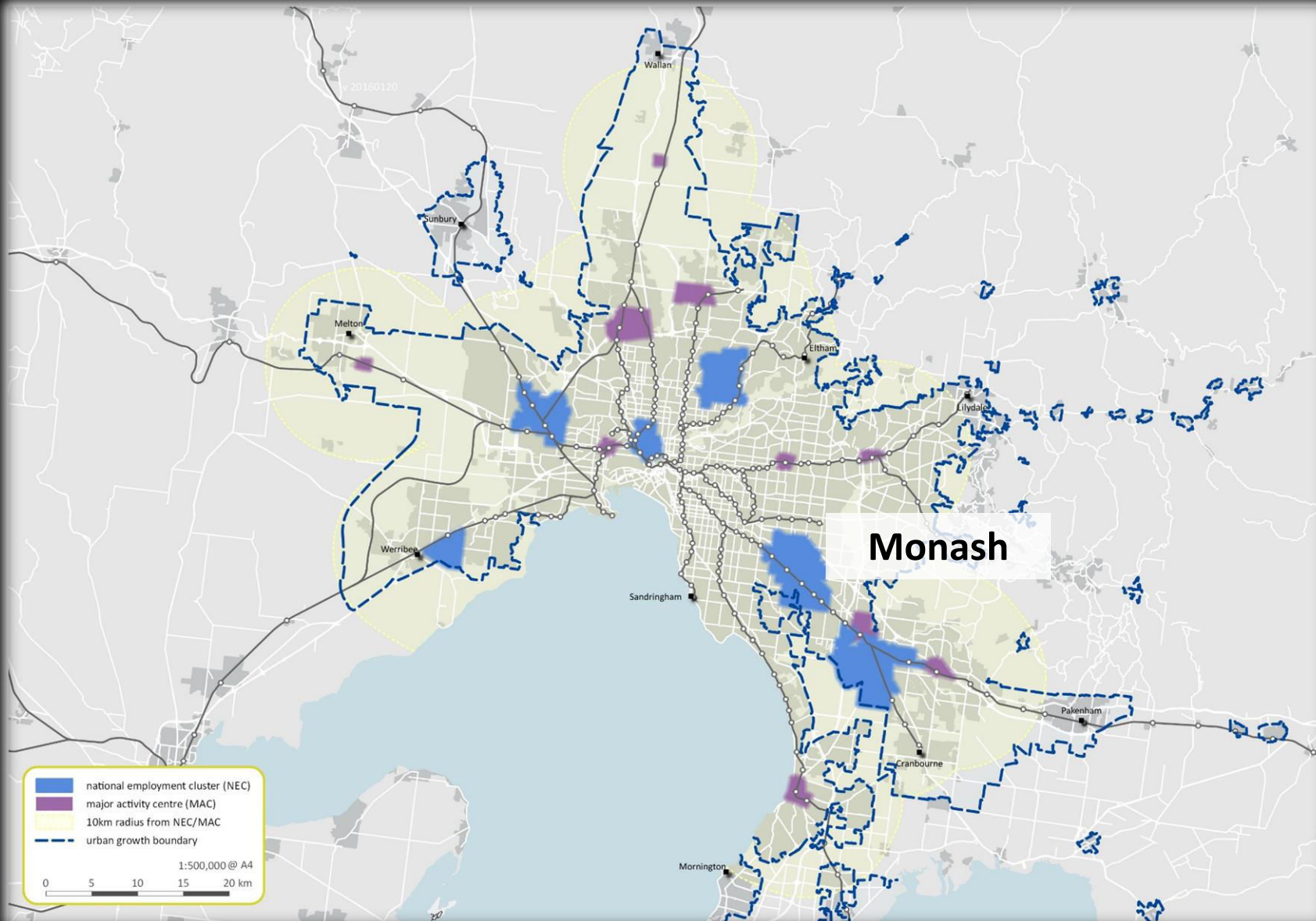


Source: MPA based on ABS Census of Population and Housing

