

PLAN MELBOURNE

METROPOLITAN PLANNING STRATEGY



The image consists of a dense, repeating pattern of the words "MELBOURNEPLAN" in a white, sans-serif font. The text is arranged in a grid-like structure, where each row contains the word "MELBOURNE" followed by "PLAN" on the next line. This pattern repeats across the entire page, creating a rhythmic and visual texture. The background is a solid, dark blue color.

THE VISION FOR MELBOURNE

MELBOURNE WILL BE A GLOBAL CITY OF OPPORTUNITY AND CHOICE

THIS WILL BE ACHIEVED BY

- PROTECTING THE SUBURBS
- DEVELOPING IN DEFINED AREAS NEAR SERVICES AND INFRASTRUCTURE
- CREATING A CLEARER AND SIMPLER PLANNING SYSTEM WITH IMPROVED DECISION MAKING
- REBALANCING GROWTH BETWEEN MELBOURNE AND REGIONAL VICTORIA
- IDENTIFYING AN INVESTMENT AND INFRASTRUCTURE PIPELINE



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THE AUSTRALIAN OPEN TENNIS, MELBOURNE

PREMIER'S FOREWORD

I am pleased to present Plan Melbourne, a landmark strategy for our great city.

The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

Honest and genuine community engagement and consultation was our first and fundamental principle in developing Plan Melbourne. We set out to create a strategy that is understood and owned by all Melburnians, a plan that they expect the current and future governments to deliver.

The message from Victorians is that they value and enjoy their capital city. They support efforts to improve its efficiency and liveability, particularly its public transport and traffic management systems. The government is responding to this with the construction of a series of game-changing infrastructure projects, which will lay the foundations for Melbourne's evolution for future generations. These include the expansion of the Port of Melbourne at Webb Dock, the Regional Rail Link, the Port of Hastings, the East West Link, the Melbourne Rail Link (including the Airport Rail Link), CityLink-Tulla widening, and the Cranbourne-Pakenham Rail Corridor Project.

We have also learnt that Melburnians support growth as long as it is focused on areas around the city that have the necessary infrastructure and services. These views are recognised in Plan Melbourne, through the concept of the 20-minute neighbourhood, where people live close to the services they need.

The views of Victorians accord with evidence from around Australia and the world: that productivity and employment benefits flow from development around major employment precincts, transport interchanges and centres of activity.

The plan reflects this idea through the concept of a polycentric city, an expanded central city surrounded by and linked to other major centres of business, recreational and community activity distributed across the city.

These two complementary ideas—the 20-minute neighbourhood and the polycentric city—are at the core of this plan.

The plan fits neatly within a broader suite of policies and strategies that the Victorian Government has developed to create a framework for the state's sustained growth and prosperity. These include the government's economic and fiscal strategy, the freight and logistics plan and the eight regional growth plans. Developed in conjunction with the local community and businesses, these strategies and plans provide the basis for Victoria's long-term development.

The government has already commenced implementation of Plan Melbourne by creating the new Metropolitan Planning Authority which will work in partnership with local governments and the community.

I thank all of those who have contributed to Plan Melbourne.



THE HON DR DENIS NAPTHINE MP
PREMIER OF VICTORIA



MINISTER FOR PUBLIC TRANSPORT AND MINISTER FOR ROADS' FOREWORD

As Melbourne grows, its future prosperity and liveability will be heavily influenced by how well we manage and develop our transport system.

For this reason, Plan Melbourne includes a vision for Melbourne that contains a number of important transport initiatives that will shape our city over the coming decades. These initiatives have arisen from detailed planning, consultation and technical studies.

Three areas of transport will be critical for ensuring our prosperity and liveability as Melbourne grows.

The first area is improving the efficiency and connectivity of our road network, and in particular our freeway network, (with East-West Link), which is where most of the city's traffic growth is occurring.

The second area is an efficient means of getting people to work and other activities, particularly in Melbourne's growing central city as well as in job-rich areas in the suburbs. The Regional Rail Link, the Melbourne Rail Link (including the Airport Rail Link) and the Cranbourne-Pakenham Rail Corridor Project will help transform our rail system, and will be followed by a range of other investments to modernise and expand passenger rail in Melbourne.

The third area is the capacity of ports and airports to handle growing volumes of goods and growing numbers of passengers. The long-term freight plan – *Victoria – The Freight State* – that outlines how we will ensure Victoria retains its status as Australia's most important freight and logistics centre has been developed to achieve this.

These projects will help the state to respond to a changing economy and a growing city. Together, they will reshape travel patterns, goods movement and accessibility in Melbourne and retain Melbourne's status as a prosperous, liveable and competitive city.

But they are not the only things we need to do in the transport sector to make Melbourne and Victoria function optimally. Plan Melbourne includes plans to develop long-term programs of investments that will transform the way we move around. These include programs to remove level crossings, develop and improve arterial roads, upgrade tram routes and expand the reach and efficiency of the bus system.

This is a very exciting time for Melbourne and Victoria as we grow and thrive. This plan will keep Melbourne at the forefront of the world's cities for decades to come.



THE HON TERRY MULDER MLA
MINISTER FOR PUBLIC TRANSPORT
MINISTER FOR ROADS



MINISTER FOR PLANNING'S FOREWORD

Melbourne is one of the world's most liveable cities: it's a city of quiet neighbourhoods, busy activities areas and a vibrant central core. As our population continues to grow strongly, maintaining our status as an international destination for liveability will become harder and more challenging.

This is why we need to look to the future and plan Melbourne through a new metropolitan planning strategy. A metropolitan planning strategy guides and directs the way a city is planned, grows and changes over time. It's the central document to steer a city's progression and to ensure that while a city grows, its best features are also protected and enhanced.

That's what Plan Melbourne will do.

Plan Melbourne will provide communities with clear direction about the future of their neighbourhoods, and about areas that will be protected and areas that will change. It will identify precincts that can accommodate future growth, including activity centres and urban renewal precincts and sites, and it will take pressure off population growth in our existing suburbs.

Plan Melbourne will seek to build a vibrant, active central city core for Melbourne: a true 24-hour city with jobs, shops and people; a vibrant central city integrating the CBD, Docklands, Southbank, Fishermans Bend Urban Renewal Area and new urban renewal precincts that will absorb much greater numbers of people in the future.

Importantly, Plan Melbourne will be the first metropolitan planning strategy for Melbourne that genuinely integrates our regional and peri-urban areas to become places for large-scale population growth over time. This will see the development of a true state of cities for Victoria, as we direct population growth to our regions in order to boost their labour force and economic growth. Melbourne's growth areas will no longer be the sole focus of population growth.

To develop Plan Melbourne, much discussion and consultation has occurred. As Minister for Planning, I have attended a number of workshops and consultation sessions on the discussion paper, *Melbourne, let's talk about the future*.

It was made clear in these sessions that Melbourne's residents and businesses wanted greater certainty about where development should be directed, and which areas should be protected. Melburnians also told us that our city's urban boundary could not continue to expand. Plan Melbourne has responded to these and many other concerns raised in consultations, to create an integrated long-term planning, land-use, transport and sustainability vision for our city.

Complemented with a planning reform agenda that has introduced code assessment planning, new zone structures and growth area framework plans, our city is now well-placed to meet the challenges of growth head-on in the future.

Key to Plan Melbourne's success is the focus on implementation. For the first time, we have a dedicated authority to implement the long-term strategic vision for Melbourne – the Metropolitan Planning Authority. I am confident that it can bring together the different stakeholders to forge a productive way forward for our city. Also, the government's development agency, Places Victoria, will continue to play a vital role in developing key government land holdings, as well as other sites, where appropriate. And finally, the Department of Transport, Planning and Local Infrastructure will continue to play a regulatory role overseeing our planning system, and implementing and developing planning policies that will assist in improving productivity and flexibility to meet the challenges of the future.

I wish to thank the Chairperson and members of the Ministerial Advisory Committee for their work in helping with this plan and I look forward to this vision for Melbourne's future being implemented.



THE HON MATTHEW GUY MLC
MINISTER FOR PLANNING



PLANNING FOR MELBOURNE

The Victorian Liberal Nationals Coalition Plan for Planning, November 2010

Build a new outcomes-based metropolitan planning strategy for Melbourne based on the following ten principles.

- Honest and genuine community engagement and consultation
- Restoring integrity, transparency and certainty to the planning system
- The sustainable growth of Melbourne
- Respecting and preserving urban character
- Clearly identifying areas for urban renewal and future development zones

- Integrating and optimising existing and future infrastructure and service provision
- Clarifying where urban densification in clearly identified areas can occur
- Ensuring the social, economic and environmental wellbeing of the community is preserved and promoted through the planning system
- Protecting existing parks and open space from development
- Aiding housing affordability





FEDERATION SQUARE, MELBOURNE



INTRODUCTION

MELBURNIANS LOVE THEIR CITY, A CITY RICH IN NATURAL AND BUILT ASSETS, ACTIVITIES AND OPPORTUNITIES FOR RESIDENTS, OF WHICH WE ARE JUSTIFIABLY PROUD.

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A PLANNING STRATEGY FOR MELBOURNE

The city we enjoy today did not come about by accident. It has been shaped by the foresight and planning of earlier generations. We can see the legacy of their vision in the vibrant places we value and the liveable communities we participate in every day.

But we cannot plan the city of the future with yesterday's thinking. As our city grows and develops, we need to plan for, and manage, growth. We must do so in ways that respond to long-term patterns of economic, social and environmental change; that enhance Melbourne's liveability; and that capitalise on opportunities to strengthen our productivity and competitiveness.

Plan Melbourne is the vision for Melbourne. It is an evidence-based plan designed to guide Melbourne's housing, commercial and industrial development through to 2050. It seeks to integrate long-term land-use, infrastructure and transport planning to meet the population, housing and employment needs of the future.

THE VISION FOR MELBOURNE MELBOURNE WILL BE A GLOBAL CITY OF OPPORTUNITY AND CHOICE.

THIS WILL BE ACHIEVED BY:

- PROTECTING THE SUBURBS
- DEVELOPING IN DEFINED AREAS NEAR SERVICES AND INFRASTRUCTURE
- CREATING A CLEARER AND SIMPLER PLANNING SYSTEM WITH IMPROVED DECISION MAKING
- REBALANCING GROWTH BETWEEN MELBOURNE AND REGIONAL VICTORIA
- IDENTIFYING AN INVESTMENT AND INFRASTRUCTURE PIPELINE.

NOTE

Plan Melbourne is adopted government policy. It has been amended and finalised after it was released for public comment in 2013. A planning scheme amendment and an updated ministerial direction has been introduced to give statutory effect to Plan Melbourne in decision making.

Projects and initiatives requiring budget funding will be carefully assessed in relation to budget capacity.

MELBOURNE'S GROWTH-LED TRANSFORMATIONS

Before settlement 179 years ago, Aboriginal people occupied the land that is now called Melbourne for at least 40,000 years. Since then, Melbourne has undergone a series of growth-led transformations. Each one of these transformations has left lasting impacts on the city's landscape, structure and identity.

Melbourne's early structure and character were defined during the gold rush of the 1850s, which saw the city's population triple within a decade. That era left the city a legacy of elegant Victorian buildings, the notable Hoddle Grid, distinctive boulevards and high streets, civic recreational facilities and expansive inner-city parks and gardens.

In the late 19th and early 20th centuries, Melbourne expanded with the development of mass transit train and tram systems. Mechanised transport enabled Melburnians to escape the crowding and congestion of the city centre for the space and greenery of the suburbs. Melbourne's distinctive high street shopping strips were established at this time.

The next period of major growth came after the Second World War, as the rise in private car ownership, investment in road capacity, better access to housing finance and a shift in manufacturing to the outer fringes of the city led to Melbourne's geographic expansion and suburbanisation.

In the past two decades, our city has again undergone a significant period of growth-driven transformation, this time centred on a mix of city-centre regeneration and outer-suburban development. In this period, the city has experienced a rapid growth in its residential population, led by the development of housing in Southbank and Docklands. At the same time, Melbourne's outer suburbs have become some of the fastest-growing municipalities in Australia.

“ THE VLGA SUPPORTS THE PRINCIPLE OF A POLYCENTRIC CITY LINKED TO REGIONAL CITIES AS A CONCEPT TO INTEGRATE LAND USE, TRANSPORT, HOUSING AND EMPLOYMENT PLANNING. ”

MELBOURNE TODAY

Melbourne is a large metropolis of 4.3 million people. It spans nearly 10,000 square kilometres and includes 31 local government areas and is home to nearly three-quarters of all Victorians¹. For the year ended 30 June 2013, Melbourne had the largest population growth of any Australian city (95,500 people), followed by Greater Sydney (81,000) and Greater Perth (67,500). Figure 1 compares the urban form of Melbourne to Sydney and Brisbane.

Melbourne has a labour force of 2.2 million people², with jobs widely distributed across the metropolitan area. In 2011, 14 per cent of jobs were located in the CBD, Docklands and Southbank areas³. The remainder were located broadly, including in several large and vibrant suburban activity centres, in knowledge and employment clusters anchored by tertiary education and medical institutions, and in industrial precincts and areas around the city's principal airport and port facilities. Melbourne has a range of assets and competitive advantages that drive our city's current success and will be the foundations of its medium and long-term future.

A PRODUCTIVE AND VIBRANT CENTRAL CITY WITH ROOM TO GROW

Melbourne is an internationally recognised city with strong global business, educational, cultural and sporting connections. The City of Melbourne (from 1993 to 2013) has the fifth-fastest population growth of all Australian local governments and has seen the creation of over 120,000 new jobs in the last decade. One of Melbourne's competitive advantages is the amount of land available for redevelopment in strategic central city locations, with the potential to create well-located and attractive mixed-use neighbourhoods.

A DIVERSE INDUSTRY BASE

Following the opening up of the Australian economy to greater global competition in the 1980s, Melbourne has progressively moved from an inwardly focused manufacturing economy to a globally focused, knowledge-based service economy. Through this transition, Melbourne has diversified its base of employment-generating industries, which has strengthened the resilience of the city's labour market to external shocks and structural adjustment pressures.

AN EDUCATED, FLEXIBLE AND MULTICULTURAL WORKFORCE

In a globalised economy, there can be no greater asset for a city than the diversity and skills of its population. Melbourne has a highly educated and well-trained workforce⁴ and is one of the world's most harmonious and culturally diverse cities. With its people coming from more than 200 countries, speaking more than 230 languages and following more than 130 religious faiths, Melbourne is well-equipped to engage in global markets.

LIVEABLE NEIGHBOURHOODS AND SUBURBS

Melbourne provides a very high quality of life for its residents, with good-quality housing, education, transport, community, public safety, health and environmental services provided

in most parts of the city. Melbourne is a city of suburbs, each with its own distinctive character. Our suburbs range from vibrant, higher-density, inner-urban areas that offer a rich variety of cultural, entertainment and sporting attractions to low-density, family-friendly suburbs with good access to schools, retail precincts and community facilities. Together, they create an accessible and inclusive city with living options that cater to people at all life stages.

AN INTEGRATED AND HIGH-CAPACITY TRANSPORT SYSTEM

Melbourne's transport system includes modern port, airport, road, rail, tram, bus and cycling infrastructure. It has an extensive freeway and arterial road network. Its rail network provides good radial access to the central city and major centres in the suburbs, and the tram system is the largest in the world. Melbourne's port is Australia's busiest and is closely linked to national road and rail networks. Our two main airports are curfew-free and expanding.

AN INTERNATIONALLY RECOGNISED UNIVERSITY SECTOR

Melbourne is home to a number of world-ranked universities and leading educational and research institutions including Melbourne, Monash, La Trobe, Victoria, Deakin, RMIT and Swinburne universities, Australian Catholic University, Burnet Institute, Walter and Eliza Hall Institute, Baker Research Institute and the Australian Synchrotron. These institutions are fundamental to the city's ability to compete in a global economy, attract investment and provide the skills base for future growth in our knowledge-based industries.

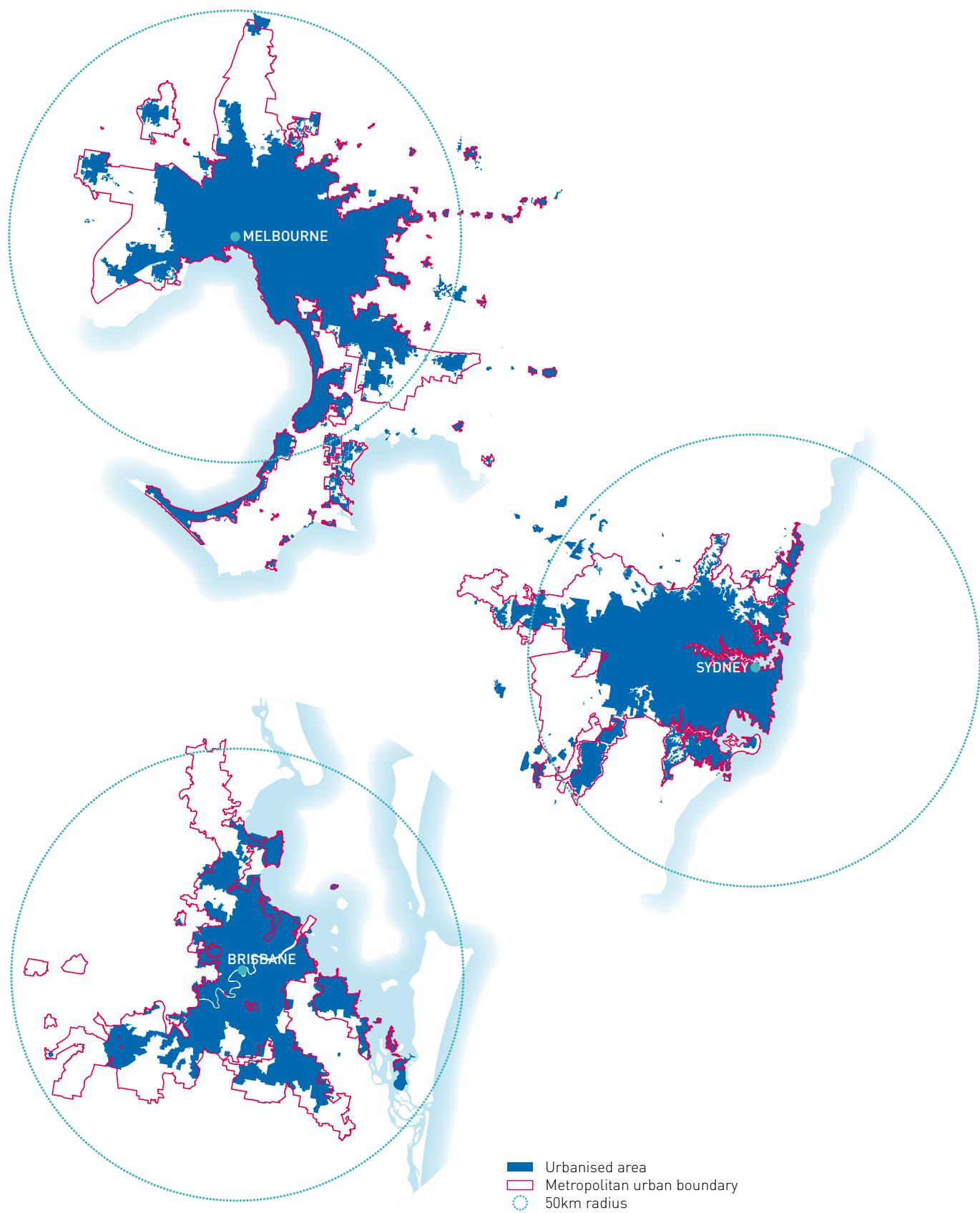
A CLEAN ENVIRONMENT AND VALUABLE NATURAL ASSETS

Melbourne's clean air, water quality, tree coverage and marine and river health contribute significantly to the city's liveability. From the mountain ash forests of the Yarra Ranges to the wetlands on its coastline, Melbourne and its immediate surrounds are home to a rich array of iconic natural features, productive farmland, animal and plant habitats and biodiversity. These assets provide a wealth of ecological, health and recreational benefits to residents and are central to Melbourne's attractiveness to overseas visitors and investors.

THE NATION'S SPORTING, ARTS AND CULTURAL CAPITAL

Melbourne is internationally recognised as one of the world's best sports cities⁵ and home to an array of world-class sporting and cultural facilities including the Melbourne Cricket Ground, Melbourne Park, National Tennis Centre, Melbourne Arts Precinct and Melbourne Museum. We have created one of the world's most admired calendars of major events, including iconic events such as the Australian Open, White Night Melbourne, Melbourne Fashion Festival, Melbourne Food and Wine Festival, Formula 1™ Australian Grand Prix, Melbourne Winter Masterpieces, AFL Grand Final Season, Australian Motorcycle Grand Prix, Australian Masters, Melbourne Cup Carnival, Melbourne International Comedy Festival, Melbourne International Flower and Garden Show, Royal Melbourne Show and the Boxing Day Test.

FIGURE 1 – URBAN FORMS OF MELBOURNE, SYDNEY AND BRISBANE



MELBOURNE'S GROWING PRESSURES

Melbourne's recent population growth has been profound. Over the past decade, the city has added over 600,000 new residents, with almost 60 per cent making their home in the outer suburbs. This rate and pattern of growth has placed strains on the city's infrastructure and service systems.

Preliminary updates to population projections show larger populations in 2050 for Melbourne and Victoria, compared with previous projections. The higher population projection is one possible future population outcome based on an assumption of continued strong population growth. The initiatives outlined in Plan Melbourne seek to direct the way the city grows over the short, medium and long term and take action against growth pressures.

Plan Melbourne incorporates this higher projection to enable subregions and government to manage population growth that is higher or lower than trends suggest. The ongoing review of projects and monitoring performance will continue to inform the planning of Melbourne and Victoria.

The city's liveability and competitiveness over the coming decades could be undermined if the following issues are not addressed.

CONGESTION – Melbourne's transport infrastructure and services are under increasing pressure, with congestion increasing on road and public transport systems during peak periods.

AFFORDABILITY – As competition for housing increases, areas close to the city have become increasingly unaffordable for middle- and low-income households wanting to buy or rent. In future, we will need to provide a better range and supply of affordable housing options close to the central city and other major areas of employment.

ACCESSIBILITY – As the city grows, newer areas on the suburban fringe often develop before infrastructure and services are provided. Their distance from the central city and the more-developed middle suburbs means that residents can have less access to employment, services and recreation opportunities than those who live closer in.

A CHANGING CLIMATE – Our climate is constantly changing, due to a wide range of human and natural factors. Over its history, Melbourne has seen frequent bushfires, heatwaves, flooding and storms.

RURAL ENCROACHMENT – As Melbourne develops and grows, people move further out to find affordable and enjoyable living options within commuting distance of the city. This puts pressure on Melbourne's surrounding rural areas to provide for larger urban settlements and leads to the loss of valuable agricultural land.

MELBOURNE IN 2050

Melbourne will be a very different city in 2050. Given our rapid growth over the past decade, and projections of natural population growth and migration, it's imperative that we plan for a bigger city in the years ahead. As Figure 2 shows, Melbourne could grow by another 3.4 million people, to be a city of around 7.7 million people by 2051⁶.

To accommodate this growth, we will require around 1.6 million more dwellings than we have today. The numbers of all types of households – parents with children, couples without children, single people and others – will grow, suggesting that Melbourne will need to provide diverse housing options. Because Melbourne's population is ageing, the city will also need to become more age-friendly. At the same time, the school-age population is projected to grow by over 450,000 people.

Over 1.7 million new jobs will be created in Melbourne, with a large share in the central city and adjacent inner suburbs, if recent trends continue⁷. Business and knowledge services (including financial, insurance, professional, scientific and technical services) are forecast to become increasingly important drivers of Melbourne's prosperity. It is likely that more people will stay longer in the workforce, with good access to jobs and education driving social and economic participation.

The lives people live, and the types of jobs they do, are affected by changes in science, technology, communications and culture. These changes are both difficult to predict and happen quickly. The changes we have seen in how we work and live over the past 40 years show that planning Melbourne's future needs to be a flexible, ongoing and adaptable process.

9 STRATEGIC PRINCIPLES

In October 2012, the Minister for Planning released the discussion paper of the Ministerial Advisory Committee for the Metropolitan Planning Strategy, *Melbourne, let's talk about the future*. The discussion paper proposed nine strategic principles to inform discussion about Melbourne's future, and the development of a metropolitan plan.

The first five principles addressed what people value about Melbourne.

PRINCIPLE 1

A distinctive Melbourne

PRINCIPLE 2

A globally-connected and competitive city

PRINCIPLE 3

Social and economic participation

PRINCIPLE 4

Strong communities

PRINCIPLE 5

Environmental resilience

Two principles are about how Melbourne should be managed at a metropolitan and local scale.

PRINCIPLE 6

A polycentric city linked to regional cities

PRINCIPLE 7

Living locally – a '20-minute' city

Two principles are about what should be done to make the strategy happen.

PRINCIPLE 8

Infrastructure investment that supports city growth

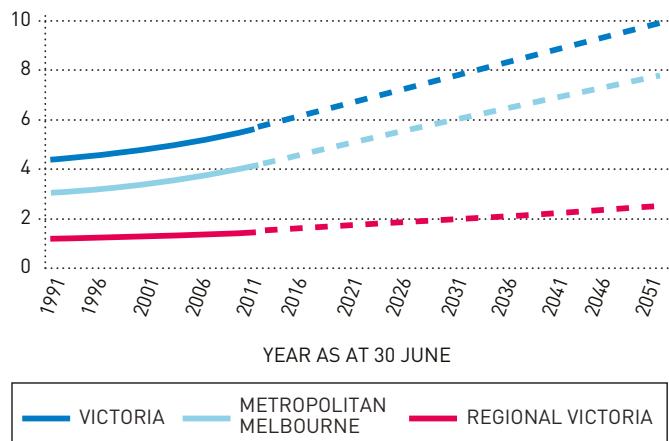
PRINCIPLE 9

Leadership and partnership

FIGURE 2 – HISTORICAL AND PROJECTED POPULATION, 1991-2051

SOURCE: AUSTRALIAN BUREAU OF STATISTICS, 2013; DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE PRELIMINARY PROJECTIONS, 2014

POPULATION (MILLIONS)



KEY CONCEPTS FOR PLANNING MELBOURNE'S FUTURE

Plan Melbourne's evidence base includes commissioned research and expert advice about Melbourne's future development challenges and opportunities. This evidence provided some major strategic insights that informed the plan's vision and shaped its directions and initiatives. These are some of them.

DELIVERING A NEW INTEGRATED ECONOMIC TRIANGLE

Plan Melbourne is an integrated land-use and transport plan that will recognise the evolution of an Integrated Economic Triangle that will be delivered by 2050 (Maps 1 and 2).

Melbourne's productive employment centres will be located around an enhanced transport network. This will link an expanded central city, national employment clusters and state-significant industrial precincts. The Integrated Economic Triangle creates increased options for investment and jobs along these existing and future transport corridors.

The Integrated Economic Triangle will connect the Hastings–Dandenong corridor with the Hume corridor to the north and the Wyndham–Geelong corridor to the south-west. It includes:

- an expanded central city
- the Port of Hastings
- the East West Link and the North East Link
- the Melbourne Rail Link (including the Airport Rail Link)
- the CityLink-Tulla widening
- the Cranbourne-Pakenham Rail Corridor Project
- the Outer Metropolitan Ring Road (that will connect Geelong and Avalon with the Hume Freight Corridor).

“ THERE ARE MANY AREAS IN MELBOURNE'S ESTABLISHED MIDDLE AND INNER RINGS WHICH HAVE THE CAPACITY TO SUBSTANTIALLY INCREASE THEIR POPULATION, WHICH WOULD FURTHER SUPPORT BUSINESS GROWTH. THESE SUBURBS HAVE EXCELLENT AMENITIES SUCH AS TRANSPORT INFRASTRUCTURE AND ACCESS TO HEALTH SERVICES, AS WELL AS COMMERCIAL AND RECREATIONAL SERVICES. ”

URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA

PROTECTING THE SUBURBS BY DELIVERING DENSITY IN DEFINED LOCATIONS

Accommodating Melbourne's projected population growth and providing suitable housing choice and affordability is a significant task. It will require making efficient use of underutilised land, enabling significant density in defined locations and well-planned growth in greenfield locations.

Achieving housing and population growth and facilitating housing choice in defined locations will enable local governments to protect the majority of Melbourne's existing suburbs from significant housing densification.

A key element of Plan Melbourne will be an expanded central city and a series of new urban renewal precincts that will have the capacity to accommodate a large proportion of Melbourne's future housing needs close to transport and services.

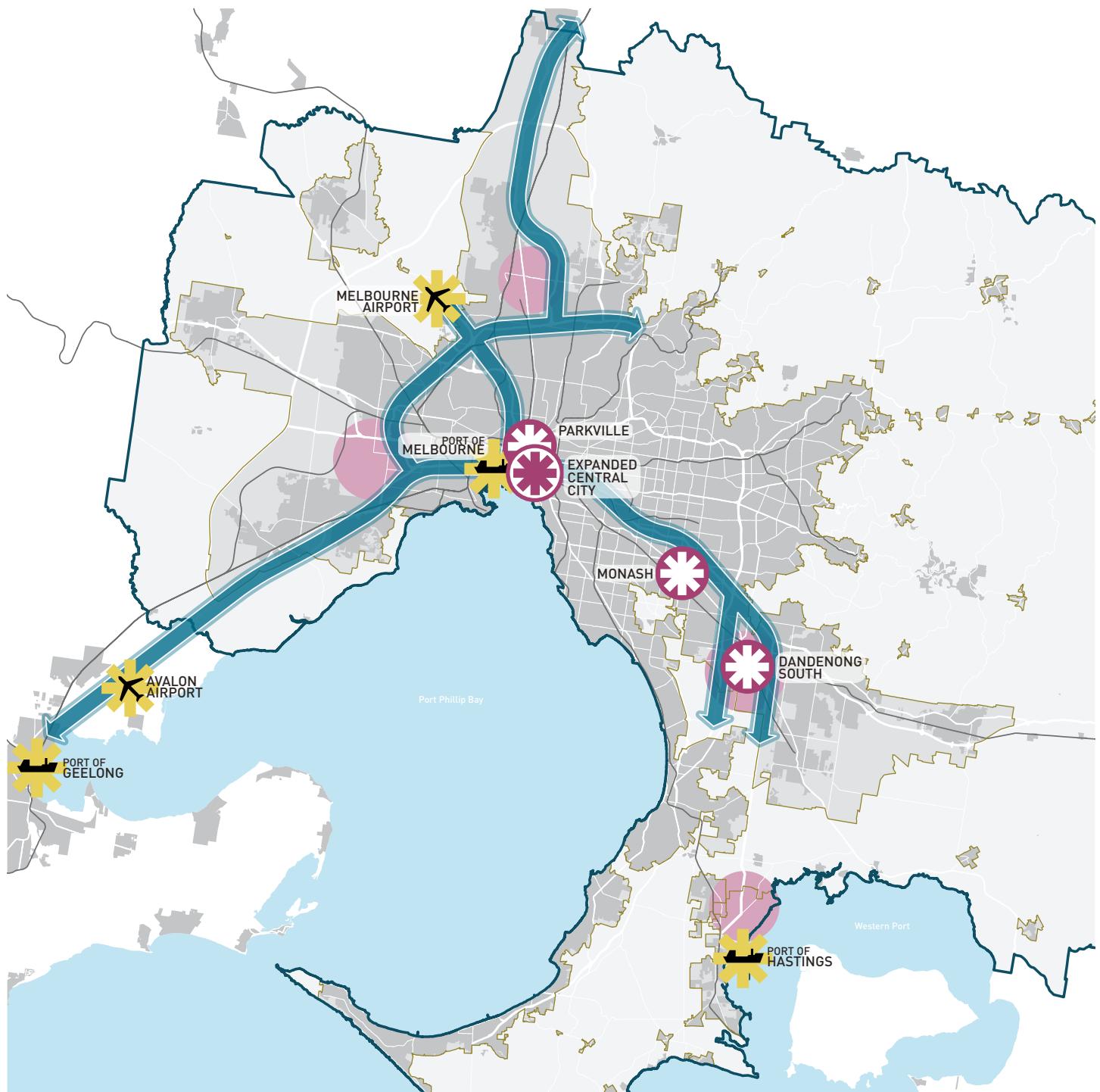
A STATE OF CITIES

Capital cities play a significant role within state economies as service hubs and export gateways for regional businesses. In turn, regional centres that are well-connected and within viable commuting distances of capital cities offer attractive housing and employment opportunities, and so relieve pressures on capital cities by absorbing some of their growing populations.

Victoria's long-term prosperity will be supported by investments that facilitate the growth of regional Victoria and enable it to be better integrated with Melbourne, and with national and international markets. It is important to improve regional city connections, integrate metropolitan and regional planning, and help regional towns and cities be more affordable, attractive and vibrant places to live and work. This will help ensure that future population growth is not concentrated in Melbourne alone. Creating a state of cities will require a focus on strengthening regional city economies, to help rebalance population growth between Melbourne and regional centres.

“ MELBOURNE HAS A UNIQUE COMPETITIVE ADVANTAGE OVER MANY OTHER CITIES BECAUSE IT HAS ACCESS TO LARGE AMOUNTS OF RENEWAL AREA WITHIN CLOSE PROXIMITY TO THE CENTRAL CITY. ”

COMMITTEE FOR MELBOURNE

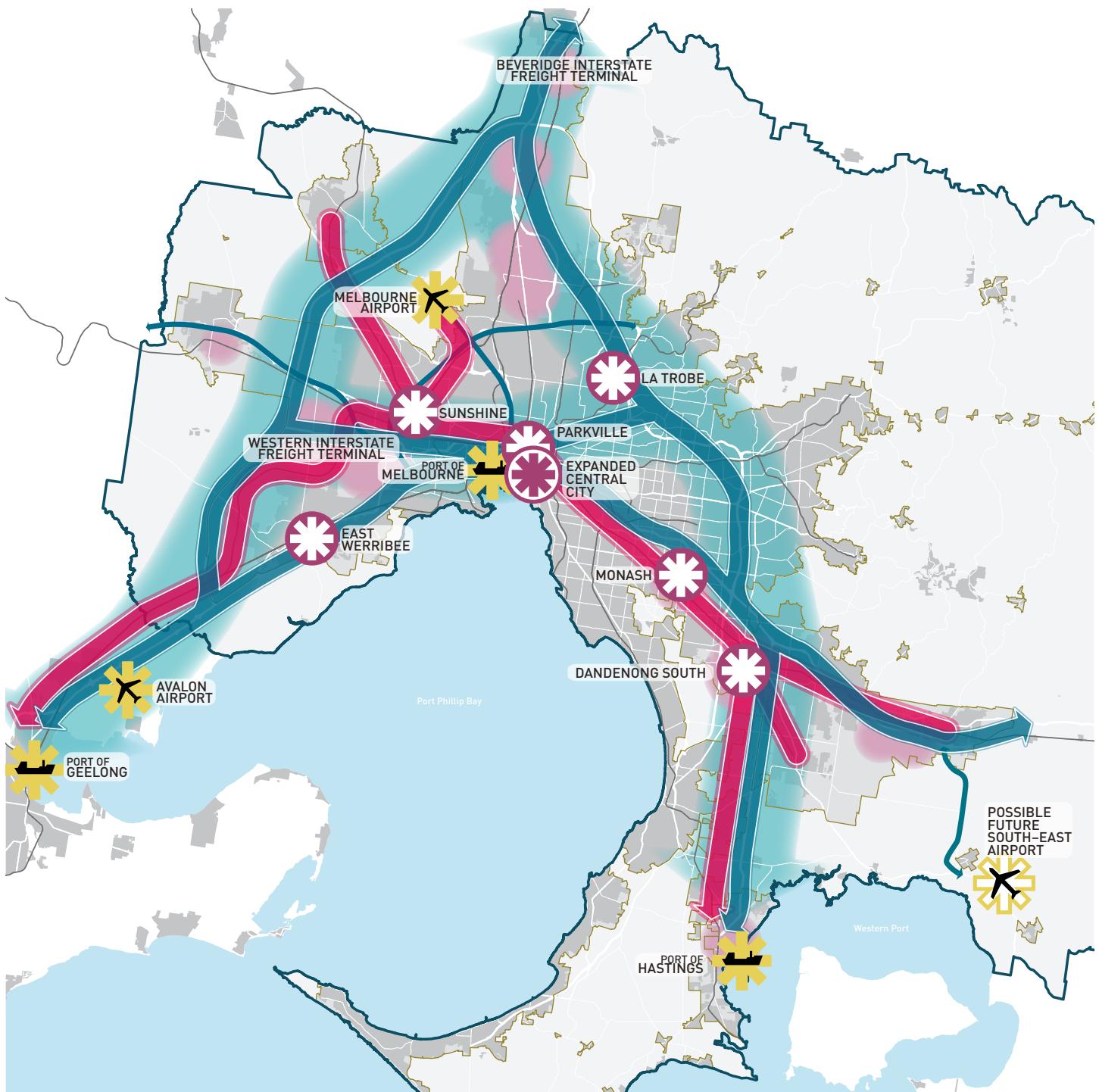


MAP 1 – BUILDING BLOCKS FOR AN INTEGRATED ECONOMIC TRIANGLE – MELBOURNE TODAY

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- [Blue square] Metropolitan region
- [Grey square] Metropolitan urban boundary
- [Grey square] Urban area
- [White line] Road network
- [Black line] Rail network
- [Pink circle] Expanded central city
- [Pink circle] National employment cluster
- [Yellow star] Transport gateway
- [Purple circle] Key industrial precincts
- [Blue arrow] Key transport connection
- [Yellow X] Freight airport
- [Black icon] Seaport



MAP 2 – DELIVERING AN INTEGRATED ECONOMIC TRIANGLE BY 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- 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
- Seaport

DELIVERING A PIPELINE OF INVESTMENT OPPORTUNITIES

Melbourne has many good examples of large-scale infrastructure and urban renewal projects creating a broad range of economic, social and environmental benefits. City Link, the City Loop, Southbank, Docklands and the Western Ring Road have all been instrumental in transforming our city and enhancing its efficiency and investment appeal.

When governments successfully transform their cities through investment in new infrastructure, they plan from the outset for the best public outcomes (such as increased productivity, new jobs, more housing choices, greater accessibility and sustainability, new open space and facilities). To transform a city, they establish a pipeline of large-scale infrastructure projects that link to a city plan and can be delivered as and when budgetary and market conditions permit.

To support the delivery of city-changing infrastructure, Plan Melbourne establishes a pipeline of defined new investment opportunities for the private sector in and around Melbourne's existing and planned transport network.

Plan Melbourne also supports confidence by improving the governance and decision-making process around approvals for these projects.

BETTER USE OF EXISTING ASSETS

Modern cities such as Melbourne rely on extensive infrastructure systems. The city's rail, road and associated trunk infrastructure require billions of dollars of investment to upgrade and maintain each year. The return on that investment needs to be maximised to deliver value to taxpayers and ensure we can provide for new infrastructure to meet the requirements of a growing population.

Successful cities respond to growth constraints by making better use of what they already have.

This includes redeveloping underutilised and well-located urban areas to house more people and create opportunities for new investment in businesses and services. Smart technologies can improve the load capacity and efficiency of existing transport, water, waste and energy infrastructure in established urban areas. Doing more with what we have also involves planning for population growth by designating urban renewal precincts and sites that are co-located with existing and planned infrastructure.

TIMING OF DELIVERY

Map 3 outlines the short and medium-term actions to lead us towards Plan Melbourne. Map 4 outlines the long-term actions that will achieve Plan Melbourne's vision.

SHORT TERM (NEXT FOUR YEARS)

With the release of Plan Melbourne, we have commenced implementation of its reform and planning initiatives, as well as delivered on major funded initiatives that are already under development. The Melbourne Rail Link (including the Airport Rail Link) will have commenced. The Cranbourne-Pakenham Rail Corridor and the East West Link will have commenced, and the Regional Rail Link in the west of Melbourne will be operational. The CityLink-Tulla widening will be delivered in the short term.

MEDIUM TERM (2017–2025)

The East West Link will be complete, connecting the Eastern Freeway with the Western Ring Road. Melbourne's newer national employment clusters will be developing, Docklands will be completed and Fishermans Bend will be well under way as Australia's largest urban renewal precinct. The upgrade to the Cranbourne and Pakenham lines will be completed. The Melbourne Rail Link will become progressively operational. Capacity expansion at the Port of Melbourne will be complete, and the Port of Hastings development will be underway.

LONG TERM (2025–2050)

Construction of rail extensions to Rowville and Doncaster will be complete. A rail link to Avalon Airport will have commenced operation and Melbourne is likely to have a third airport in the south-east.

The Outer Metropolitan Ring Road/E6 will be completed, following a staged development and will be supporting two interstate freight terminals, at Truganina in the west and Beveridge in the north. The North East Link will be delivered, connecting the Metropolitan Ring Road to the Eastern Freeway/EastLink. The Port of Hastings will be fully operational as Melbourne's main container port, with good links to freight and industrial precincts in the city via the upgrade of the Western Port Highway and a rail link between Port of Hastings and Dandenong.

Urban renewal precincts and sites, particularly around stations, will be a major source of housing to meet Melbourne's growth needs. Fishermans Bend will be a major employment and residential precinct with good access to the central city. New metropolitan activity centres will be established at Lockerbie and Toolern. National employment clusters will be thriving, providing access to high-quality jobs in Melbourne's suburbs.

20-MINUTE NEIGHBOURHOODS

20-minute neighbourhoods are places where you have access to local shops, schools, parks, jobs and a range of community services within a 20-minute trip from your front door.

Creating a city of 20-minute neighbourhoods relies on creating the market size and concentration that can support a broad range of local services and facilities.

Some areas in Melbourne already deliver a 20-minute neighbourhood experience. In many inner suburbs, for instance, residents are within walking distance of many services and have good access to public transport. Newer suburbs in Melbourne's growth areas (such as Selandra Rise in Casey and Riverwalk Town Centre in Wyndham) have been planned to be pedestrian-friendly, active communities.

Current initiatives that are assisting to achieve a city of 20-minute neighbourhoods include:

- introducing reformed commercial and residential zones
- updating *Precinct Structure Planning Guidelines* to increase activity centres in growth areas.