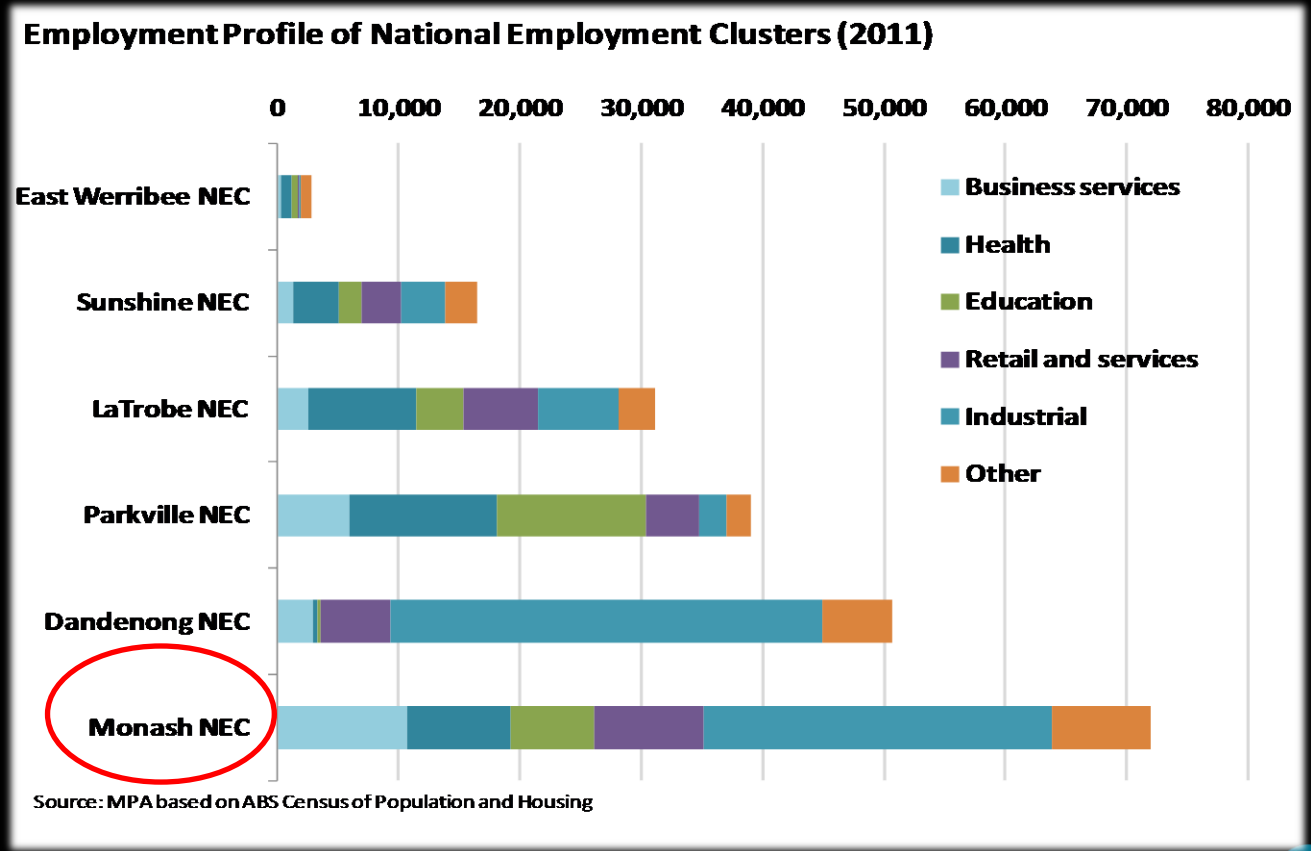
National Employment Clusters



Why is Monash identified as an Employment Cluster?