In addition to current initiatives, Plan Melbourne provides a number of additional actions including:

- making neighbourhoods pedestrian-friendly
- supporting local governments to plan and manage their neighbourhoods
- accommodating the majority of new dwellings in established areas within walking distance of the public transport network.

HOUSING CHOICE AND AFFORDABILITY

Plan Melbourne recognises that affordability is more than just the price of a house and includes the cost of living.

While the planning system cannot control all of the issues that impact on the cost of living, it can influence the price of land by controlling supply and determining where housing is physically delivered, relative to services and jobs.

While demand for housing is driven by population growth, it is important that the planning system allows a flexible supply of new housing to meet that demand. If the supply of new housing is too inflexible, affordability will worsen.

The government has made a conscious effort to significantly increase the supply of housing in the growth areas, as one of its first actions. The government has subsequently moved to bring forward a pipeline of urban renewal projects near jobs and services, including Fishermans Bend. Plan Melbourne takes a range of steps to influence overall housing affordability.

TRANSITIONING TO A MORE SUSTAINABLE CITY

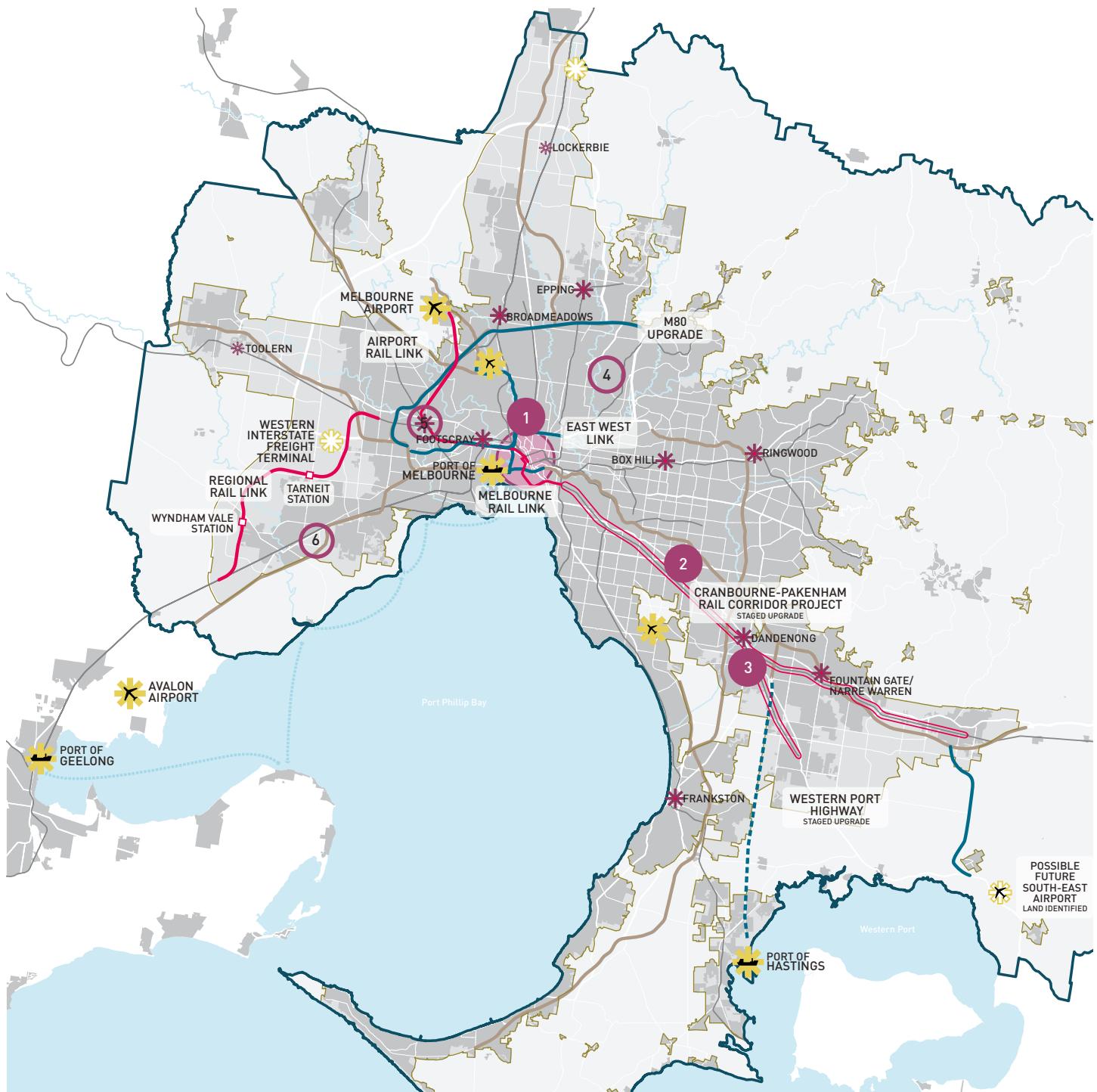
In response to increasing energy, water and waste costs, and to the increasing impacts of a changing climate, cities around the world are working to become more sustainable and resilient. Innovative metropolitan planning approaches include:

- creating more compact cities
- making better use of transport infrastructure
- greening metropolitan areas
- creating more open space
- reforming energy and water supply and use
- conserving biodiversity
- improving building design
- encouraging active forms of transport, such as walking and cycling.

GOOD GOVERNANCE AND STRONG PARTNERSHIPS

Successful international cities emphasise well-designed, clear and inclusive governance processes that allow the widest possible range of voices to be heard, have strong local leadership, and have collaborative partnerships that focus on outcomes. Good governance processes harness local innovation, create opportunities for local advocates and neighbourhood-based participation, and strengthen social networks and bonds. They assign responsibility to the right people and organisations and give them the power and freedom to act. Sometimes, it's about governments getting out of the way so that the creativity and energy of the community has room to thrive.

 URBAN RENEWAL AND REGENERATION ARE IMPORTANT ELEMENTS OF A CITY'S GROWTH. GOVERNMENT HAS A KEY ROLE TO PLAY IN ENSURING IMPORTANT LOCATIONS ARE MARKET-READY WHERE PRIVATE MARKETS ARE NOT YET IN PLACE. 



MAP 3 – MEDIUM-TERM INITIATIVES TO ACHIEVE A PLAN FOR MELBOURNE 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- Metropolitan region
 - Metropolitan urban boundary
 - Urban area
 - Road network
 - Existing freeway network
 - Rail network
 - Expanded central city
 - National employment cluster – existing
 - 1 Parkville
 - 2 Monash
 - 3 Dandenong South
 - National employment cluster – emerging
 - 4 La Trobe
 - 5 Sunshine
 - 6 East Werribee
- Transport gateway – existing
 - Transport gateway – future
 - Metropolitan activity centre – existing
 - Metropolitan activity centre – future
 - Rail initiative – underway
 - Cranbourne-Pakenham Rail Corridor Project
 - Road initiative – completed
 - Road initiative – underway
 - Potential ferry route
 - Airport
 - Seaport
 - Waterway

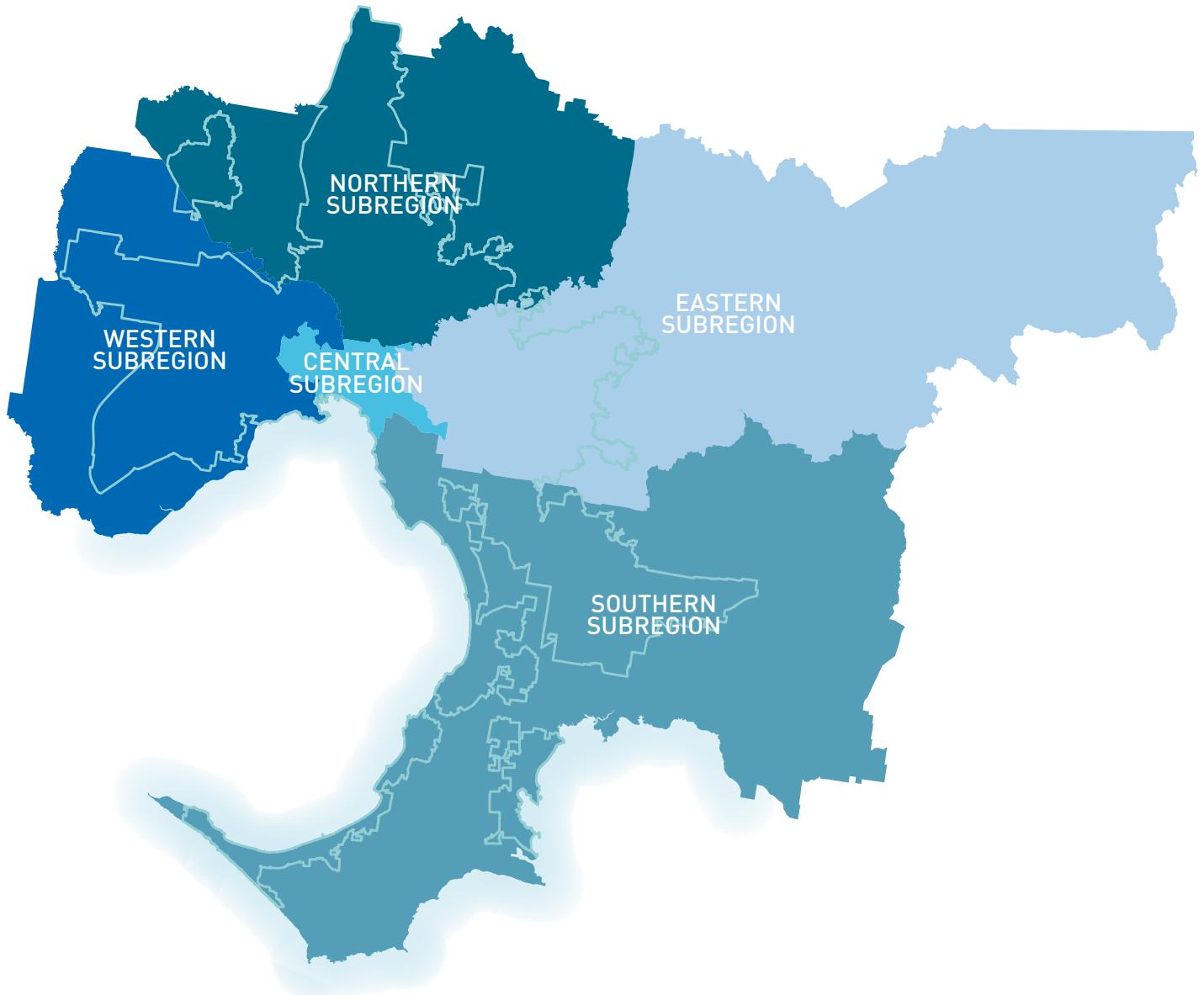


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MAP 4 – PLAN FOR MELBOURNE 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

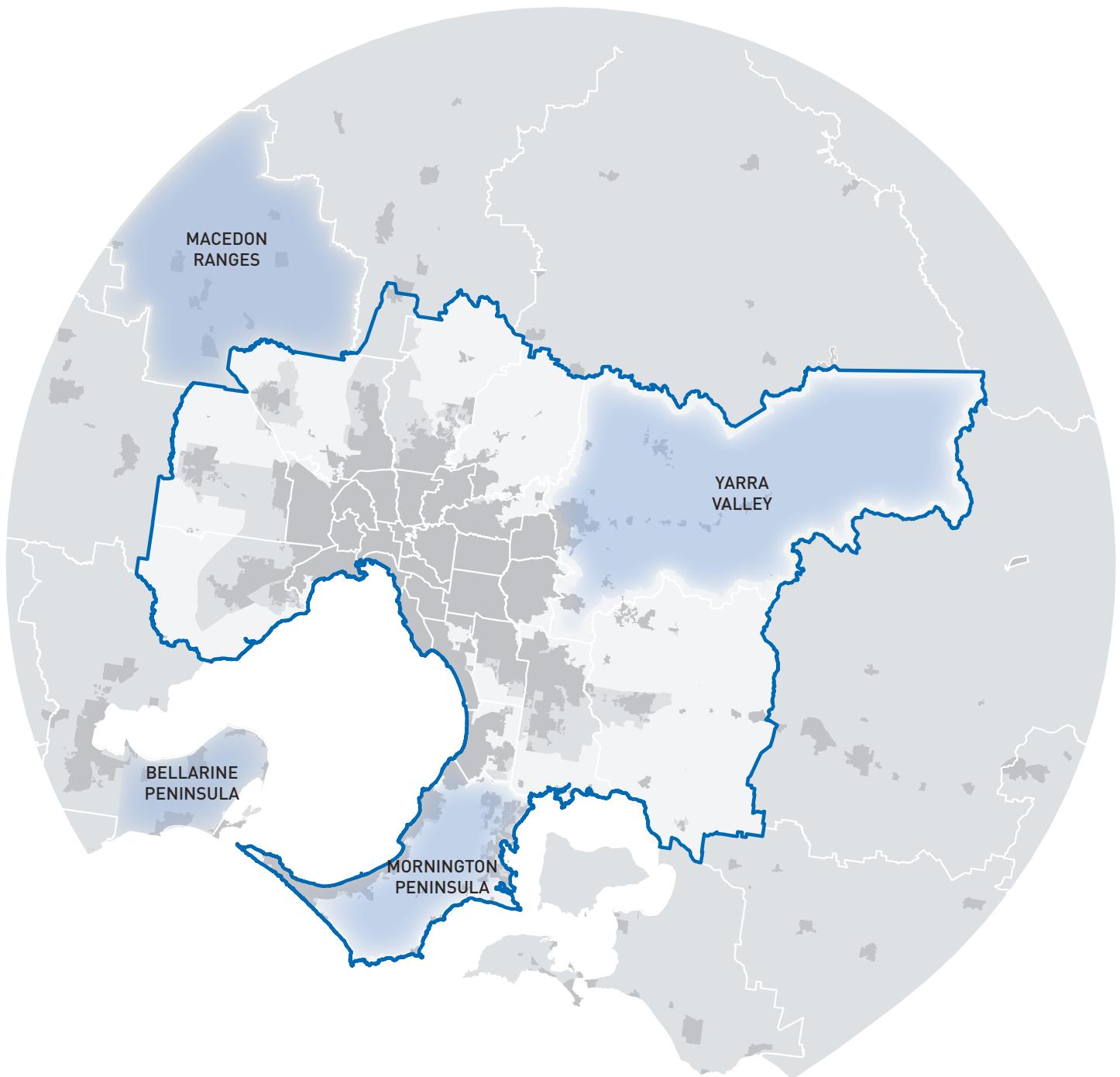
- | | |
|---|--|
| <ul style="list-style-type: none"> [Blue square] Metropolitan region [Light grey square] Metropolitan urban boundary [Grey square] Urban area [White line] Road network [Brown line] Existing freeway network [Grey line] Rail network [Purple circle] Expanded central city National employment cluster – existing <ul style="list-style-type: none"> 1 Parkville 2 Monash 3 Dandenong South National employment cluster – emerging <ul style="list-style-type: none"> 4 La Trobe 5 Sunshine 6 East Werribee * [Yellow flower icon] Transport gateway – existing * [Yellow flower icon with yellow star] Transport gateway – future | <ul style="list-style-type: none"> * [Purple asterisk] Metropolitan activity centre – existing * [Red asterisk] Metropolitan activity centre – future [Red line] Rail initiative (planned & potential) [Pink line] Cranbourne-Pakenham Rail Corridor Project and potential South East Rail Link (freight) [Teal line] Road initiative [Dotted blue line] Potential ferry route [Hatched green square] Western Grassland Reserve [Dashed green line] Boulevard to be investigated/implemented * [Green asterisk] Regional open space – future X [Yellow asterisk] Airport — [Black line] Seaport — [Light blue line] Waterway |
|---|--|



MAP 5 – METROPOLITAN SUBREGIONS

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

- Metropolitan urban boundary
- Central Subregion
- Western Subregion
- Northern Subregion
- Eastern Subregion
- Southern Subregion



MAP 6 – LOCALISED PLANNING STATEMENTS

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

- Metropolitan region
- Localised Planning Statement Areas

Note: Localised Planning Statement is likely to cover a portion of the local government area.

KEY ELEMENTS OF PLAN MELBOURNE

PLANNING INITIATIVES ALREADY ACTIONED

Anticipating Plan Melbourne, the government has undertaken several major planning and transport initiatives. These are both an integral part of the plan and help lay the basis for implementing it. These are some of the initiatives.

VICTORIAN PLANNING SYSTEM MINISTERIAL ADVISORY COMMITTEE INITIAL REPORT – In December 2011, the government received the initial report on ways of improving the planning system, including its legislative base, the structure of planning schemes, and regulations under the *Planning and Environment Act 1987* and other relevant legislation. This plan responds to many of the report's recommendations.

REVIEW OF GROWTH AREA LAND SUPPLY – Following requests from landowners supported by local governments (known as logical inclusions), the government included an additional 5958 hectares within the Urban Growth Boundary.

REFORMED ZONES – The government has established a new set of residential, commercial and industrial zones to provide clarity and certainty in Victoria's planning system. This will reduce the nine current zones to five⁸, which will help cut red tape and enable the state to accommodate a broader mix of new businesses nearer to existing services and to where people choose to live.

VICSMART – The government has established a new, simplified process to enable faster assessment of straightforward, low-impact planning permit applications.

GROWTH AREAS INFRASTRUCTURE CONTRIBUTION REFORMS – Timeframes for developers to pay contributions have been made fairer and changes made to allow developers to pay for state infrastructure (as works-in-kind) in growth areas.

DEVELOPMENT CONTRIBUTIONS REFORM – The government is clarifying rules about the level of developer charges and what they can be spent on. These changes are designed to fund local infrastructure including roads, footpaths, stormwater management, open spaces and community facilities (such as sporting facilities and multi-purpose community centres) and ensure adequate local infrastructure is provided at the time of development.

Plan Melbourne is a long-term plan to accommodate Melbourne's future growth in population and employment. It builds on the strategic principles advanced by the Ministerial Advisory Committee and feedback received through consultation.

Figure 3 shows the plan's outcomes, objectives and directions. The Plan for Melbourne 2050 (Map 4) outlines the long-term vision for Melbourne, and Map 3 outlines the short and medium-term actions to lead us towards Melbourne's long-term vision.

For each direction within the plan, a number of initiatives are outlined. These initiatives will be delivered within the following indicative timeframes:

SHORT TERM: NOW TO FOUR YEARS

MEDIUM TERM: 2017–2025

LONG TERM: 2025–2050

“ THERE IS CURRENTLY STRONG ALIGNMENT BETWEEN POLICY AND MARKET PREFERENCES FOR SUPPLY INTO LOCATIONS OFFERING HIGH AMENITY AND TRANSPORT CONNECTIVITY. METROPOLITAN POLICY SHOULD REINFORCE THIS NEXUS AND SEEK TO MINIMISE CONSTRAINTS TO NEW DEVELOPMENT WHERE SUCH PRECONDITIONS EXIST, WHICH WILL OPTIMISE SUPPLY OPPORTUNITIES AND MAXIMISE COMMUNITY BENEFITS ASSOCIATED WITH URBAN RENEWAL. ”

PROPERTY COUNCIL OF AUSTRALIA

DELIVERY APPROACH

Plan Melbourne includes several initiatives that are essential for its successful implementation. They are summarised below and covered in greater detail throughout the plan.

A NEW METROPOLITAN PLANNING AUTHORITY –

This authority has commenced operation to implement the plan. The government will give the new Metropolitan Planning Authority powers to plan state-significant sites and precincts; help to coordinate whole-of-government integrated land use; and provide oversight of the plan's delivery. It will be able to streamline planning.

NEW METROPOLITAN SUBREGIONS – As Melbourne grows, it will be increasingly valuable to plan at a submetropolitan scale. This will help achieve a better balance between jobs and population growth across the city and provide a regional basis for collaboration with (and between) local governments. The government has established five new metropolitan subregions, including a new Central Subregion. Within these subregions, it is working with local governments and regional stakeholders to undertake detailed implementation planning and project coordination. Map 5 shows the five new metropolitan subregions.

A NEW SPATIAL FORM AND DEFINITION – The government has established a new set of categories for defining the urban structure of the city's economy. This new approach acknowledges national employment clusters, metropolitan activity centres and simplifies categorising activity centres.

LEGISLATIVE AND REGULATORY REFORM – The government is finalising a revised State Planning Policy Framework to reflect the plan's objectives and directions. Plan Melbourne identifies actions to provide greater clarity to the planning system such as reforming development contributions.

REGIONAL GROWTH PLANS – Regional growth plans have been developed for Victoria's eight rural subregions (Map 27). The plans are comprehensive, long-term land-use and transport plans to accelerate and manage regional population growth in key regional centres including Geelong, Ballarat, Bendigo and the Latrobe Valley. The plans identify the competitive advantages of Victoria's regions and regional cities and include broad transport directions and planning arrangements to encourage investment and development.

INTEGRATED PLANNING FOR VICTORIA – Plan Melbourne and the regional growth plans integrate land use planning and transport priorities across the state. Together with the government's economic and fiscal strategy and *Victoria – The Freight State*, this provides a long-term framework for Victoria's sustained growth and prosperity.