- Highest concentration of jobs outside the CBD
- Potential for job growth and transformation



- Well located, good road infrastructure
- Investment in State and local infrastructure
- Range of institutions and big business



BOSCH
Invented for life



MONASH University

Monash
Children's
Hospital

Canon



Monash**Health**



Mercedes-Benz

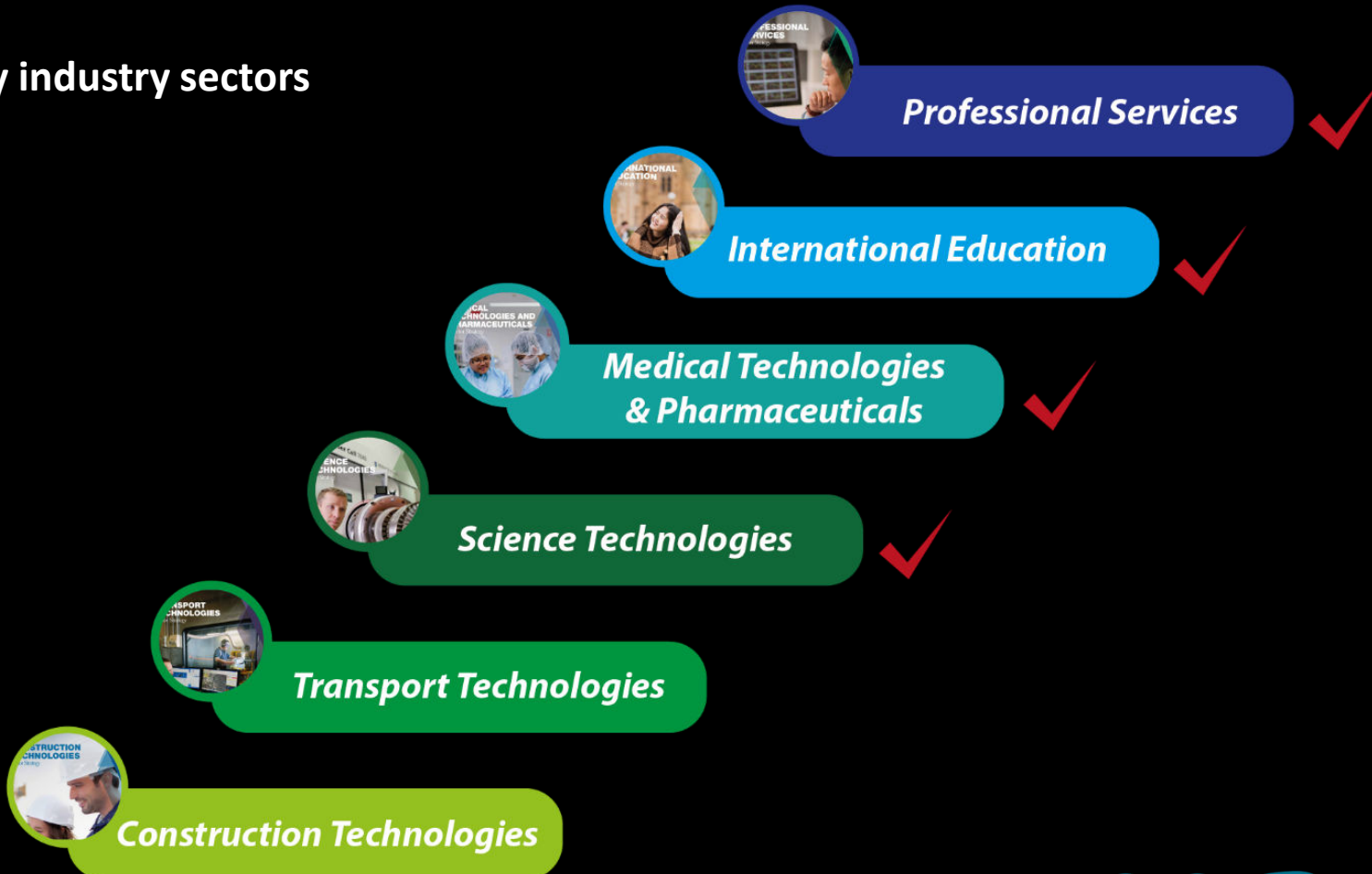
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Monash is well placed to grow future jobs