LOCALISED PLANNING STATEMENTS – To be developed in partnership with local governments, localised planning statements will help local attributes to be identified and protected in the planning system. Work has commenced for four localised planning statements – Bellarine Peninsula, Mornington Peninsula, Macedon Ranges and Yarra Valley (Map 6).

DELIVER CITY-SHAPING INFRASTRUCTURE –

Plan Melbourne identifies city-shaping infrastructure to meet the changing and growing demands on Melbourne and Victoria's transport infrastructure. The government will deliver East West Link, Melbourne Rail Link (including the Airport Rail Link), CityLink-Tulla widening, Regional Rail Link, Cranbourne-Pakenham Rail Corridor Project and the Port of Hastings. These projects will be supported by land use changes to create and support new investment opportunities. In doing so, they will drive Victoria's prosperity and productivity into the future.

FIGURE 3 – THE VISION FOR MELBOURNE

THE VISION FOR MELBOURNE MELBOURNE WILL BE A GLOBAL CITY OF OPPORTUNITY AND CHOICE

OUTCOMES AND OBJECTIVES	DELIVERING JOBS AND INVESTMENT	HOUSING CHOICE & AFFORDABILITY	A MORE CONNECTED MELBOURNE
DIRECTIONS	DIRECTION 1.1 DEFINE A NEW CITY STRUCTURE TO DELIVER AN INTEGRATED LAND USE AND TRANSPORT STRATEGY FOR MELBOURNE'S CHANGING ECONOMY DIRECTION 1.2 STRENGTHEN THE COMPETITIVENESS OF MELBOURNE'S EMPLOYMENT LAND DIRECTION 1.3 IMPROVE DECISION-MAKING PROCESSES FOR STATE AND REGIONALLY SIGNIFICANT DEVELOPMENTS DIRECTION 1.4 PLAN FOR THE EXPANDED CENTRAL CITY TO BECOME AUSTRALIA'S LARGEST COMMERCIAL AND RESIDENTIAL CENTRE BY 2040 DIRECTION 1.5 PLAN FOR JOBS CLOSER TO WHERE PEOPLE LIVE DIRECTION 1.6 ENABLE AN INVESTMENT PIPELINE OF TRANSIT-ORIENTED DEVELOPMENT AND URBAN-RENEWAL	DIRECTION 2.1 UNDERSTAND AND PLAN FOR EXPECTED HOUSING NEEDS DIRECTION 2.2 REDUCE THE COST OF LIVING BY INCREASING HOUSING SUPPLY NEAR SERVICES AND PUBLIC TRANSPORT DIRECTION 2.3 FACILITATE THE SUPPLY OF SOCIAL HOUSING DIRECTION 2.4 FACILITATE THE SUPPLY OF AFFORDABLE HOUSING	DIRECTION 3.1 TRANSFORM THE TRANSPORT SYSTEM TO SUPPORT A MORE PRODUCTIVE CENTRAL CITY DIRECTION 3.2 IMPROVE ACCESS TO JOB-RICH AREAS ACROSS MELBOURNE AND STRENGTHEN TRANSPORT NETWORKS IN EXISTING SUBURBS DIRECTION 3.3 IMPROVE TRANSPORT INFRASTRUCTURE, SERVICES AND AFFORDABILITY IN MELBOURNE'S NEWER SUBURBS DIRECTION 3.4 IMPROVE LOCAL TRAVEL OPTIONS TO INCREASE SOCIAL AND ECONOMIC PARTICIPATION DIRECTION 3.5 IMPROVE THE EFFICIENCY OF FREIGHT NETWORKS WHILE PROTECTING URBAN AMENITY DIRECTION 3.6 INCREASE THE CAPACITY OF PORTS, INTERSTATE RAIL TERMINALS AND AIRPORTS AND IMPROVE LANDSIDE TRANSPORT ACCESS TO THESE GATEWAYS

LIVEABLE COMMUNITIES AND NEIGHBOURHOODS	ENVIRONMENT AND WATER	A STATE OF CITIES	IMPLEMENTATION: DELIVERING BETTER GOVERNANCE
 <p>CREATE HEALTHY AND ACTIVE NEIGHBOURHOODS AND MAINTAIN MELBOURNE'S IDENTITY AS ONE OF THE WORLD'S MOST LIVEABLE CITIES.</p>	 <p>PROTECT OUR NATURAL ASSETS AND BETTER PLAN OUR WATER, ENERGY AND WASTE MANAGEMENT SYSTEMS TO CREATE A SUSTAINABLE CITY.</p>	 <p>MAXIMISE THE GROWTH POTENTIAL OF VICTORIA BY DEVELOPING A STATE OF CITIES WHICH DELIVERS CHOICE, OPPORTUNITY AND GLOBAL COMPETITIVENESS.</p>	 <p>ACHIEVE CLEAR RESULTS AND DELIVER OUTCOMES THROUGH BETTER GOVERNANCE, PLANNING, REGULATION AND FUNDING MECHANISMS.</p>
<p>DIRECTION 4.1 CREATE A CITY OF 20-MINUTE NEIGHBOURHOODS</p> <p>DIRECTION 4.2 PROTECT MELBOURNE AND ITS SUBURBS FROM INAPPROPRIATE DEVELOPMENT</p> <p>DIRECTION 4.3 CREATE NEIGHBOURHOODS THAT SUPPORT SAFE COMMUNITIES AND HEALTHY LIFESTYLES</p> <p>DIRECTION 4.4 PLAN FOR FUTURE SOCIAL INFRASTRUCTURE</p> <p>DIRECTION 4.5 MAKE OUR CITY GREENER</p> <p>DIRECTION 4.6 CREATE MORE GREAT PUBLIC PLACES THROUGHOUT MELBOURNE</p> <p>DIRECTION 4.7 RESPECT OUR HERITAGE AS WE BUILD FOR THE FUTURE</p> <p>DIRECTION 4.8 ACHIEVE AND PROMOTE DESIGN EXCELLENCE</p>	<p>DIRECTION 5.1 USE THE CITY STRUCTURE TO DRIVE SUSTAINABLE OUTCOMES IN MANAGING GROWTH</p> <p>DIRECTION 5.2 PROTECT AND RESTORE NATURAL HABITATS IN URBAN AND NON-URBAN AREAS</p> <p>DIRECTION 5.3 ENHANCE THE FOOD PRODUCTION CAPABILITY OF MELBOURNE AND ITS NON-URBAN AREAS</p> <p>DIRECTION 5.4 IMPROVE NOISE AND AIR QUALITY TO IMPROVE HUMAN AND ENVIRONMENTAL HEALTH</p> <p>DIRECTION 5.5 INTEGRATE WHOLE-OFF-WATER-CYCLE MANAGEMENT TO DELIVER SUSTAINABLE AND RESILIENT URBAN DEVELOPMENT</p> <p>DIRECTION 5.6 PROTECT OUR SIGNIFICANT WATER AND SEWERAGE ASSETS</p> <p>DIRECTION 5.7 REDUCE ENERGY CONSUMPTION AND TRANSITION TO CLEAN ENERGY</p> <p>DIRECTION 5.8 PLAN FOR BETTER WASTE MANAGEMENT AND RESOURCE RECOVERY</p>	<p>DIRECTION 6.1 DELIVER A PERMANENT BOUNDARY AROUND MELBOURNE</p> <p>DIRECTION 6.2 REBALANCE VICTORIA'S POPULATION GROWTH FROM MELBOURNE TO RURAL AND REGIONAL VICTORIA OVER THE LIFE OF THE STRATEGY</p> <p>DIRECTION 6.3 INTEGRATE METROPOLITAN, PERI-URBAN AND REGIONAL PLANNING IMPLEMENTATION</p> <p>DIRECTION 6.4 IMPROVE CONNECTIONS BETWEEN CITIES</p>	<p>DIRECTION 7.1 DRIVE DELIVERY AND FACILITATE ACTION</p> <p>DIRECTION 7.2 BETTER INFORMED DECISION MAKING AND GREATER ALIGNMENT OF INFRASTRUCTURE DELIVERY TO GROWTH</p> <p>DIRECTION 7.3 MAKE MORE EFFICIENT USE OF EXISTING RESOURCES</p> <p>DIRECTION 7.4 OPEN UP NEW FUNDING SOURCES</p> <p>DIRECTION 7.5 MONITOR PROGRESS AND OUTCOMES</p>



VOGUE SOUTH YARRA CONSTRUCTION, MELBOURNE



DELIVERING JOBS AND INVESTMENT

CREATE A CITY STRUCTURE THAT DRIVES PRODUCTIVITY, SUPPORTS INVESTMENT THROUGH CERTAINTY AND CREATES MORE JOBS.

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DELIVERING JOBS AND INVESTMENT

WE WILL

**CREATE A CITY STRUCTURE
THAT DRIVES PRODUCTIVITY,
SUPPORTS INVESTMENT
THROUGH CERTAINTY AND
CREATES MORE JOBS.**

ISSUES

SUMMARY

Victoria's planning system is a set of regulations that governs land use and development. Much of the focus of the planning system and the associated Victoria Planning Provisions occurs in relation to residential development, and in particular residential densification. There is growing recognition however that the planning system can also play a major role in influencing private-sector investment decisions in relation to commercial and industrial development and therefore influence key economic variables, including economic output and employment growth.

Plan Melbourne's response to delivering jobs and investment has been mindful of maintaining Melbourne's competitiveness as a place to invest. To maintain competitiveness, we need to ensure that land supply for commercial and industrial development is adequate, well-located and appropriately serviced.

The economy of Melbourne will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the city's population expected to age as well as grow.

Economic activity across the metropolitan area is changing in scope and location, and the planning and transport systems will need to support this changing economic structure.

Plan Melbourne supports the new geography for jobs and productivity, through driving the expansion of the central city and through helping the growth and development of significant employment nodes across the metropolitan area, in national employment clusters, metropolitan activity centres and state-significant industrial precincts.

As Melbourne grows in size and complexity, planning will be needed more often at the subregional level.

This will help to achieve a better balance of employment and population growth across the metropolitan area.

A strong pipeline of investment will be needed to underpin economic growth and productivity, and greater transport and land-use efficiency.

OUR PLAN

DIRECTIONS

- 1.1 Define a new city structure to deliver an integrated land use and transport strategy for Melbourne's changing economy
- 1.2 Strengthen the competitiveness of Melbourne's employment land
- 1.3 Improve decision-making processes for state and regionally significant developments
- 1.4 Plan for the expanded central city to become Australia's largest commercial and residential centre by 2040
- 1.5 Plan for jobs closer to where people live
- 1.6 Enable an investment pipeline of transit-oriented development and urban-renewal

SOLUTIONS

Recognise a new, integrated land-use and transport strategy in state policy that will paint a clear picture of Melbourne's infrastructure-led growth to 2050.

As part of the integrated land-use and transport strategy, recognise the evolution of an Integrated Economic Triangle running between the Dandenong-Hastings corridor, the Hume corridor and the Wyndham-Geelong corridor over the life of Plan Melbourne to 2050.

Define a new city structure in the planning system and plan for existing and future industrial land supply, commercial land and activity centre requirements to meet industry needs.

Facilitate investment in Melbourne's growth areas to increase local access to employment, and improve job choices, particularly in growth areas. Increase the competitiveness of employment land by reducing development costs for industry.

Expand the central city to ensure supply of well-located land for commercial and residential development, and prepare a plan for the central city to develop as the nation's largest commercial and residential hub by 2040.

Facilitate the development of national employment clusters and support planning of activity centres, to accommodate new highly skilled jobs and value-adding industry.

Identify a pipeline of urban-renewal precincts and sites around the existing and planned rail and wider transport network, to unlock investment opportunities for the private sector and maximise the state's return on infrastructure investment.

Plan and facilitate private-sector tourism investment opportunities in Melbourne and rural and regional Victoria.

ISSUES

MELBOURNE'S CHANGING ECONOMY

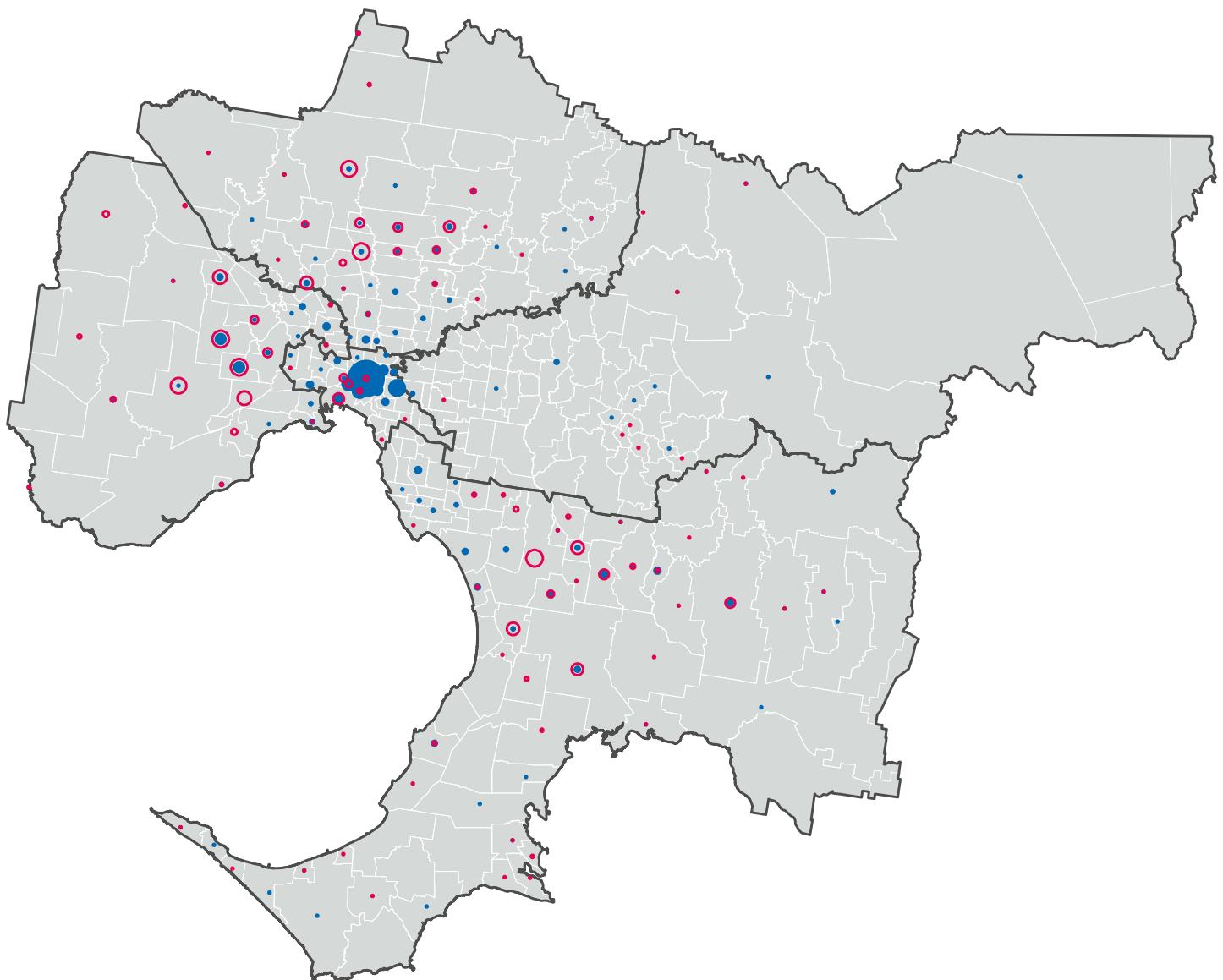
As Melbourne grows to be a city of around 7.7 million people by 2051, it is expected to add more than 1.7 million new jobs⁹. Figure 4 shows Melbourne's population and employment projections.

Melbourne's economy has changed significantly in the last 20 years, with industries changing in their relative economic prominence. Globalisation, the growth in Asia's wealth, technological advances and population ageing are just some of the forces for change.

Business services (such as the industry sectors of professional services and finance) now generate a greater share of employment and economic output than they did in the past. In 2010–11, business services industries contributed 18 per cent of Gross State Product and employed over 355,000 Victorians, up from around 240,000 in 2000–01.

Population-related services (such as healthcare and education) are growing in their employment share. Health is now the largest single employing industry, with over 330,000 jobs in 2010–11. The health and social services sector is one of the largest contributors to the state's economy, and contributes over \$2.5 billion to our export earnings. Employment in education has increased 44 per cent in the last 10 years, and education has become a major service export, with international education valued at \$4.6 billion in 2010–11. Tourism is worth \$15.9 billion to the Victorian economy, provides 204,000 jobs and is the state's second-largest export. Manufacturing continues to play a very significant part in the economy but plays a smaller role in employment, due to globalisation and technological changes. The freight and goods-handling industries are growing as we import more. Melbourne's freight activities – importing, exporting and distributing goods – are projected to grow by over 55 per cent by 2020.

These trends are forecast to continue in the coming decades (see Figure 5).

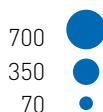


MAP 7 – GROWTH IN THE NUMBER OF NEW BUSINESSES FOR SELECTED INDUSTRIES, 2001-2011

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

— METROPOLITAN SUBREGIONS

GROWTH IN PROFESSIONAL, SCIENTIFIC, TECHNICAL AND FINANCIAL AND INSURANCE SERVICES
BETWEEN 2001-2011 (BY POSTCODE)



GROWTH IN MANUFACTURING, WHOLESALE TRADE, TRANSPORT, POSTAL AND WAREHOUSING
BETWEEN 2001-2011 (BY POSTCODE)



CHANGING LOCATIONS OF ECONOMIC ACTIVITY

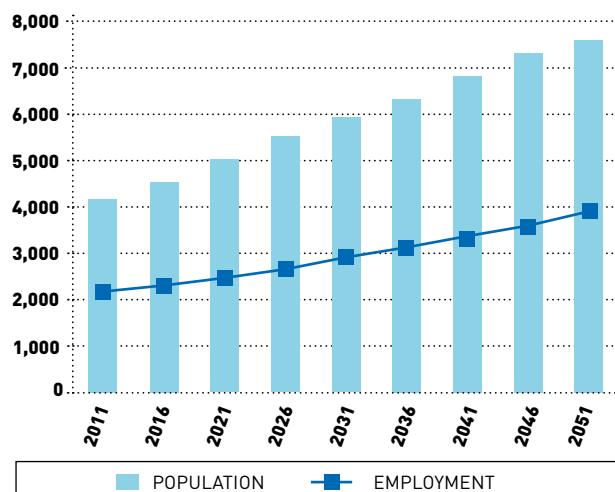
Melbourne's 2 million jobs are distributed across the metropolitan area, with 14 per cent located in the CBD, Docklands and Southbank and one in five jobs within the City of Melbourne. In 2012, the City of Melbourne contributed about 29 per cent of Melbourne's total economic output, up from 22 per cent in 2001¹⁰. Industries such as personal services, healthcare and retail tend to grow where the population is growing.

Knowledge-based industries are clustering in more-defined locations in Melbourne. For example, professional services and finance industries are concentrated in the central city, where they benefit from being close to clients, have better access to workers and are able to share ideas and knowledge. Other knowledge-based industries are growing in high-tech precincts around the city, in medical research, biotechnology, advanced manufacturing and pharmaceuticals.

Transport, warehousing, manufacturing and wholesale trade industries have different locational needs, determined by efficient supply chains, access to customers and suppliers, land availability and main road access. These industries were historically located near the Port of Melbourne (in the inner suburbs) and are now concentrating in outer-industrial areas in the west, north and south-east, where they can access large tracts of competitively priced land with good access to transport infrastructure. Map 7 shows the growth in business establishments for selected industries across Melbourne.

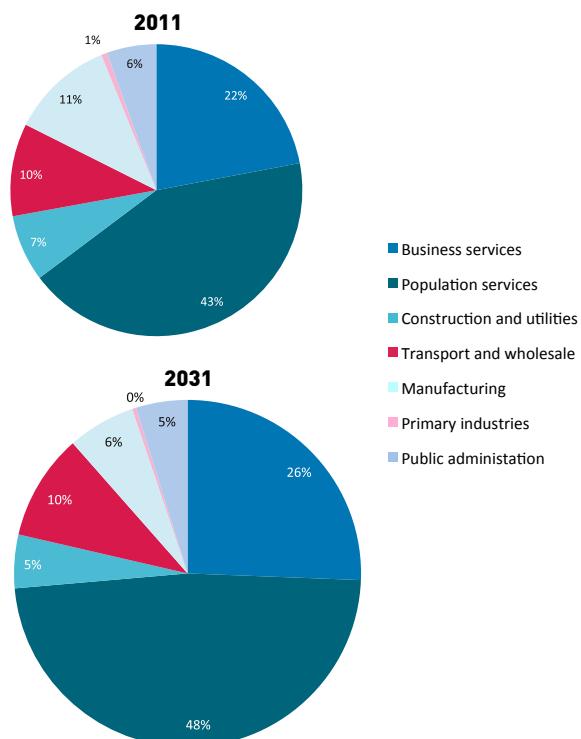
Like the central city, some suburban locations provide employment clusters and offer jobs in high-productivity industries. Employment in these areas is primarily in research, biotechnology and high-end manufacturing.