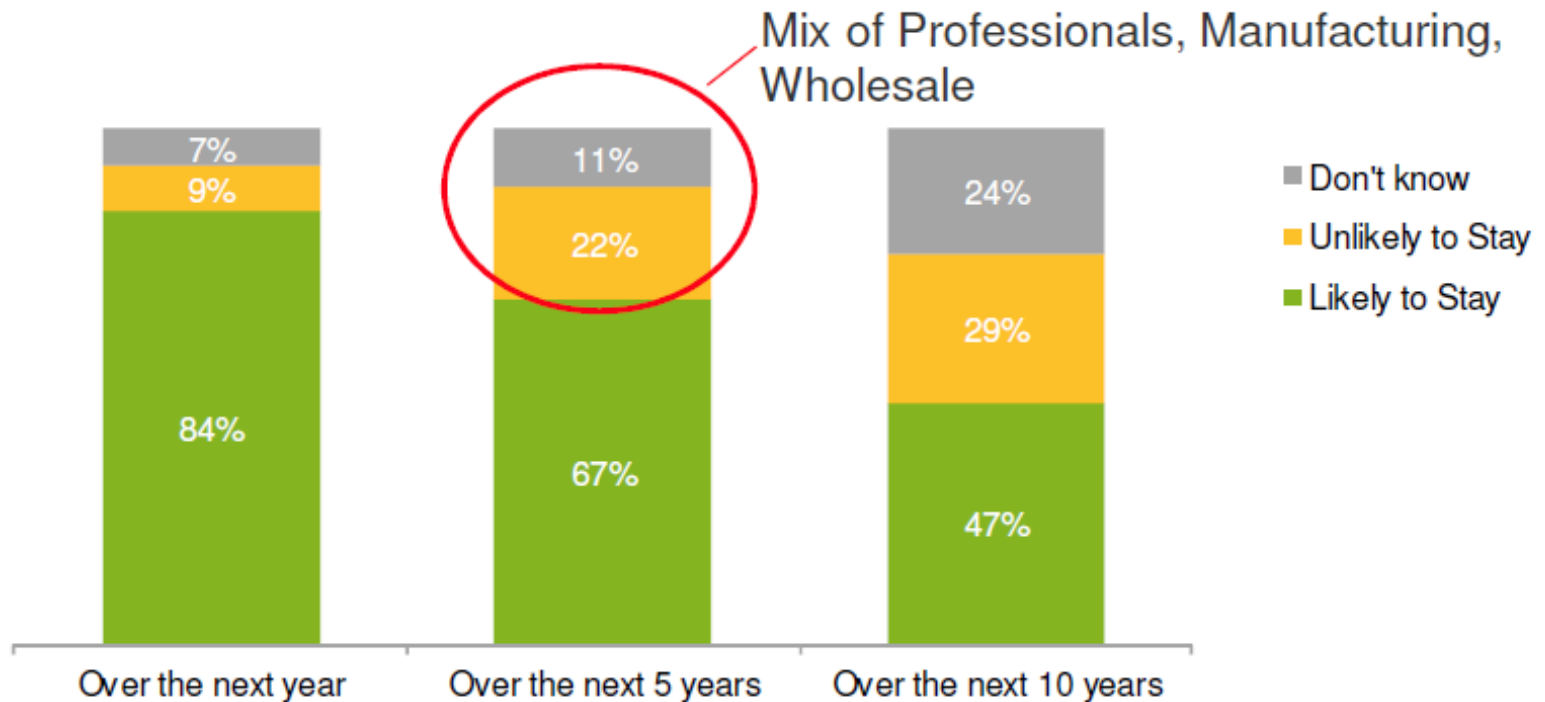
Victorian Government Blueprint for Growth

6 priority industry sectors



What have business surveys told us?

Likelihood to Stay in the Cluster



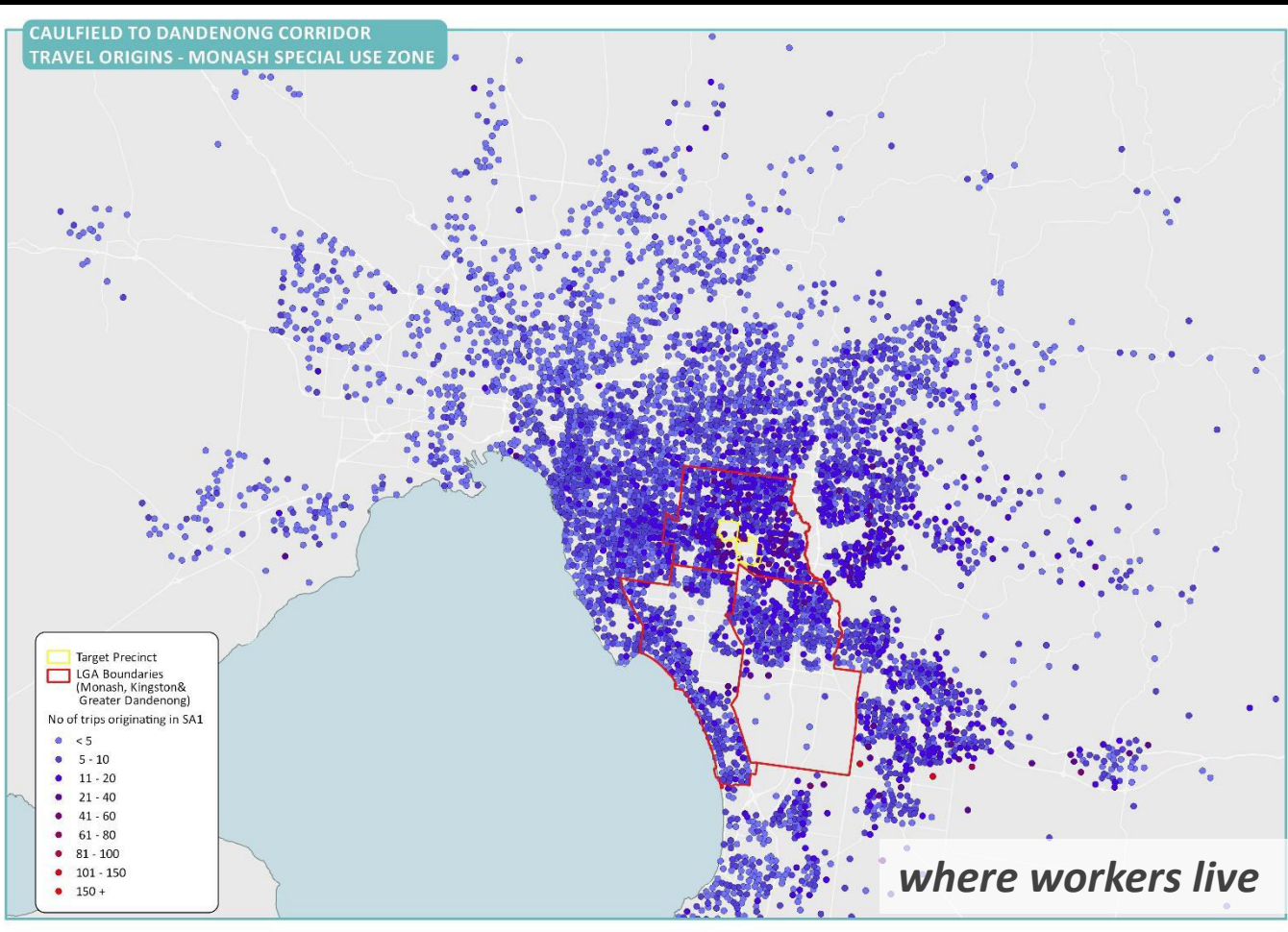
Base: All Respondents; Sample Size = 45

Source: Urbis, Monash Employment Cluster Online Survey, July 2014

What have business told us?