FIGURE 4 – POPULATION AND EMPLOYMENT PROJECTED GROWTH



Because they are located in the suburbs, they also increase access to work in middle and outer Melbourne, minimise the amount of travel to work and help grow a diverse skills base across Melbourne. They also generate spin-offs and innovations that can attract more commercial activity to the area and support the development of small-to-medium enterprises. For all of these reasons, Plan Melbourne is a plan to support the growth of these employment clusters, as well as of the central city. Other parts of Melbourne have large or growing numbers of jobs and businesses. Increasingly, these suburban centres are attracting office, retail, services and entertainment businesses by virtue of their location, economic activity, competitive land values and existing links to clients, customers, workers and supply chains. The expansion of existing metropolitan activity centres, and the development of new ones, will provide a range of service jobs in middle and outer Melbourne and will be supported by key public assets such as health and education facilities. A major new transport gateway at the Port of Hastings, intermodal terminals and a possible future south-east airport will also improve the number and type of jobs in outer areas. Ensuring an adequate supply of well-located industrial land in growth areas will provide employment opportunities in the industrial sector.

FIGURE 5 – EMPLOYMENT BY INDUSTRY, 2011–2031



SOURCE OF FIGURES 4 AND 5: PRELIMINARY ESTIMATES FROM DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, BASED ON DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION EMPLOYMENT PROJECTIONS. SUBJECT TO AMENDMENT ONCE UPDATED VICTORIA IN FUTURE POPULATION PROJECTIONS ARE COMPLETED.

A NEW GEOGRAPHY FOR JOBS AND PRODUCTIVITY

As Melbourne's population approaches 7.7 million people by 2051 and the economy continues to grow and change, we need to make sure there is enough well-located land zoned for commercial and industrial use to accommodate future job growth across Melbourne. As the economy changes, the planning system needs to recognise and respond to the changing needs of different business sectors, and support the growth of existing and new industries.

Plan Melbourne proposes a new geography for jobs and the economy (or spatial framework) which designates the major types of industrial, business and commercial land across the city that will provide concentrated areas of employment. Focusing on these areas, planning for their development as industrial and commercial precincts, targeting infrastructure investment in these locations and ensuring they are linked to transport networks will help maximise the city's productivity.

The plan includes a new spatial framework, the Metropolitan Melbourne Structure Plan, that establishes a new set of categories for defining the urban structure of the city's economy. The structure plan includes newly defined employment areas, including an expanded central city area and national employment clusters, where we will provide supportive planning policies and necessary infrastructure to facilitate investment and employment growth in middle and outer areas of the city.

We will also continue to develop our metropolitan activity centres, activity centres, industrial precincts and transport gateways as places of investment and employment.

Adopting this framework will provide clarity about the location of future investment and employment in Melbourne, and certainty about which areas of the city will continue to grow and which areas will be protected from large-scale industrial and commercial development.

The Metropolitan Melbourne Structure Plan is represented by Table 1 and Map 8. Table 1 describes the rationale and locations of each of the elements of the Metropolitan Melbourne Structure Plan. Map 8 shows the distribution of these elements across Melbourne's urban structure in 2050.

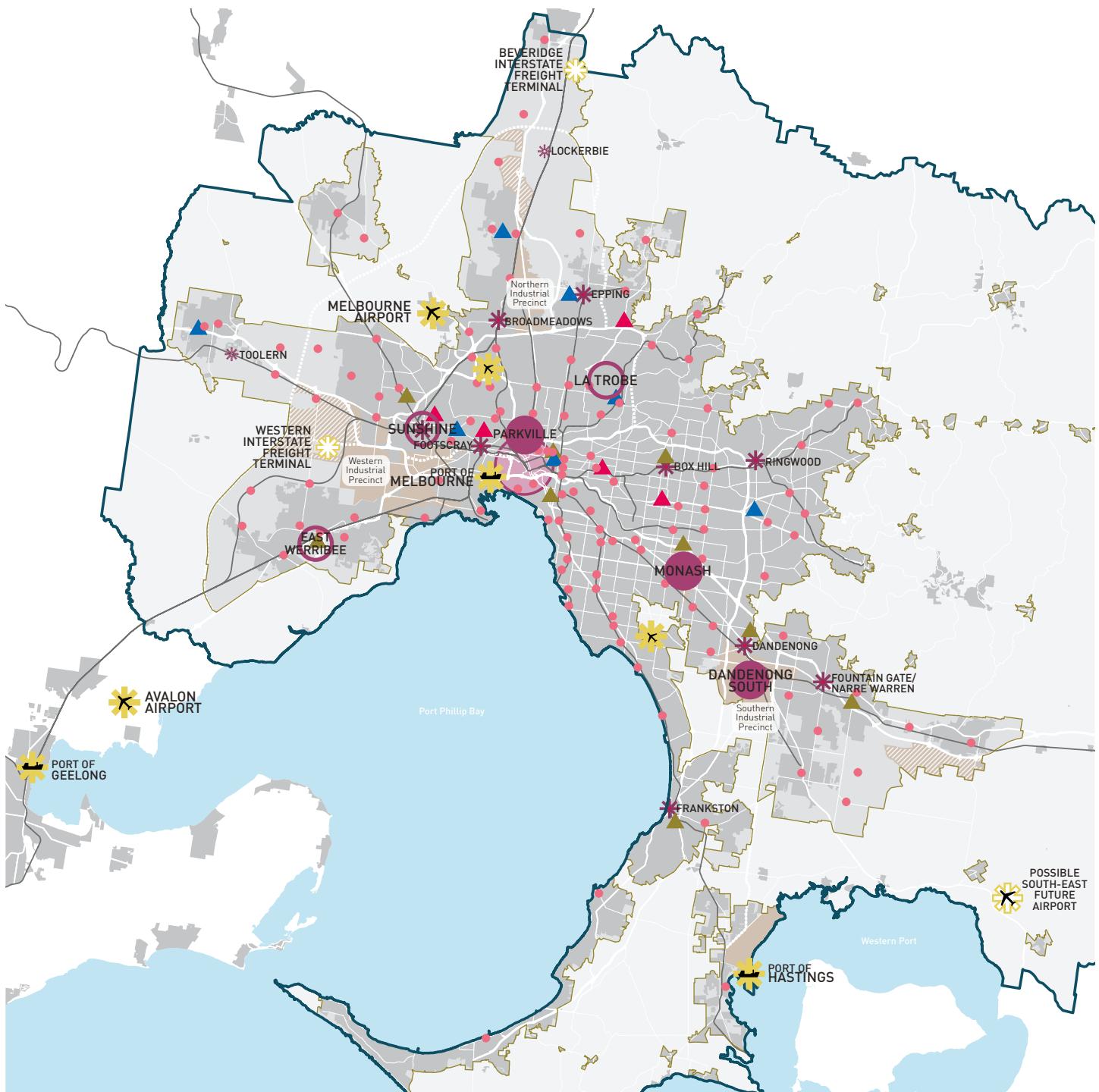
MELBOURNE'S SUBREGIONS

The government will work with five new geographic groupings of metropolitan local governments to establish five metropolitan subregions: Central, Western, Northern, Southern and Eastern¹¹. Each subregion will be anchored by a national employment cluster and will contain metropolitan activity centres. All subregions except the Eastern Subregion will have an economic gateway (a port, airport, interstate freight terminal or state-significant industrial precinct).

Within these subregions, state and local governments will work collaboratively to develop long-term economic and infrastructure plans for driving jobs and investment. Increasing our strategic focus on the economic performance of the subregions, responding to their individual strengths and potential to grow new industries and employment, and capitalising on major city-shaping projects (such as the East West Link and the Melbourne Rail Link) to strengthen linkages across Melbourne's subregions, will create opportunities to increase overall productivity and make Melbourne a more attractive place to invest in.

Map 9 shows the five metropolitan Melbourne subregions, their population in 2013 and the estimated growth in their population by 2031.

“ THE VLGA SUPPORTS THE PRINCIPLE OF A POLYCENTRIC CITY LINKED TO REGIONAL CITIES AS A CONCEPT TO INTEGRATE LAND USE, TRANSPORT, HOUSING AND EMPLOYMENT PLANNING. ”



MAP 8 – METROPOLITAN MELBOURNE STRUCTURE PLAN

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- | | |
|--|---|
| Metropolitan region
Metropolitan urban boundary
Urban area
Road network
Potential road
Rail network
Expanded central city
National employment cluster – existing
National employment cluster – emerging
Transport gateway – existing
Transport gateway – future | State-significant industrial precinct – existing
State-significant industrial precinct – future
Metropolitan activity centre – existing
Metropolitan activity centre – future
Activity centre – existing and future
Health/Education precinct
Health precinct
Education precinct
Airport
Seaport |
|--|---|

MELBOURNE'S CENTRAL SUBREGION IS SET TO BECOME AUSTRALIA'S LARGEST EMPLOYMENT CENTRE

The City of Melbourne, which includes the central city, is set to become Australia's largest business centre and is projected to grow from 435,000 jobs in 2011 to almost 900,000 jobs by 2051¹².

Investment by successive Victorian Governments, including at Southbank and Docklands, has unlocked strategically located and relatively affordable waterfront land. This has provided private-sector investment opportunities, strengthened the productivity benefits that come from greater knowledge-sector density, and enabled Melbourne to compete for global capital. This investment has supported Melbourne and Victoria to significantly increase their share of Australia's professional and financial services business.

Due to its physical setting, Sydney's central region is constrained. On the other hand, Melbourne's central region is expected to see continued economic, employment and population growth in the medium-to-long term. Melbourne is fortuitous, compared to many other cities nationally and globally, with available and underutilised land of a significant scale within and around the Hoddle Grid.

The expanded central city will be supported by major transport investments that will improve access in and around the central city. The Regional Rail Link project will improve capacity and reliability on Melbourne's regional and metropolitan networks by separating regional and metro rail lines, removing major bottlenecks. The Melbourne Rail Link will let us run more trains more reliably, and when coupled with the Cranbourne-Pakenham Rail Corridor Project will provide capacity for 30 per cent more passengers in the peak hours.

The transport projects will create opportunities for urban renewal and employment precinct development near new stations supported by tram network improvements. These will provide new residential and business opportunities for investment in Victoria. The new blueprint for the Melbourne Arts Precinct will offer an opportunity to revitalise this area, to ensure it remains Australia's premier arts, entertainment and cultural precinct. These urban-renewal and redevelopment precincts provide a wide range of opportunities to support the expanded central city to grow and become Australia's largest employment centre within the next three decades.

CREATING AN INVESTMENT PIPELINE

We will create a pipeline of investment opportunities associated with transport infrastructure and land-use developments that will help unlock areas of strategic value to the city, to increase land-use efficiency and productivity. Strategic locations include urban-renewal precincts and sites, developments around railway stations and other transport infrastructure, level-crossing removals and development in areas prioritised through the new urban structure outlined above. We will also develop new ways to work with the private sector through innovative public-private partnerships and welcome proposals from the private sector to deliver projects and services, including urban renewal and state-significant infrastructure in line with the new unsolicited proposal guideline released by the Victorian Government in 2014¹³.

METROPOLITAN MELBOURNE STRUCTURE PLAN – THE CITY STRUCTURE EXPLAINED

The city structure includes a range of places of strategic significance to Victoria, and other activity centres and industrial areas. Planning for these locations encompasses a range of tasks and responsibilities.

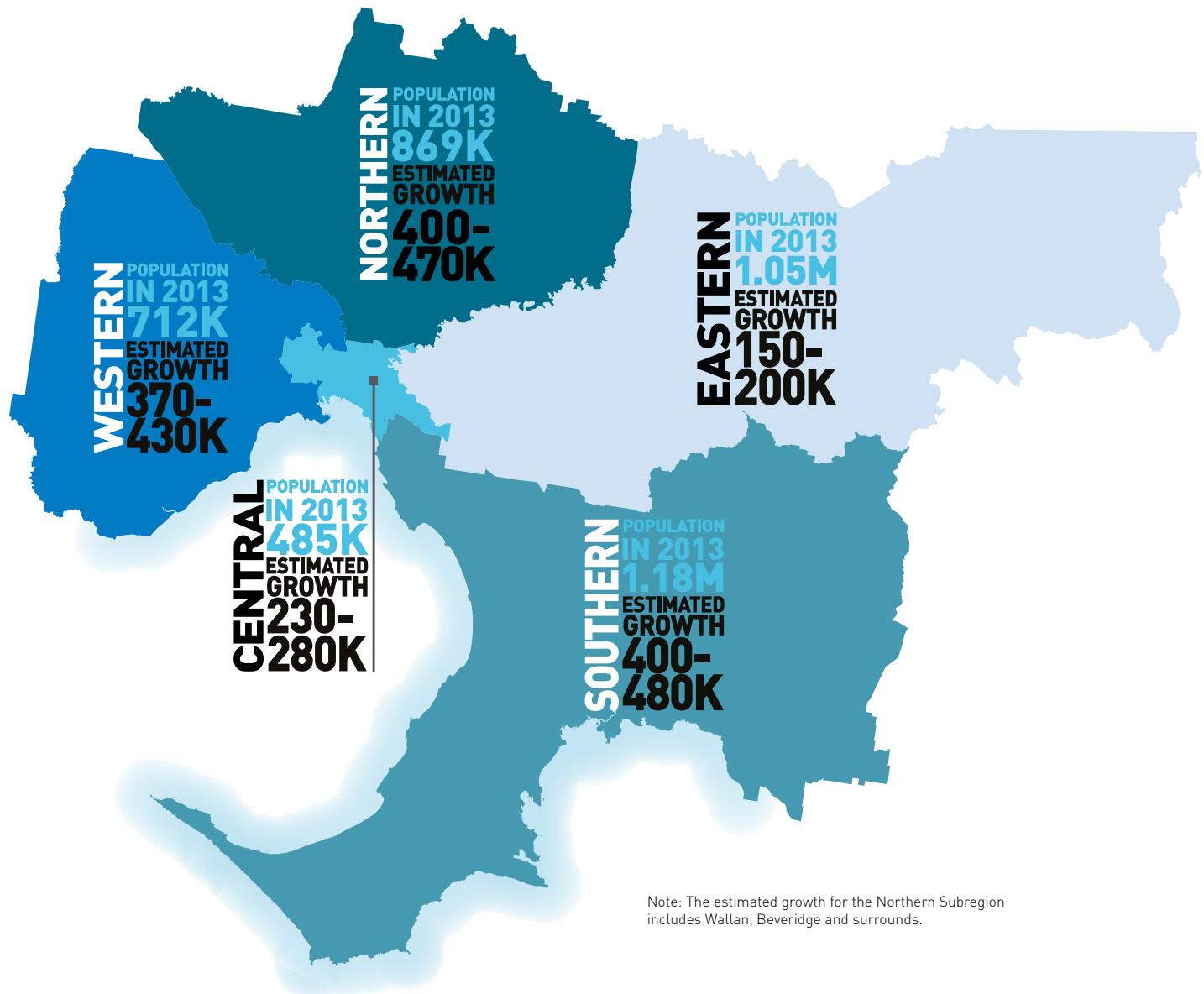
PLACES OF STATE STRATEGIC SIGNIFICANCE

TO VICTORIA include the expanded central city, national employment clusters, metropolitan activity centres, transport gateways, state-significant industrial precincts and health/education precincts. These are places that all Victorians have an interest in achieving their potential, due to their city-shaping role and their existing and potential contribution to productivity and economic growth. The government (through the Metropolitan Planning Authority) with local governments will have direct involvement in the planning of these places. The State Government will also seek to deliver specific urban-renewal precincts in particular locations, which it will nominate over time.

PLACES OF LOCAL-SIGNIFICANCE include activity centres, neighbourhood centres, other industrial land and other urban-renewal sites. Local governments are primarily responsible for the planning and delivery of these places because of their importance to local communities in terms of access to services, employment opportunities and the liveability of their neighbourhoods. A network of diverse and vibrant activity centres is important to the city structure. Local governments are encouraged to plan and support local urban-renewal and transit-oriented development sites to better use existing and planned infrastructure for housing and employment opportunities.

IN THE FUTURE the government may review the designation of places. For example, in the Northern Subregion there will be an opportunity for a national employment cluster to emerge in the northern end of the growth corridor. In addition, high-performing retail activity centres may emerge as metropolitan activity centres if there is continued diversification of uses and improved transport access.

Some places are emerging, or will emerge in future. They are not yet exhibiting the functions of their designation but they have the opportunity or potential to do so over time.



MAP 9 – CURRENT POPULATION AND ESTIMATED GROWTH TO 2031 IN MELBOURNE'S SUBREGIONS

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

TABLE 1 – METROPOLITAN MELBOURNE STRUCTURE PLAN

The Metropolitan Melbourne Structure Plan identifies the important land-use elements to be enhanced over the life of Plan Melbourne. All of the elements are equally important to the structure of metropolitan Melbourne. Government investments in these locations will be assessed on their ability to maximise productivity outcomes.

MAP 8 IDENTIFIER		EXISTING EMERGING	EXISTING FUTURE	EXISTING FUTURE
STATE-SIGNIFICANT ELEMENTS	EXPANDED CENTRAL CITY	NATIONAL EMPLOYMENT CLUSTERS	METROPOLITAN ACTIVITY CENTRES	STATE-SIGNIFICANT INDUSTRIAL PRECINCTS
STRATEGIC DIRECTION	To allow the continued location and growth of knowledge-intensive and high-skilled firms in the central city while continuing to be a major area for tourism, retail, residential, entertainment, sporting and cultural activities.	To improve access to a diversity of employment opportunities, including knowledge jobs in six designated precincts in metropolitan Melbourne. To improve the growth of business activity (and therefore jobs) of national significance. To improve the ability of businesses to leverage off their export and innovation potential to grow jobs in other industry sectors. They are mixed-use centres and, with the exception of Dandenong South, will include residential, retail and commercial development.	To maximise access to goods and services in a limited number of major centres with good public transport networks. These centres will play a major service delivery role, including government, health, justice and education services, retail and commercial, and provide a diverse range of jobs, activities and housing for a subregional catchment.	To ensure there is sufficient strategically located land available for major industrial development linked to the principal freight network and transport gateways. They will be protected from inappropriate development to allow continual growth in freight, logistics and manufacturing investment.
EXISTING	<ul style="list-style-type: none"> • CBD, Southbank • Docklands 	<ul style="list-style-type: none"> • Monash • Parkville • Dandenong South 	<ul style="list-style-type: none"> • Dandenong • Footscray • Fountain Gate/ Narre Warren • Epping • Sunshine • Ringwood • Broadmeadows • Box Hill • Frankston 	<ul style="list-style-type: none"> • Southern Industrial Precinct • Western Industrial Precinct • Northern Industrial Precinct • Port of Hastings Industrial Precinct
FUTURE EMERGING	<ul style="list-style-type: none"> • Fishermans Bend Urban Renewal Area • City North • E-Gate • Arden-Macaulay • Dynon Corridor • Flinders Street to Richmond station corridor 	<ul style="list-style-type: none"> • La Trobe • Sunshine • East Werribee 	<ul style="list-style-type: none"> • Toolern • Lockerbie 	

TABLE 1 – METROPOLITAN MELBOURNE STRUCTURE PLAN – CONTINUED

MAP 8 IDENTIFIER	EXISTING FUTURE		
STATE-SIGNIFICANT ELEMENTS	TRANSPORT GATEWAYS	HEALTH/EDUCATION PRECINCTS	URBAN-RENEWAL PRECINCTS
STRATEGIC DIRECTION	To secure adequate gateway capacity for moving passengers and freight into and out of Victoria by designating ports, airports and interstate terminals. They will be protected from incompatible land uses but adjacent complementary uses and employment-generating activity will be encouraged. Transport gateways are economic and employment centres and provide a significant economic and employment-generating role.	To improve access to health and/or education services and to improve job choices in these industries for Melburnians. As significant generators of skilled employment, activity and visitation, these precincts will support ancillary health and/or education, retail, commercial, accommodation, services, housing and public transport. They may anchor activity centre development, particularly in growth areas. In growth areas, activity centres will be the priority location for these facilities. In established Melbourne, they may currently stand alone and there will be opportunities to diversify the uses around these precincts.	To take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services. Renewal projects in defined precincts and sites will play an important role in accommodating future housing and employment growth and making better use of existing infrastructure.
EXISTING	<ul style="list-style-type: none"> • Port of Melbourne • Port of Hastings • Port of Geelong • Melbourne Airport • Avalon Airport • Moorabbin Airport • Essendon Airport 	<p>Health precincts are designated in the six national employment clusters at Parkville, Monash, Dandenong South, La Trobe, East Werribee and Sunshine.</p> <p>Examples of other health and/or education precincts include Deakin University (Burwood), Alfred Medical Research and Education Precinct (Prahran), Monash University and Casey Hospital (Berwick), Victoria University (Footscray), University Hill (including RMIT's Bundoora campus), Epworth Richmond, Knox Private Hospital, Craigieburn Health Service, Melton Health and Western Hospital (Footscray).</p>	Examples: <ul style="list-style-type: none"> • Fishermans Bend Urban Renewal Area • E-Gate • East Werribee
FUTURE EMERGING	<ul style="list-style-type: none"> • Possible future south-east airport • Beveridge Interstate Freight Terminal • Western Interstate Freight Terminal 	Other health precincts will be designated around existing and future health and/or education facilities (public or private) in metropolitan Melbourne and large regional centres.	The Minister for Planning may identify other urban renewal precincts over time. There may be a facilitative or supportive role for government to play. This includes where there are specific barriers to development (such as contaminated land or groundwater, fragmented land ownership or lack of access/services); and significant government-owned land or assets in a strategic location that could facilitate renewal, or in proximity to high-frequency public transport.