- High levels of road congestion
- Lack of public transport
- Lack of cafes, conference facilities and business hotels
- Area doesn't have a strong identity
- Opportunities for business interaction
- Interaction with Universities and Research

It's a car based community...



- 89% of workers commute by car
- PT is geared to get people into CityRail upgrades:
- Improved bus services would improve business

What transport do we need to grow business in Monash?

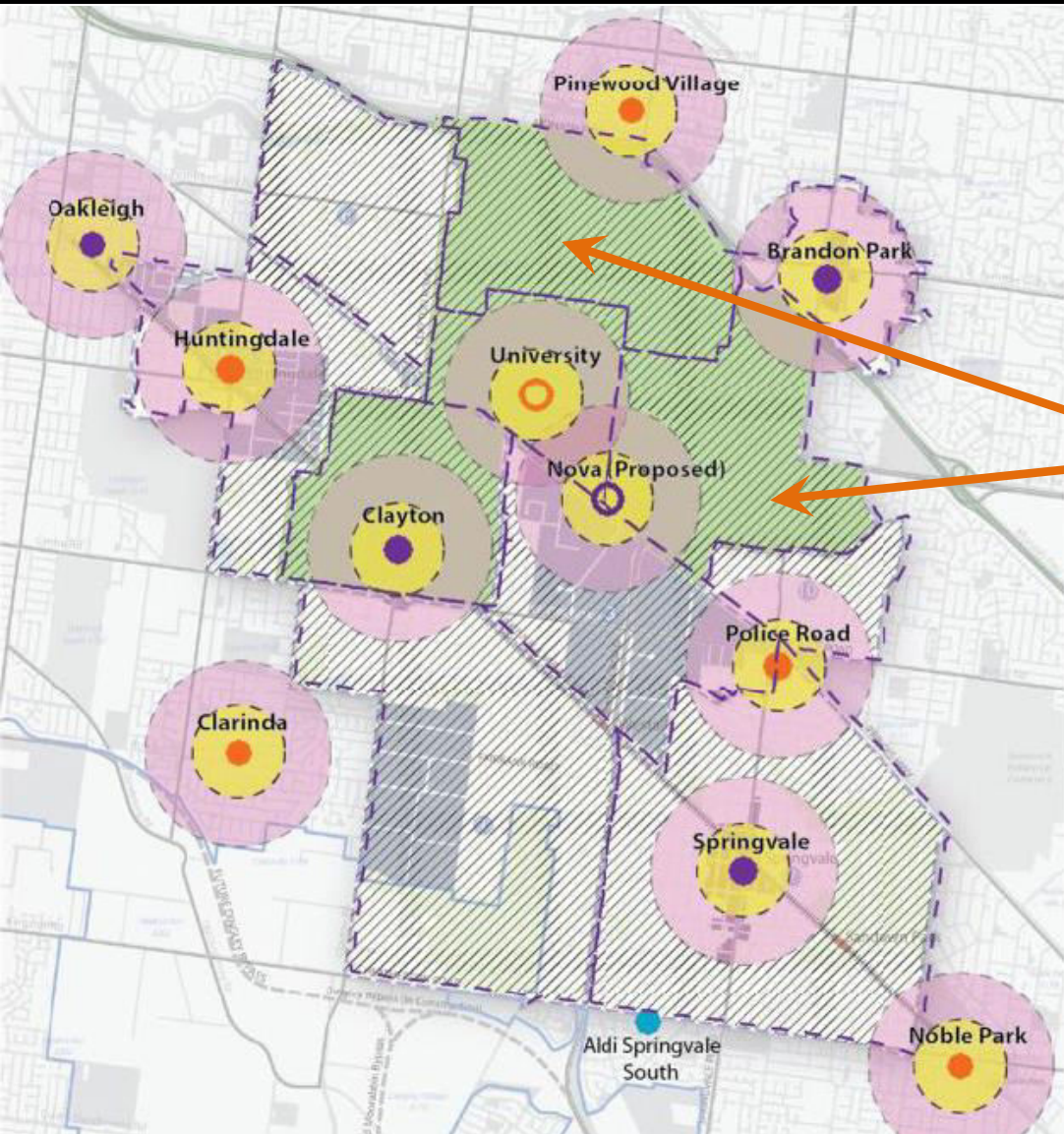
- Rail Upgrades: improve and modernise service
- Improve bus services to support job growth, connect with rail
- Better connect public transport to University and Hospital



Walking & cycling



What's missing for business...amenity



- Easy to get around
- Somewhere for lunch and coffee
- Overnight accommodation
- Recreation opportunities
- Modern business image

LEGEND

- 400m and 800m walking distance from Activity Centre
- High employment growth area
- Area not covered by the 800m walking catchment
- Sub-Regional Centre
- Sub-Regional Centre (proposed)
- Neighbourhood Centre
- Specialised Local Centre

What can we do about it?

- Establish Business Centres
- More mixed use
- Revitalise existing centres - Clayton
- Develop the network of local centres



Cultural and community infrastructure is important for a skilled workforce



Monash University provides important cultural and sporting facilities

Recreational facilities are important for a skilled workforce



Open space and sporting facilities in or around:

- Employment areas
- Activity centres
- Key development sites
- Monash University



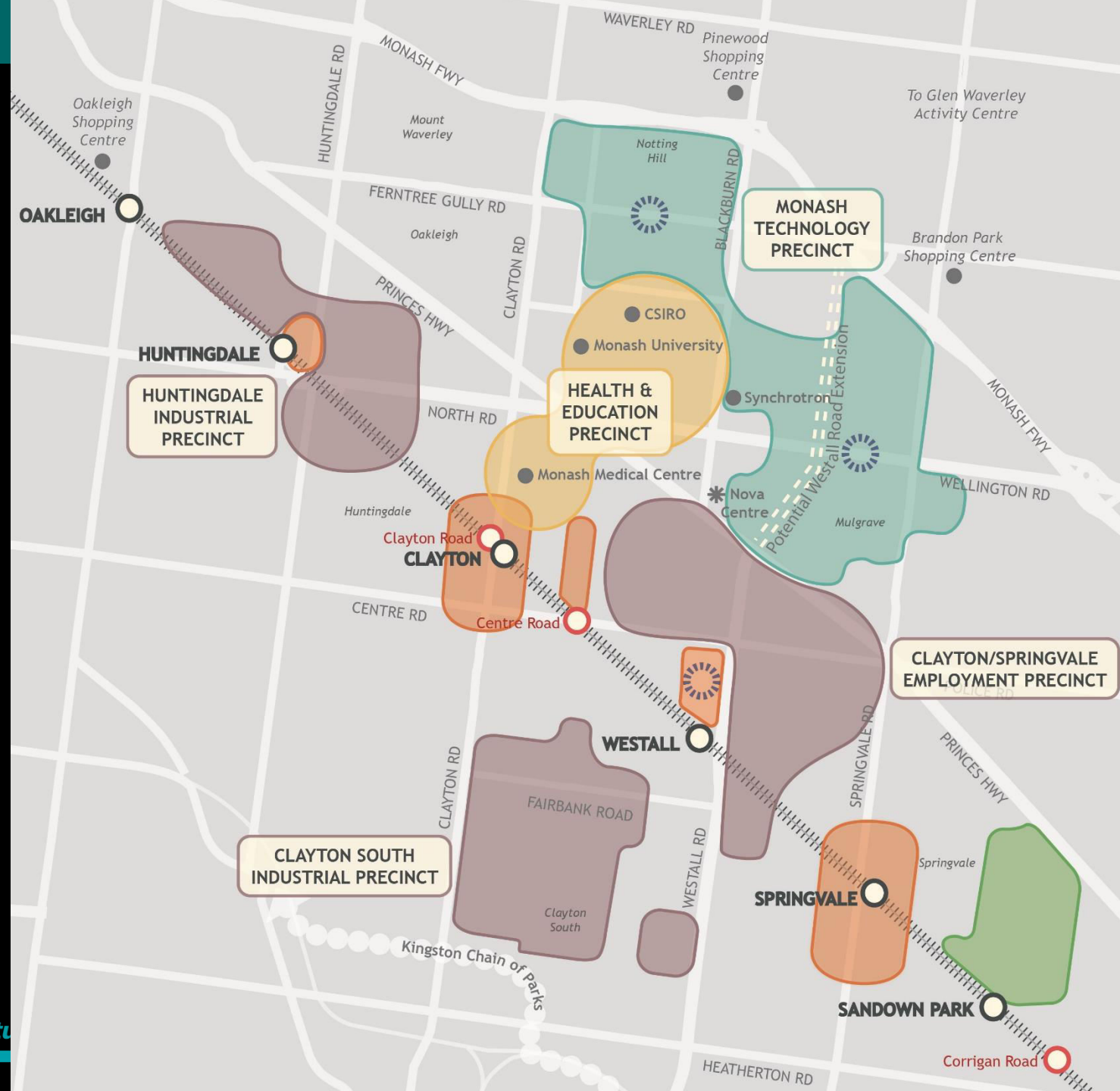
Housing

New housing opportunities?

- More density on strategic sites
- More apartments and townhouses near railway stations
- More student housing at Monash University
- Housing for key workers, e.g. doctors, nurses
- Promote affordable housing in larger developments



Areas suitable for change



Hospital & University Precinct

- Growth of university, medical & health jobs
- International students
- Health related industries
- Interaction with University and research institutions



New Monash Children's Hospital end 2016



Expanded, evolving Monash 'University City' concept plans

Clayton / Springvale

- Retain employment and high value jobs