TABLE 1 – METROPOLITAN MELBOURNE STRUCTURE PLAN – CONTINUED

MAP 8 IDENTIFIER					
LOCAL-SIGNIFICANT ELEMENTS	ACTIVITY CENTRES	NEIGHBOURHOOD CENTRES	OTHER INDUSTRIAL LAND	NEIGHBOURHOOD HEALTH PRECINCTS	URBAN-RENEWAL SITES
STRATEGIC DIRECTION	<p>Enable 20-minute neighbourhoods by providing access to a wide range of goods and services in centres that are planned and coordinated by local governments.</p> <p>The centres will provide employment and vibrant local economies. Some will serve larger subregional catchments. Through the removal of retail floorspace and office caps, activity centres may grow unrestricted.</p>	<p>To provide neighbourhood access to local goods, services and employment opportunities. Planning in these locations will help to deliver 20-minute neighbourhoods across Melbourne.</p>	<p>To maintain other industrial land that is economically important to a municipality or subregion or to strategically redevelop underutilised industrial land, to intensify industrial uses or generate opportunities for employment and urban renewal.</p>	<p>Identified in structure plans and planning schemes.</p>	<p>To take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services.</p>
EXISTING	<p>All former principal and major activity centres are now to be referred to as activity centres. See maps 30–34 for activity centre locations in the Central, Western, Northern, Eastern and Southern subregions.</p> <p>Activity centres have different attributes and provide different functions and together as a network they help enable 20-minute neighbourhoods.</p>	<p>Designated, planned and coordinated by local governments.</p>	<p>Local planning schemes.</p>	<p>There are many existing co-located, neighbourhood-based health services which could be further developed and/or be considered for designation as health precincts.</p>	<p>See Map 11. Existing projects and sites identified by local governments.</p>
FUTURE EMERGING			<p>To be identified by local governments and identified in growth corridor plans.</p>	<p>To be identified by local governments and the Metropolitan Planning Authority.</p>	<p>To be identified by local governments.</p>

DIRECTION 1.1

DEFINE A NEW CITY STRUCTURE TO DELIVER AN INTEGRATED LAND USE AND TRANSPORT STRATEGY FOR MELBOURNE'S CHANGING ECONOMY

The Metropolitan Melbourne Structure Plan (Map 8 and Table 1) provides a major foundation for sustainable employment and population growth. The structure plan will help optimise planning for major infrastructure provision, while creating opportunities for people to live closer to jobs and allow businesses to be located closer together. It will also ensure that the city maintains its globally recognised liveability, while becoming Australia's most efficient business services city, knowledge economy, tourism destination and freight and manufacturing hub.

National employment clusters, metropolitan activity centres, expanded central city and transit-oriented development urban-renewal precincts are of state-significance because of their city-shaping outcomes. The Metropolitan Planning Authority will be responsible for their facilitation.

INITIATIVE 1.1.1

ESTABLISH A NEW METROPOLITAN MELBOURNE STRUCTURE PLAN

The Metropolitan Melbourne Structure Plan, as shown in Map 8, provides a new spatial categorisation of commercial and industrial areas within Melbourne and will be incorporated into the Victoria Planning Provisions.

Under the Metropolitan Melbourne Structure Plan, we will provide opportunities for businesses to be placed where they can be most productive or meet a market gap.

This reform includes:

- establishing the framework for an expanded central city to accommodate future commercial and residential development
- establishing national employment clusters to foster growth in a range of industries (such as health, education, research and high-end manufacturing) that locates organisations together so they can benefit from knowledge sharing, deep labour-force pools, shared customers and efficient supply chains
- supporting the creation of new activity centres, with priority given to developments based on transit-oriented development principles
- implementing new commercial zones to provide greater flexibility and employment growth opportunities in strategic locations that leverage off existing or planned infrastructure across Melbourne.

In the short term

- Update the State Planning Policy Framework to include the Metropolitan Melbourne Structure Plan.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

The Metropolitan Melbourne Structure Plan will:

- identify current and proposed boundaries for the expanded central city and the location of national employment clusters and metropolitan activity centres
- incorporate the following state-significant industrial precincts and their boundaries:
- Southern Industrial Precinct (which includes parts of Bangholme, Cranbourne West, Dandenong, Dandenong South, Hallam, Keysborough, Lynbrook and Noble Park)

- Western Industrial Precinct (which includes parts of Altona, Altona North, Brooklyn, Derrimut, Laverton North, Ravenhall, Sunshine West, Mount Cottrell, Rockbank, Tarneit and Truganina)
- Northern Industrial Precinct (which includes parts of Broadmeadows, Campbellfield, Coolaroo, Craigieburn, Epping, Lalor, Mickleham and Somerton).
- Confirm the new policy requirements for the identification, designation and development of new activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

New activity centres should:

- be well-served by a range of transport options (including public transport), with priority given to new centres that are developed based on transit-oriented development principles
- have capacity to establish a wider mix of uses and subsequently develop into an activity centre
- increase the density and diversity of housing in a walkable catchment where appropriate.
- Prepare structure plans for state-significant projects (due to their city-shaping outcomes) for national employment clusters, metropolitan activity centres, expanded central city and urban-renewal precincts.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 1.1.2

RECOGNISE AND DEPICT THE EVOLUTION OF AN INTEGRATED ECONOMIC TRIANGLE IN THE STATE PLANNING POLICY FRAMEWORK

Plan Melbourne will facilitate an integrated land-use and transport plan that will recognise the evolution of an Integrated Economic Triangle that will be delivered by 2050. The Integrated Economic Triangle will connect the Hastings-Dandenong corridor with the Hume corridor to the north and the Wyndham–Geelong corridor to the south-west. This new economic triangle will encompass the following elements:

- an expanded central city
- the Port of Hastings
- the East West Link and the North East Link
- the Melbourne Rail Link
- the Airport Rail Link (as part of the Melbourne Rail Link)
- the CityLink-Tulla widening
- the Cranbourne-Pakenham Rail Corridor Project
- the Outer Metropolitan Ring Road (that will connect Geelong and Avalon with the Hume freight corridor).

In the short term

- Update the State Planning Policy Framework to identify the spatial impact of the Integrated Economic Triangle on Melbourne's key infrastructure projects and associated land uses.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 1.2

STRENGTHEN THE COMPETITIVENESS OF MELBOURNE'S EMPLOYMENT LAND

This Direction builds on Melbourne's attractiveness as a place to invest through the availability of well-priced commercial and industrial land in the right locations, to strengthen our key growth industries. By estimating the scale of this employment growth and land-use requirements across our city, we will ensure that our business locations are investment-ready, productive and have sufficient capacity to grow. Targeted investment and infrastructure provision is also required to help bring forward local investment and job creation for our outer areas, while also stimulating wider economic growth.

INITIATIVE 1.2.1

PLAN FOR INDUSTRIAL LAND IN THE RIGHT LOCATIONS ACROSS MELBOURNE'S FIVE SUBREGIONS TO SUPPORT INVESTMENT AND EMPLOYMENT

Melbourne needs to ensure a sufficient supply of well-located industrial land is provided where demand will be greatest. This will support industry development and economic and employment growth in Melbourne's outer areas.

Demand for industrial land has averaged around 215 hectares per year over the last five years, with recent demand driven by Melbourne's strength as Australia's freight and logistics capital and the hub of Australia's manufacturing sector.

The attractiveness of Melbourne's major industrial nodes as principal locations for the manufacturing and freight and logistics sectors has been greatly increased in recent years by major investments in Victoria's transport network and transport hubs. These include:

- M80 Ring Road
- Craigieburn Bypass
- Deer Park Bypass
- EastLink
- upgrade of Monash Freeway.

These investments need to be built on and future major projects (such as East West Link, CityLink-Tulla widening, Cranbourne-Pakenham Rail Corridor Project, the Port of Hastings and intermodal terminals, as outlined in our plan for freight and logistics, *Victoria – The Freight State*) will further enhance the competitiveness of our industrial sectors and provide new opportunities to support business investment and job creation, particularly in outer areas.

In the short term

- Work with the Department of State Development, Business and Innovation to publish estimates of future industrial land needs for each subregion of Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

These will be determined by:

- assessing the implications of forecast economic changes for the freight and logistics and manufacturing sectors (and other intended users of industrial land) and the direction set in the growth corridor plans
- estimating economic and employment growth in sectors that use industrial land
- assessing land-use opportunities and implications related to *Victoria – The Freight State* and to the new classification of centres and clusters
- assessing the strategic location of existing and future industrial land supply to determine if it meets industry needs (for example, spatial and locational needs)
- evaluating this information to estimate additional industrial land requirements by subregion.

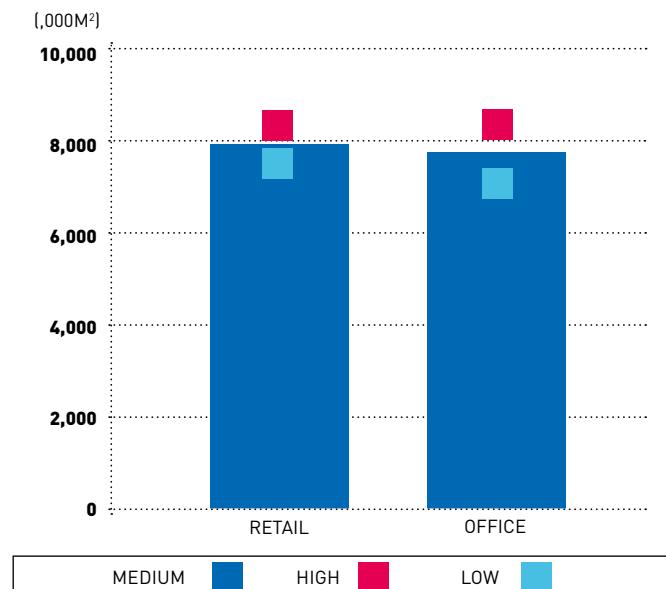
In the medium term

- Reform and expand the Urban Development Program to report on economic and industrial demand and supply factors and employment projections for each of the subregions.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

FIGURE 6 – ADDITIONAL RETAIL AND OFFICE [STAND ALONE] FLOOR SPACE REQUIREMENTS, 2011-2051

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



BASED ON INTERIM FLOOR SPACE PROJECTIONS

INITIATIVE 1.2.2

MAINTAIN THE COMPETITIVENESS OF EMPLOYMENT LAND IN MELBOURNE'S GROWTH AREAS

Melbourne's growth areas need a supply of employment land which is attractive to business and investors. The provision of jobs at a rate that keeps pace with new households is critical in maintaining the productivity of the growth areas and reducing the costs of commuting.

There is a need to review any barriers to job creation and consider policy levers that may be available to accelerate the development of industrial estates and business parks.

In the short term

There are a number of options to accelerate the delivery of employment precincts in the growth areas.

- Investigate options to accelerate the delivery and development of employment-designated land in outer growth areas, including consideration of flexibility in the application of the Growth Areas Infrastructure Contribution.

METROPOLITAN PLANNING AUTHORITY

- Improve the clarity of the definition of state infrastructure within legislation governing works-in-kind agreements with developers of industrial estates.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 1.2.3

PLAN FOR COMMERCIAL LAND AND ACTIVITY CENTRE NEEDS

Growth in population, knowledge-intensive activities and tourist visits will drive demand for well-located and competitively priced commercial-zoned land. In the service sector, current trends suggest this could drive demand for around 8 million square metres of stand-alone office floor space and around 8 million square metres of retail floor space¹⁴.

Commercial-zoned land will also need to accommodate a range of services and accommodation, entertainment and civic activities. Figure 6 shows floor space projections for retail and stand-alone office space for Melbourne.

To ensure that Melbourne's competitive commercial market is maintained into the future and to facilitate local access to employment, we need to quantify future commercial land requirements by subregion. We also need to estimate the likely distribution of future job growth and commercial land requirements within the network of national employment clusters, metropolitan activity centres and activity centres.

Existing activity centres will need to have the flexibility to accommodate growth, particularly where there is significant population and household growth forecast in their catchment area. Planning for a diversity of activities in activity centres will also respond to changes in the economy, and support increased transport infrastructure delivery.

Some of Melbourne's freestanding shopping centres have the capacity to provide diversified activities including commercial or mixed uses. For example, Chadstone Shopping Centre, which currently provides over 5000 retail jobs and attracts approximately 20 million visitors each year, proposes to add significant office and hotel floor space in coming years. Opportunities for future diversification, investment and employment growth in these centres should be explored and facilitated through planning provisions where appropriate.

In the short term

- Work with the Department of State Development, Business and Innovation to publish estimates of future retail and employment needs for activity centres in each subregion of Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with the Department of State Development, Business and Innovation to publish estimates of future growth in national employment clusters, metropolitan activity centres and activity centres based on their role, function, capacity and development potential.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Update planning provisions to remove retail and commercial floor-space caps in precinct structure plans as activity centres are developed.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review the subregional network of activity centres to determine the need for new activity centres and identify possible new locations of activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- With local governments, work with the relevant stakeholders in activity centres to prepare structure plans for the diversification of activity centres that have the potential to emerge as metropolitan activity centres.

METROPOLITAN PLANNING AUTHORITY

- Reform and expand the Urban Development Program to report on commercial land-use supply, demand and performance.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 1.3

IMPROVE DECISION-MAKING PROCESSES FOR STATE AND REGIONALLY SIGNIFICANT DEVELOPMENTS

Collectively, development proposals within city-shaping projects such as the expanded central city, national employment clusters, metropolitan activity centres, urban-renewal precincts, transport gateways, state-significant industrial precincts and health/education precincts are of state-significance. These projects, along with infrastructure projects, will shape Melbourne's future and the achievement of the Metropolitan Melbourne Structure Plan.

Other economic infrastructure that is important to metropolitan Melbourne is the supply of construction materials and maintaining and deploying telecommunication infrastructure.

Improving decision making that provides more clarity and certainty will unlock investment.

INITIATIVE 1.3.1

EXTEND VICSMART IN DEFINED INDUSTRIAL AND EMPLOYMENT PRECINCTS

To strengthen Melbourne's investment attraction, we not only need to supply affordable, well-located industrial land: we also need to make developing industrial land easier. The government has established a new, simplified process to enable faster assessment of straightforward, low-impact planning permit applications called VicSmart. We will undertake a pilot program in selected localities, such as Melbourne's growth areas, to apply VicSmart to a broader range of low-risk, straightforward projects in industrial-zoned land.

In the short term

- Trial the extension of the VicSmart system into defined industrial and employment precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate ways of improving the language and content of permit conditions that require further approvals by the responsible authority.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 1.3.2

SUPPORT VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL DECISION MAKING

Improving the effectiveness and timeliness of decision-making is an important outcome for the development industry.

Ensuring that the Victorian Civil and Administrative Tribunal is sufficiently resourced to hear matters in a timely way improves certainty for all parties involved in its decisions.

In the short term

- Continue to investigate mechanisms and reforms that will assist in increasing the capacity of the Victorian Civil and Administrative Tribunal to deal with planning matters in a timely manner.

DEPARTMENT OF JUSTICE

INITIATIVE 1.3.3

RECOGNISE AND PROTECT NATURAL RESOURCE EXTRACTION

Quarries and natural resource assets are important to support the state's growth by maintaining a cost-effective and timely supply chain for the construction industry. Access to natural resources needs to be protected from incompatible development or encroachment that would prevent their ability to operate.

In the short term

- Identify and map significant natural resource assets, including existing quarries and their buffer areas and natural resources suitable for future quarrying.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review planning provisions to protect quarries and future natural resource assets from incompatible land use and development.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 1.3.4

SUPPORT THE PROVISION OF TELECOMMUNICATIONS INFRASTRUCTURE

There have been significant changes to how we communicate. Fixed-line, mobile, wi-fi and internet communication has been changing rapidly and infrastructure is being enhanced and deployed to address technology advances and increasing demand. These communications technology changes impact on how we use the city for business, domestic, entertainment and community activities.

Early planning for telecommunications infrastructure is important in growth areas and urban-renewal precincts to ensure early provision of cost-effective services to residents and businesses. The planning system can assist this by ensuring that these precincts include early planning for fibre-ready facilities and telecommunications infrastructure. The absence of telecommunications pathways can hinder or delay the provision of services and increase costs.

In the short term

- Review the Code of Practice for Telecommunications Facilities in Victoria 2004 to ensure it meets the needs of service users and providers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Update *Precinct Structure Planning Guidelines* to include requirements for early planning of telecommunications infrastructure (including fixed-line, wi-fi and mobile infrastructure transmission sites) in growth areas and urban-renewal precincts.

METROPOLITAN PLANNING AUTHORITY

- Review planning and building provisions to include telecommunications pathways in new buildings, particularly multi-dwelling units, shopping centres and office buildings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

MELBURNIANS SAID...



CHERIE HAWIRA, TRUGANINA

“ It’s family-friendly and a great place for people to get together and enjoy. The restaurants are fantastic, and we’ve got a lot of other facilities going up at the moment, so that’s even better. So it’s really good to bring a family up here. ”



JOE MOLLOY, WEST MELBOURNE

“ I like how international and multicultural it is. I love that Melbourne feels like a global city rather than an Australian town. My favourite thing about Melbourne is its coffee, it’s definitely up there. There’s not many cities I would want to be making coffee in. ”



ROB LESLIE, YARRA COMMUNITY HOUSING

“ A key ingredient is to ensure that the expanded central city area has an adequate amount of housing that is affordable to workers on lower incomes. ”



MICHAEL SMOLDERS, SOUTH MELBOURNE

“ Having a diverse population has also contributed to Melbourne’s competitiveness by throwing people together with various skills, knowledge and entrepreneurial abilities. ”



REBECCA QUINNELL, PRESTON

“ I just think Melbourne’s great with all the cultural stuff it’s got. I’m a musician and I just love going to all my friends’ gigs. And it’s just a really cool vibe here in the city. I just love it. It’s a very comfortable place to live. ”

DIRECTION 1.4 PLAN FOR THE EXPANDED CENTRAL CITY TO BECOME AUSTRALIA'S LARGEST COMMERCIAL AND RESIDENTIAL CENTRE BY 2040

The central city has some of Australia's largest and most globally-connected financial and professional services businesses (particularly in the CBD, Docklands, Southbank and St Kilda Road). It is located in the wider Central Subregion and has a highly diverse economic base with strengths in health, education, retail, creative industries, tourism and port-related activities.

Over the past two decades, employment has significantly increased in the central city, with office floor space alone increasing by 900,000 square metres between 2000–10. Docklands has been a major focus of this growth.

Residential growth has also increased in the central city and Central Subregion, providing opportunities for people to live close to where they work. This delivers a range of benefits, including reduced commuting and transport costs.

This direction will allow Melbourne's central city to become the largest business services centre in Australia. The central city will continue to play an important role as a major destination for tourism, retail, entertainment and cultural activities; and to enjoy the employment diversity that comes from the growth of these sectors. Providing free tram travel within the central city and Docklands will enhance Melbourne's desirability as a destination for business investment and tourism.

To ensure Melbourne's expanded central city becomes Australia's largest business centre, we will also need to connect, manage and grow the existing and emerging high-density, mixed-use neighbourhoods in the Central Subregion (Map 10).

This subregion represents Melbourne's most complex growth area with growth potential beyond 2050. By planning for this significant employment and population growth, we will take advantage of the benefits of connecting people, skills, jobs and businesses.

INITIATIVE 1.4.1

EXPAND THE CENTRAL CITY TO RETAIN COMPETITIVE ADVANTAGES AND ATTRACT DIVERSE VALUE-ADDING BUSINESSES

Investment by successive Victorian Governments, including at Southbank and Docklands, has unlocked strategically located and relatively affordable waterfront land. This has provided private-sector investment opportunities, strengthened the productivity benefits that come from greater knowledge-sector density, and enabled Melbourne to compete for global capital. This investment supported Melbourne and Victoria to significantly increase their share of Australia's professional and financial services business.

In order to maximise the opportunities from growth in the knowledge economy, the central city will need to retain its competitive advantages, and continue to provide choices in business accommodation. To retain this advantage, we need to ensure the continual supply of well-located land for commercial activity by expanding the central city to provide new opportunities and choices for knowledge-intensive and high-skilled firms.

Parkville Employment Cluster will have enhanced transport connections to North Melbourne, the Central City and other rail stations.

The Melbourne Rail Link will support the development of inner city precincts and create new opportunities for high-value businesses and residential development particularly in the Fishermans Bend Urban Renewal Area. Future development of the Fishermans Bend Urban Renewal Area, which could accommodate up to 40,000 new jobs and 80,000 residents, provides an important opportunity to expand the central city and to consolidate Melbourne's position as one of the world's most liveable cities, with a highly creative and competitive economy.

To ensure retention of important industries and to allow for the transition of older industries to new commercial and employment opportunities, Fishermans Bend North will remain as an important industry and employment area north of Westgate Freeway. Fishermans Bend North is an important non-residential component of the expanded central city, and will complement the business and residential growth and related infrastructure provision, which will occur in the Fishermans Bend Urban Renewal Area south of the Westgate Freeway.

In the short term

- Expand the central city to ensure the supply of well-located land for commercial activity including office, hotel, retail space and residential.

METROPOLITAN PLANNING AUTHORITY

- Provide advice on the timing, staging and enabling investment for urban-renewal precincts and on any new opportunities.

METROPOLITAN PLANNING AUTHORITY

- Complete the planning for Fishermans Bend Urban Renewal Area to deliver a world-class urban-renewal precinct and infrastructure delivery plan.

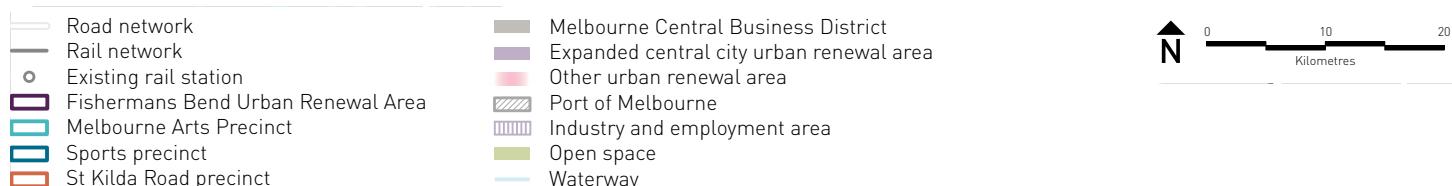
METROPOLITAN PLANNING AUTHORITY

Urban-renewal precincts in the central city include Parkville Employment Cluster, Fishermans Bend Urban Renewal Area, E-Gate, Arden-Macaulay, Footscray, East Richmond station/Cremorne precinct, Collingwood industrial precinct and Flinders Street to Richmond station corridor.



MAP 10 – AN EXPANDED CENTRAL CITY

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



DIRECTION 1.5 PLAN FOR JOBS CLOSER TO WHERE PEOPLE LIVE

INITIATIVE 1.4.2

PREPARE A PLAN FOR THE CENTRAL SUBREGION TO ACCOMMODATE AT LEAST 1 MILLION JOBS AND 1 MILLION PEOPLE

To ensure Melbourne's expanded central city becomes Australia's largest business centre, we will need to connect, manage and grow the existing and emerging high-density, mixed-use neighbourhoods within the Central Subregion. This subregion warrants a specific approach in order to capture benefits from agglomeration, while at the same time managing the costs of growth. These neighbourhoods, although clearly distinct from each other and from the central city, form a key part of the Central Subregion and are an essential part of the 'Melbourne experience' for visitors and locals.

The Central Subregion has the potential to grow from 700,000 jobs today to close to 1 million jobs by 2031 and well beyond this by 2050¹⁵. New space for office, retail, tourism, education, health, entertainment and cultural activities will be needed by 2050.

Given the importance of these economic opportunities, combined with the need to manage the costs of growth, a strategic growth framework is required for the expanded central city and the Central Subregion.

This framework should consider governance, the timing and staging of the development of the central city, new strategic transport connections, new community facilities and open space, utility improvements, and traffic management strategies.

The government anticipates that these expanded central city urban-renewal locations will be able to accommodate more than 100,000 dwellings.

In the short term

- Work with local governments to zone more areas as Mixed Use Zone, to create small-scale business opportunities to encourage small businesses and start-ups in high-amenity locations in the Central Subregion.

METROPOLITAN PLANNING AUTHORITY

- Work with Central Subregion local governments, institutions, businesses and other key stakeholders to prepare an integrated framework plan for growth in the Central Subregion that includes land use, transport, infrastructure and open space and builds on the *Inner Melbourne Action Plan 2005*.

METROPOLITAN PLANNING AUTHORITY

- Prepare a plan for the government that considers the sequencing of urban-renewal precincts alongside the possible re-use of government land, future infrastructure requirements and streamlined environmental improvements, to facilitate market-ready conditions capable of achieving the best outcomes.

METROPOLITAN PLANNING AUTHORITY

- Facilitate precinct planning and help to coordinate planning of government infrastructure within the precinct.

METROPOLITAN PLANNING AUTHORITY

The Metropolitan Melbourne Structure Plan is designed to drive productivity and economic growth by accommodating employment and residential growth in designated locations across the city. In particular, national employment clusters, metropolitan activity centres and activity centres will ensure employment growth occurs outside of the central city. This structure will deliver a range of benefits, including reduced travel demand, productivity dividends derived from agglomeration, maximised use of existing government assets, and improved access to employment.

INITIATIVE 1.5.1

FACILITATE THE DEVELOPMENT OF NATIONAL EMPLOYMENT CLUSTERS

National employment clusters are focused on knowledge-based businesses that locate close to each other because of the productivity and economic gains from co-location, access to a deeper skilled labour pool and infrastructure, and the potential to share ideas and knowledge. They will continue to evolve into vibrant, diverse locations well-served by public transport.

Each national employment cluster is anchored by specialised activity (such as a university, research facility, medical facility or manufacturing enterprise) that has seeded its growth, but which over time will develop a unique profile, building on its competitive strengths. This Initiative is focused on ensuring the development of the national employment clusters to support productivity through a new city structure. The policy response is not a one-size-fits-all.

In some cases, national employment clusters have the potential to broaden their range of uses by virtue of being attractive locations for a range of businesses including office, retail services, entertainment and residential. In other cases (such as the Dandenong South Employment Cluster), it will be more about enhancing manufacturing productivity.

Others (such as the Monash cluster and Parkville cluster) are already firmly established and have significant potential to grow and diversify further. Others are in their early stages but have the right fundamentals and will be supported in their growth through Plan Melbourne.

This Initiative will put in place actions to make these locations investment-ready, and to maximise choices for the location of knowledge-intensive firms and jobs. By giving enterprises choices, they can make decisions that best suit their needs, leading to improved productivity and improved access to job choices for Melburnians. National employment clusters will be a focus of public transport networks.

There are six national employment clusters, as follows.

THE EXISTING MONASH CLUSTER – which includes Monash University, CSIRO, the Australian Synchrotron, Monash Medical Centre and hospitals as well as other research-based activities and advanced manufacturing enterprises. The cluster has strengths in leading education, health, research and commercialisation facilities. It has about 58,500 jobs (Map 13).

THE EXISTING PARKVILLE CLUSTER – which includes the Parkville bioscience area, existing hospitals, the University of Melbourne, RMIT University and various research institutions. The cluster has strengths in education, research, health, professional and technical industries, and significant parkland. It has about 32,700 jobs (Map 14).

THE EXISTING DANDEMONG SOUTH CLUSTER – which includes advanced manufacturing, health and education enterprises, a number of business parks, Victoria's first eco-industrial park (LOGIS) and is linked to the Dandenong Metropolitan Activity Centre (Chisholm TAFE and Dandenong Hospital). The cluster has strengths in advanced manufacturing, health, education, wholesale trade, retail and transport, postal and warehousing. It has about 55,000 jobs (Map 15).

THE EMERGING EAST WERRIBEE CLUSTER – which includes the University of Melbourne Faculty of Veterinary Science, Victoria University, CSIRO and a range of medical facilities including Werribee Mercy Hospital. The cluster has strengths to build on its existing health, education and high tech research jobs on the site of the former State Research Farm. It has about 7,100 jobs (Map 16).

THE EMERGING SUNSHINE CLUSTER – which includes the Sunshine Metropolitan Activity Centre, Victoria University Sunshine Campus, Victoria University St Albans Campus, Sunshine Health Precinct and Western Centre for Health Research and Education. The cluster has the potential to build a critical mass of tertiary education, health-related training, healthcare, retail and professional services and to facilitate private investment. It has about 13,800 jobs (Map 17).

THE EMERGING LA TROBE CLUSTER – which includes La Trobe University, Austin Biomedical Alliance Precinct and other health and medical facilities, as well as activity centres at Northland and Heidelberg. The emerging cluster has strengths in education, research, health and retail. It has about 25,700 jobs (Map 18).

The mechanisms to deliver the national employment clusters will vary depending on their profiles, competitive strengths, roles and timing in terms of development, particularly those in the emerging stage in the north and west. Targeted or catalyst investment may also occur in some of the national employment clusters, subject to business case development.

The emerging national employment clusters are subject to further investigation.

In the short term

- In partnership with the Department of State Development, Business and Innovation, local governments and major institutions in existing national employment clusters, prepare a long-term plan and governance to guide their growth and development, and an appropriate planning framework.

METROPOLITAN PLANNING AUTHORITY

- Coordinate the delivery and implementation of government investment in national employment clusters.

METROPOLITAN PLANNING AUTHORITY

- Identify constraints on employment and business growth in the national employment clusters, and identify solutions which will open up employment and investment opportunities.

METROPOLITAN PLANNING AUTHORITY

In the medium term

- Work with the education sector to identify opportunities to build tertiary education offerings in the west, focusing on the Sunshine and East Werribee employment clusters.

METROPOLITAN PLANNING AUTHORITY

- Provide advice on critical infrastructure and identify long-term development opportunities for the emerging national employment clusters.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 1.5.2

SUPPORT DEVELOPMENT OF METROPOLITAN ACTIVITY CENTRES

Metropolitan activity centres play a strategically important role for their subregional catchments by providing the community with good access to a range of major retail, community, government, entertainment, cultural and transport services.

As the city grows, metropolitan activity centres will maximise opportunities for all Melburnians to access a broad range of goods and services. These centres are a focus of public transport networks and will continue to attract broad investment in education, health and other services. As a result of this role, they will also provide a diverse range of jobs, activities and housing for subregional catchments.

In the short term

- Update the State Planning Policy Framework to specify the role of metropolitan activity centres and designate Dandenong, Footscray, Epping, Sunshine, Ringwood, Broadmeadows, Box Hill, Frankston, Fountain Gate-Narre Warren, Lockerbie and Toolern as metropolitan activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with subregional groupings of relevant local governments to:

- prepare or update structure plans and infrastructure plans (as required) for metropolitan activity centres to accommodate significant growth
- update the planning provisions in and around metropolitan activity centres to ensure they are investment-ready
- identify sequencing requirements (including infrastructure provision, connections and public realm improvements).

METROPOLITAN PLANNING AUTHORITY

In the medium term

- Continue to identify future metropolitan activity centres as part of reporting and monitoring of Plan Melbourne.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 1.5.3

SUPPORT PLANNING OF OTHER ACTIVITY CENTRES

Activity centres have been a part of Melbourne's pattern of development over many decades, and play diverse roles in terms of accommodating housing, retail, commercial and civic services. They often have significant public transport infrastructure and have benefited from other public and private investment.

Activity centre categories, identified in earlier metropolitan strategies, include:

- central activities areas
- principal activity centres
- major activity centres
- neighbourhood activity centres
- specialised activity centres.

Principal, major and specialised activity centres that are not designated as either national employment clusters, metropolitan activity centres or transport gateways will now be designated as activity centres or health/education precincts. Local governments are responsible for the planning and management of activity centres. The continued growth and development of activity centres will provide communities with convenient access to a wide range of goods and services, and their growth will facilitate vibrant local economies across all neighbourhoods. Many jobs are tied to meeting projected demand for local services. New commercial zones will support this new structure by providing greater flexibility and growth opportunities for commercial and business centres. Retail floorspace and office caps will be removed to support the development of activity centres in metropolitan Melbourne.

In the short term

- Update the State Planning Policy Framework to explicitly identify activity centres and distinguish them from neighbourhood centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

In the medium term

- Support local governments to plan for their network of activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review planning controls in activity centres and streamline them where possible.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with local governments, review the performance of activity centres according to an agreed set of criteria that monitors the success of structure plans against future employment and housing needs.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

NATIONAL EMPLOYMENT CLUSTERS

National employment clusters are designated geographic concentrations of interconnected businesses and institutions that make a major contribution to the national economy and Melbourne's position as a global city.

Six places have been identified that can, or have the potential to, provide high job concentrations in suburban locations. Three exist now, due to their number of businesses, institutions and high levels of employment. Three are designated as emerging, due to their potential and geographic opportunity.

Each cluster is different, but together they will play an important role in the shape of the city, along with the expanded central city and the metropolitan activity centres.

WHAT TO DO NEXT

The Metropolitan Planning Authority will:

1. in consultation with stakeholders and local governments, undertake a rapid pre-planning assessment in each cluster of:
 - current planning controls
 - strategic work under way and key projects
 - potential boundaries and areas of strategic influence
 - surplus government land
 - constraints and opportunities
 - strategic priorities
2. make recommendations to the government about:
 - the extent of ongoing Metropolitan Planning Authority and stakeholder involvement required
 - new processes for streamlined approvals
 - preliminary assessment of infrastructure needs and coordination.

Following this assessment, next steps may involve:

- providing planning clarity and certainty through rezoning or other changes
- identifying local needs and possible local delivery options.

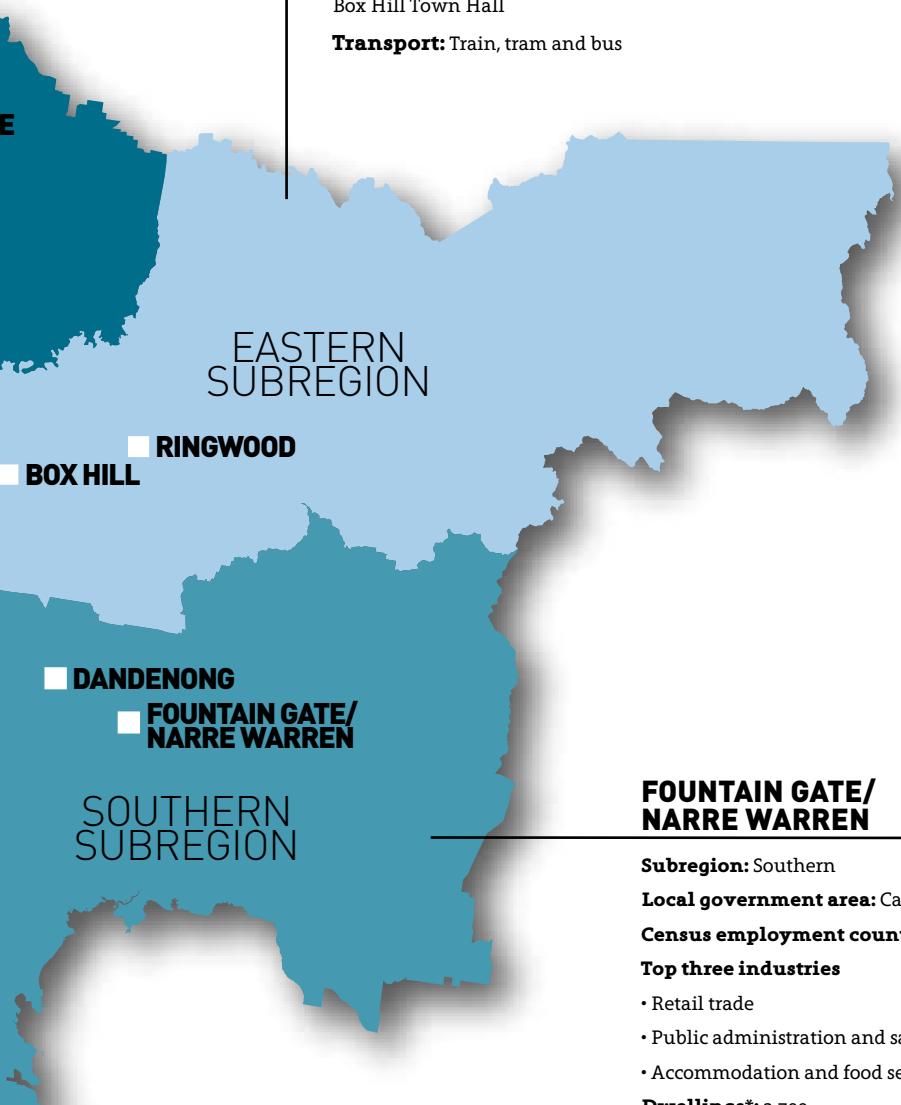
FIGURE 7 – ATTRIBUTES OF METROPOLITAN ACTIVITY CENTRES

BROADMEADOWS	EPPING	LOCKERBIE [Future]
Subregion: Northern	Subregion: Northern	Subregion: Northern
Local government area: Hume	Local government area: Whittlesea	Local government area: Hume
Census employment count: 6,700	Census employment count: 10,500	Future employment planned: 16,000
Top three industries	Top three industries	Opportunity: With a potential future train station, Lockerbie has an opportunity to service the northern corridor and meet the needs of the broader community in regards to retail, services and civic facilities
<ul style="list-style-type: none"> • Education and training • Retail trade • Public administration and safety 	<ul style="list-style-type: none"> • Health care and social assistance • Retail trade • Manufacturing 	
Dwellings*: 2,900	Dwellings*: 2,300	
Number of visits**: 11,226	Number of visits**: 27,166	
Key features: Kangan Institute of TAFE, Broadmeadows Shopping Centre, Hume City Council offices	Key features: Epping Plaza, Northern Hospital, City of Whittlesea offices, North Melbourne Institute of Technology campus. Melbourne's wholesale fruit, vegetable and flower market is to be relocated adjacent to the Epping Metropolitan Activity Centre	
Transport: Train, bus and arterial road	Transport: Train and bus	
SUNSHINE	TOOLERN [Future]	
Subregion: Western	Subregion: Western	
Local government area: Brimbank	Local government area: Melton	
Census employment count: 6,500	Future employment planned: 11,000	
Top three industries	Opportunity: To provide a range of regional and local employment, civic, retail, education, medical, residential, recreation and entertainment uses which will draw upon sustained investment from both the public and private sectors	
<ul style="list-style-type: none"> • Retail trade • Public administration • Health care and social assistance 		
Dwellings*: 4,100		
Number of visits**: 21,964		
Key features: Sunshine Market Place, Sunshine Plaza, Victoria University		
Transport: Train and bus, Regional Rail Link		
FOOTSCRAY		
Subregion: Central		
Local government area: Maribyrnong		
Census employment count: 7,200		
Top three industries		
<ul style="list-style-type: none"> • Education and training • Health care and social assistance • Public administration and safety 		
Dwellings*: 5,000		
Number of visits**: 24,273		
Key features: Footscray Market, Victoria University, Footscray Park, Maribyrnong City Council offices		
Transport: Train, tram and bus		

The map illustrates the spatial distribution of the six metropolitan activity centres. The Northern Subregion is highlighted in green, while the Western and Central Subregions are shown in blue. The locations of the activity centres are marked with white squares: LOCKERBIE (Northern Subregion), EPPING (Northern Subregion), BROADMEADOWS (Northern Subregion), TOOLERN (Western Subregion), SUNSHINE (Western Subregion), FOOTSCRAY (Central Subregion), and FRANKSTON (Central Subregion). The Melbourne CBD is indicated by a black square in the central area.

* Number of dwellings in and around the metropolitan activity centre

** Victorian Integrated Survey of Travel and Activity (VISTA)

**BOX HILL**

Subregion: Eastern
Local government area: Whitehorse
Census employment count: 15,600
Top three industries

- Health care and social assistance
- Public administration and safety
- Education and training

Dwellings*: 4,400
Number of visits:** 36,829
Key features: Box Hill Institute, Box Hill Hospital and Epworth Hospital, Centro Box Hill Shopping Centre, Box Hill Town Hall
Transport: Train, tram and bus

RINGWOOD

Subregion: Eastern
Local government area: Maroondah
Census employment count: 6,700
Top three industries

- Retail trade
- Public administration and safety
- Health care and social assistance

Dwellings*: 4,800
Number of visits:** 37,775
Key features: Eastland Shopping Centre, Costco, Ringwood Magistrates' Court
Transport: Train, bus and arterial road

DANDENONG

Subregion: Southern
Local government area: Greater Dandenong
Census employment count: 17,000
Top three industries

- Health care and social assistance
- Public administration and safety
- Retail trade

Dwellings*: 5,600
Number of visits:** 37,510
Key features: Dandenong Plaza, City of Greater Dandenong offices, Dandenong Library, the Australian Tax Office, Dandenong Magistrates' Court
Transport: Train, bus and arterial road

FRANKSTON

Subregion: Southern
Local government area: Frankston
Census employment count: 14,100
Top three industries

- Health care and social assistance
- Retail trade
- Public administration and safety

Dwellings*: 4,200
Number of visits:** 28,465
Key features: Bayside Shopping Centre, Frankston City Council offices, Monash University, Chisholm Institute of TAFE, and Frankston Hospital
Transport: Train, bus and arterial road

INITIATIVE 1.5.4

ACCELERATE INVESTMENT IN MELBOURNE'S OUTER AREAS TO INCREASE LOCAL ACCESS TO EMPLOYMENT

The distribution of jobs across Melbourne is uneven and outer suburbs generally have poorer access to jobs than middle and inner Melbourne. For example, in the outer-west and outer-south-east, there are only about four jobs for every 10 working-age residents.

The development of national employment clusters at La Trobe, Monash, Parkville, Sunshine, East Werribee and Dandenong South will increase access to high-value knowledge jobs in the subregions. Development of a major new transport gateway at the Port of Hastings will also improve the number and type of jobs in the subregions. A possible future south-east airport will also provide new job opportunities. Building on these infrastructure investments can contribute significantly to future investment and job growth in outer areas.

The actions that follow bring forward employment opportunities in outer areas by advancing major planned investments, by planning for the associated infrastructure and investment necessary to leverage off investments, by building on comparative strengths in service-sector employment, by supporting subregions to attract investment, and by connecting outer areas to existing employment locations.