- Restructuring of industry and business
- Foster innovation + technology
- Improve connections
- Investment in road infrastructure
- Higher density residential and mixed use



Nova Centre high density mixed use development



Brownfields sites suitable for mixed use

- Mixed use
- Business park + Hub
- Pedestrian and cycling paths, local park
- Close to rail and bus



Clayton Central

- Level crossing removal
- Investment + retail growth
- Better connect station to Hospital and University
- Future streetscape improvements e.g. wider footpaths, trees + safe crossings
- Modernise the centre



New station and public plaza planned



Potential for high quality walking + cycling connections

Role for existing centres like Springvale

- Successful centre for business, services and housing
- Builds on government investment
- Retail and commercial diversity



Feedback so far...

- Create a vision and put it into action
- Create opportunities for institutions and industry to work together
- Develop new image, improve amenity for business and workers
- Build on investment in transport network – rail, level crossing removals, bus, Westall Road Extension
- Safe and convenient cycling and pedestrian access
- Housing diversity and mixed use

Consultation Program

Timeline

-  Development of the key ideas that will inform the Framework Plan
Early 2016
-  Public Engagement (Phase 1)
April-June 2016
-  Development of draft Framework Plan
July - November 2016
-  Public Engagement (Phase 2)
Early 2017
-  Finalisation and approval of Framework Plan
Mid 2017

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