In the short term

- Support employment growth in outer areas by assisting with the identification of projects by subregional groups of local governments. Projects would be subject to business cases and possibly funded by works-in-kind, growth areas infrastructure contributions or other funding mechanisms, subject to funding capacity.

METROPOLITAN PLANNING AUTHORITY

- Work with government departments to identify strategic locations for health and education facilities.

METROPOLITAN PLANNING AUTHORITY

The locations should have the ability to drive productivity, improve access to health and education services and improve job choices, particularly in growth areas. These locations can also be major attractors of, and anchors for, investment and a mix of employment uses and activities, and should be developed adjacent to existing activity centres or planned as part of new activity centres.

- Investigate opportunities to support working from home (or closer to home) by updating home-based business regulations (including a review of clause 52.11 of the Victoria Planning Provisions) and supporting the implementation of the Residential Growth Zone or Mixed Use Zone.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

In the medium term

- Provide advice on requirements for expanded tertiary education facilities and opportunities in the west of Melbourne, and identify possible new locations.

METROPOLITAN PLANNING AUTHORITY

- Publish indicators on the economic performance of subregions, to inform investment.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

We will establish and monitor a suite of indicators to measure and monitor subregional performance, including effective job availability, effective job density, employment projections, workforce size and skills, industry diversity, gross regional product, productivity and a subregional investment monitor.

- Prepare and implement planning provisions to provide greater certainty for public- and private-sector investment in growth-area employment, especially in health and education.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with the Department of State Development, Business and Innovation and local governments, prepare strategies for growth-area service-sector employment.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 1.5.5

PLAN AND FACILITATE PRIVATE-SECTOR TOURISM INVESTMENT OPPORTUNITIES IN MELBOURNE AND RURAL AND REGIONAL VICTORIA

Melbourne has an international reputation as a distinctive and authentic Australian destination with a highly visible major art, sporting and cultural events calendar. This sophisticated tourism experience is supported by a vibrant city that is filled with shops, restaurants, bars and cafés in wide boulevards and intimate laneways. Tourism generates strong multiplier effects for other industries in Melbourne and in Victoria more generally. With almost all international travellers arriving by air, Melbourne also serves as a gateway to the rest of Victoria.

From 2007–12, annual tourism expenditure in Melbourne grew by about 5.7 per cent, significantly higher than the national average of 2.8 per cent¹⁶. International visitors, particularly from Asia, are driving this growth. International students are also a major driver of tourism expenditure.

Melbourne's strong position in tourism in Australia is expected to continue over the short-to-medium term. The Australian Government's Tourism Forecasting Committee indicates that the number of visitor nights will increase to 82 million (or 13.9 per cent of the national total) by 2020–21, worth an estimated \$17.7 billion in overnight tourism expenditure. This growth will drive demand for short-stay accommodation and new or enhanced tourism experiences.

Melbourne's challenge in an increasingly competitive global tourism environment is to maintain and enhance our sophisticated tourism experience, encourage investment to meet tourism demand and ensure that our transport and aviation networks can support the anticipated growth. In addition to creating international capacity at Avalon Airport, this initiative aims to facilitate private-sector tourism investment that appeals to existing and emerging tourism markets.

From a planning and policy perspective, tourism often complements, or is complementary to, broader objectives: that is, tourism experiences need to be used and valued by locals as well as visitors.

Tourism services also need to be located appropriately, for example with internationally-branded accommodation in the inner city catering to international leisure and business travellers. Students and Australian business visitors may need more decentralised accommodation.

In the short term

- Assess opportunities for short-term accommodation and tourism services, particularly in the Fishermans Bend Urban Renewal Area and in the finalisation of the implementation of the Melbourne Arts Precinct Blueprint.

DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

- In partnership with Department of State Development, Business and Innovation, investigate planning barriers for accommodation opportunities in national employment clusters, metropolitan activity centres and underutilised land that may meet demand from education, business and family visitors.

METROPOLITAN PLANNING AUTHORITY

- Ensure short-term accommodation and tourism services are considered when developing or renewing state sporting, cultural and heritage sites.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Identify strategic tourism locations in Melbourne and regional Victoria for private investment.

DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

Strategic tourism locations will appeal to high-yield or emerging tourism markets (such as convention and exhibition facilities, a world-class hotel resort or iconic attractions).

- Update regulations and approval processes to support identified strategic tourism investment in Melbourne and regional Victoria.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 1.5.6

PLAN FOR A THIRD AIRPORT IN MELBOURNE'S SOUTH-EAST

Access to Melbourne Airport from the east and south-east is becoming increasingly difficult. An airport to the south-east of Melbourne would serve one-third of Victoria's population, including the 300,000 residents of Gippsland. A south-east airport would have the benefit of good road connections, and the potential of future rail access. The Shire of Cardinia has identified locations between Koo Wee Rup and Lang Lang as potential sites for an airport.

Melbourne's south-east growth area has the capacity to provide for between 86,000 and 110,000 additional jobs¹⁷. Research indicates that an airport would be an important driver for significant job creation.

In the short term

- In partnership with the Department of State Development, Business and Innovation, and local governments, confirm a preferred site for a south-east airport including associated industrial and commercial land.

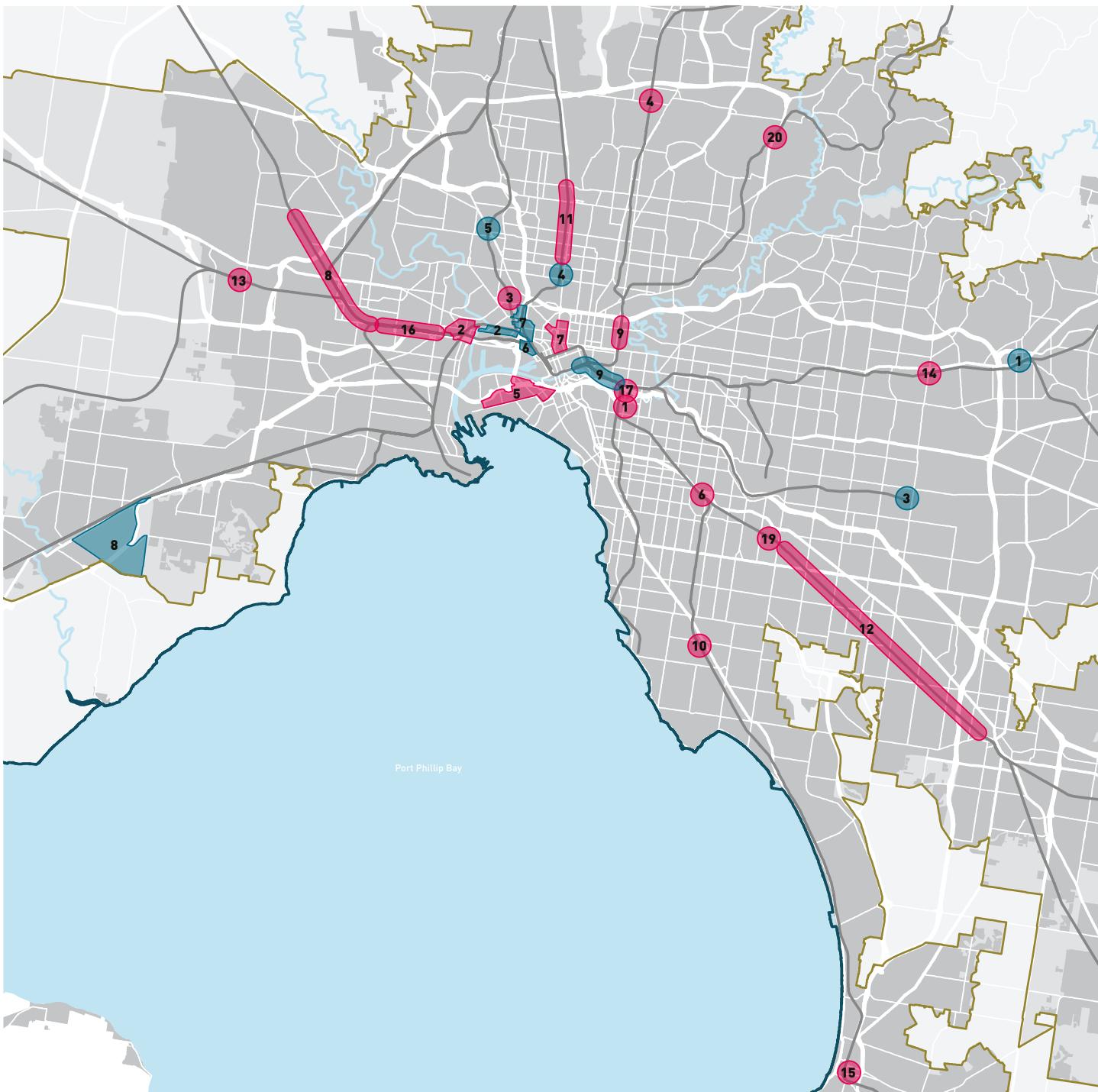
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

In the medium term

- Investigate a process for the private sector to invest in the development of a new airport. Examine the land transport needs of a future airport in this corridor.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

 THERE IS ALREADY A SHIFT TO A COUNTERING OF DEVELOPMENT OF THE FRINGE WITH GREATER INTENSIFICATION AND VITALITY AROUND EXISTING URBAN INFRASTRUCTURE. THIS APPROACH EMPLOYED BY THE CITY OF MELBOURNE OVER THE LAST TWO DECADES HAS BEEN SUCCESSFUL IN THE CENTRAL CITY IN REDUCING COSTS AND IMPROVING THE UTILISATION OF NEW AND EXISTING INFRASTRUCTURE, CONTRIBUTING TO GREATER ECONOMIC VITALITY AND SOCIAL COHESION. 



MAP 11 – POTENTIAL URBAN-RENEWAL PRECINCTS AND SITES CLOSE TO RAIL

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Waterway

- Potential urban renewal opportunities/investigation areas
 - 1 – Forrest Hill precinct, South Yarra
 - 2 – Footscray precinct
 - 3 – Flemington-Newmarket precinct
 - 4 – Keon Park station
 - 5 – Fishermans Bend Urban Renewal Area
 - 6 – Caulfield station precinct
 - 7 – City North precinct
 - 8 – Sunshine corridor
 - 9 – North Richmond to Victoria Park station corridor
 - 10 – Hightett precinct
 - 11 – Brunswick to Batman station corridor
 - 12 – Oakleigh to Dandenong station corridor
 - 13 – Deer Park station
 - 14 – Nunawading station
 - 15 – Frankston station
 - 16 – Tottenham corridor
 - 17 – East Richmond station-Cremorne precinct
 - 18 – Lilydale Quarry (Cave Hill) (not shown on map)
 - 19 – Hughesdale station
 - 20 – Watsonia station

- Urban renewal opportunities that include significant parcels of government held land
 - 1 – Ringwood station
 - 2 – Dyon corridor
 - 3 – Glen Waverley station
 - 4 – Jewell station
 - 5 – Essendon station
 - 6 – E-Gate precinct
 - 7 – Arden-Macaulay precinct
 - 8 – East Werribee employment precinct
 - 9 – Flinders Street to Richmond corridor

Note: not in order of priority and boundaries are indicative only

Note: not in order of priority and boundaries are indicative only

DIRECTION 1.6 ENABLE AN INVESTMENT PIPELINE OF TRANSIT-ORIENTED DEVELOPMENT AND URBAN-RENEWAL

Plan Melbourne will create numerous investment opportunities across the city in strategic locations.

This direction advocates transit-oriented development as a key way to achieve employment and population growth, as well as achieve a broad range of economic, social and environmental benefits from co-locating employment, population and public transport.

Some of these opportunities will come from major transport infrastructure, level crossing removals and associated land development. Others will come from the development of national employment clusters, metropolitan activity centres and health and/or education precincts.

Equally, opportunities can be harnessed from underutilised industrial land in proximity to existing infrastructure.

INITIATIVE 1.6.1

IDENTIFY NEW URBAN-RENEWAL PRECINCTS AND SITES AROUND THE EXISTING RAIL NETWORK, BASED ON TRANSIT-ORIENTED DEVELOPMENT PRINCIPLES

Land around railway stations and train corridors can provide valuable development opportunities, due to the access to public transport. Over the coming decades, we will be building a number of new railway stations as we develop the network and we will ensure these are integrated with land development. Existing stations and corridors will also be assessed for their development potential.

There are also a number of former industrial and other sites around Melbourne that no longer fulfil their function. By enabling appropriate development (including housing, economic activity and mixed-use development), the local neighbourhood can be improved and job opportunities enhanced. Businesses have the capacity to identify opportunities for development that generate investment and local employment and improve places for the community to enjoy. Government assets can also be better utilised.

In the short term

- Identify priority urban-renewal sites and commence structure planning for underutilised industrial land and precincts near railway stations. Priority investigation areas include:
 - North Richmond to Victoria Park station corridor
 - East Richmond station-Cremorne precinct
 - Brunswick to Batman station corridor
 - Oakleigh to Dandenong rail corridor
 - Sunshine transport corridor
 - Tottenham corridor.

METROPOLITAN PLANNING AUTHORITY

- Update the State Planning Policy Framework to support urban-renewal around existing and planned railway stations.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with local governments to rezone privately held land in precincts around railway stations, train corridors and level crossing removals that have been identified to have capacity for additional residential, employment and mixed-use development.

METROPOLITAN PLANNING AUTHORITY

- Support local governments to unlock capacity on their own underutilised sites (for example, car parks).

METROPOLITAN PLANNING AUTHORITY

In the medium term

- Identify urban-renewal opportunities associated with upgrades to interchanges, starting with St Albans and Gardiner stations (as part of level crossing removals), and Sunshine station.

METROPOLITAN PLANNING AUTHORITY

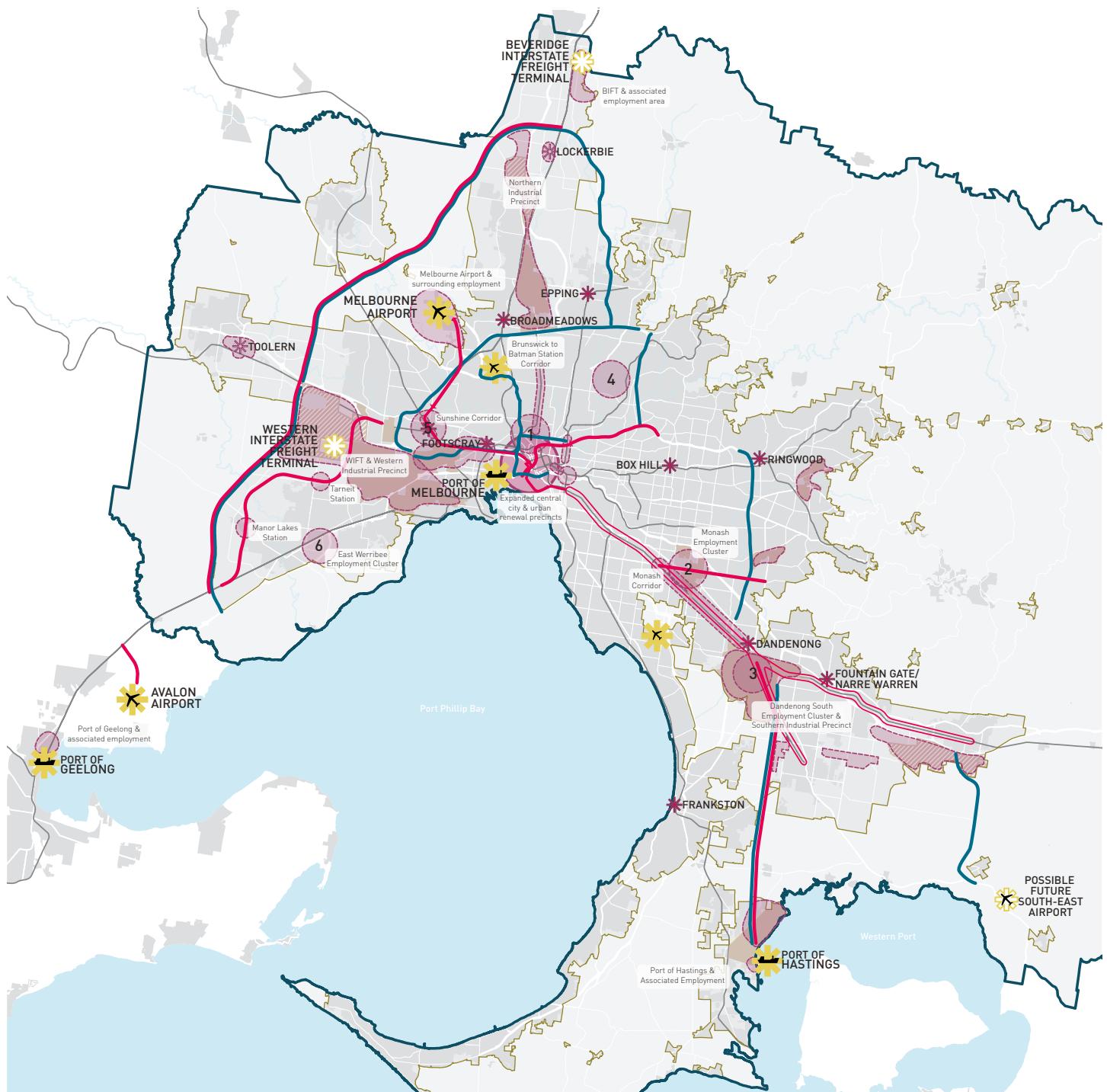
- In partnership with the private sector, develop or upgrade railway stations and transport interchanges.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

Individual proposals would be subject to business case approval. The aim is to incorporate new commercial and housing activities at locations that include:

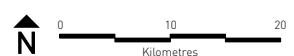
- North Melbourne station (associated with the development of E-Gate)
- Richmond station precinct (Richmond and East Richmond stations and Cremorne precinct)
- Stations as part of the Melbourne Rail Link (including the Airport Rail Link)
- Ringwood station, as part of the Ringwood Metropolitan Activity Centre development
- Frankston station as part of the development of the Frankston Metropolitan Activity Centre
- Clayton, Murrumbeena and Carnegie stations (associated with the Cranbourne-Pakenham Rail Corridor Project).
- In partnership with local governments, assess areas for strategic redevelopment. Alternative uses depend on local requirements and site context and could include transit-oriented, mixed-use development; new centres; and residential or other opportunities to increase employment.

METROPOLITAN PLANNING AUTHORITY



MAP 12 – INFRASTRUCTURE-LED EMPLOYMENT OPPORTUNITIES

SOURCE: SITES IDENTIFIED BY DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- █ Metropolitan region
- █ Metropolitan urban boundary
- █ Urban area
- █ Road network
- █ Rail network
- █ Investment & employment opportunity
- █ Expanded central city
- National employment cluster**
- 1 Parkville
- 2 Monash
- 3 Dandenong South
- 4 La Trobe
- 5 Sunshine
- 6 East Werribee

- ★ Transport gateway – existing
- Transport gateway – future
- ★ Metropolitan activity centre – existing
- Metropolitan activity centre – future
- Rail initiative [planned & potential]
- Cranbourne-Pakenham Rail Corridor Project and potential South East Rail Link (freight)
- Road initiative (existing & planned)
- State-significant industrial precinct – existing
- State-significant industrial precinct – future
- ✖ Airport
- ▬ Seaport
- ▬ Waterway

INITIATIVE 1.6.2

IDENTIFY NEW DEVELOPMENT AND INVESTMENT OPPORTUNITIES ON THE PLANNED TRANSPORT NETWORK

We will maximise the benefits of new infrastructure by identifying related land-development and investment opportunities.

The identification of surrounding land-use opportunities should occur as part of project proposals and be implemented as part of a project.

In the short term

- Confirm a list of priority investigation areas that can provide new employment opportunities that build on new infrastructure.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

Priority investigation areas include:

- the inner-north and inner-west, to create employment opportunities associated with planned investment, such as the East West Link and public transport projects
- the central city to airport corridor, to leverage off this emerging job corridor and take advantage of the Airport Rail Link
- the Monash Corridor associated with the Cranbourne-Pakenham Rail Corridor Project
- suitable business park opportunities that can take advantage of the East West Link, the Outer Metropolitan Ring Road and EastLink.

“ THE DEVELOPMENT OF AN ADDITIONAL AIRPORT WITHIN THE SOUTH-EAST MELBOURNE REGION WILL GENERATE A RANGE OF ECONOMIC BENEFITS THAT WILL SUPPORT LONG-TERM SUSTAINABLE EMPLOYMENT AND ECONOMIC GROWTH THROUGHOUT THE REGION. ”

SHIRE OF CARDINIA

“ GIVEN THE SUBSTANTIAL EXISTING ECONOMIC ROLE OF THE EMPLOYMENT AND KNOWLEDGE CLUSTER CENTRED ON LA TROBE AND THE SUBSTANTIAL ECONOMIC, EDUCATION AND RESEARCH ROLE ALREADY PLAYED BY THE LA TROBE CAMPUS IN THE REGION, THE UNIVERSITY SUBMITS THAT THE CASE IS CLEARLY THERE FOR AMENDMENT TO THE STRATEGY TO ACKNOWLEDGE THE NORTHERN CLUSTER. ”

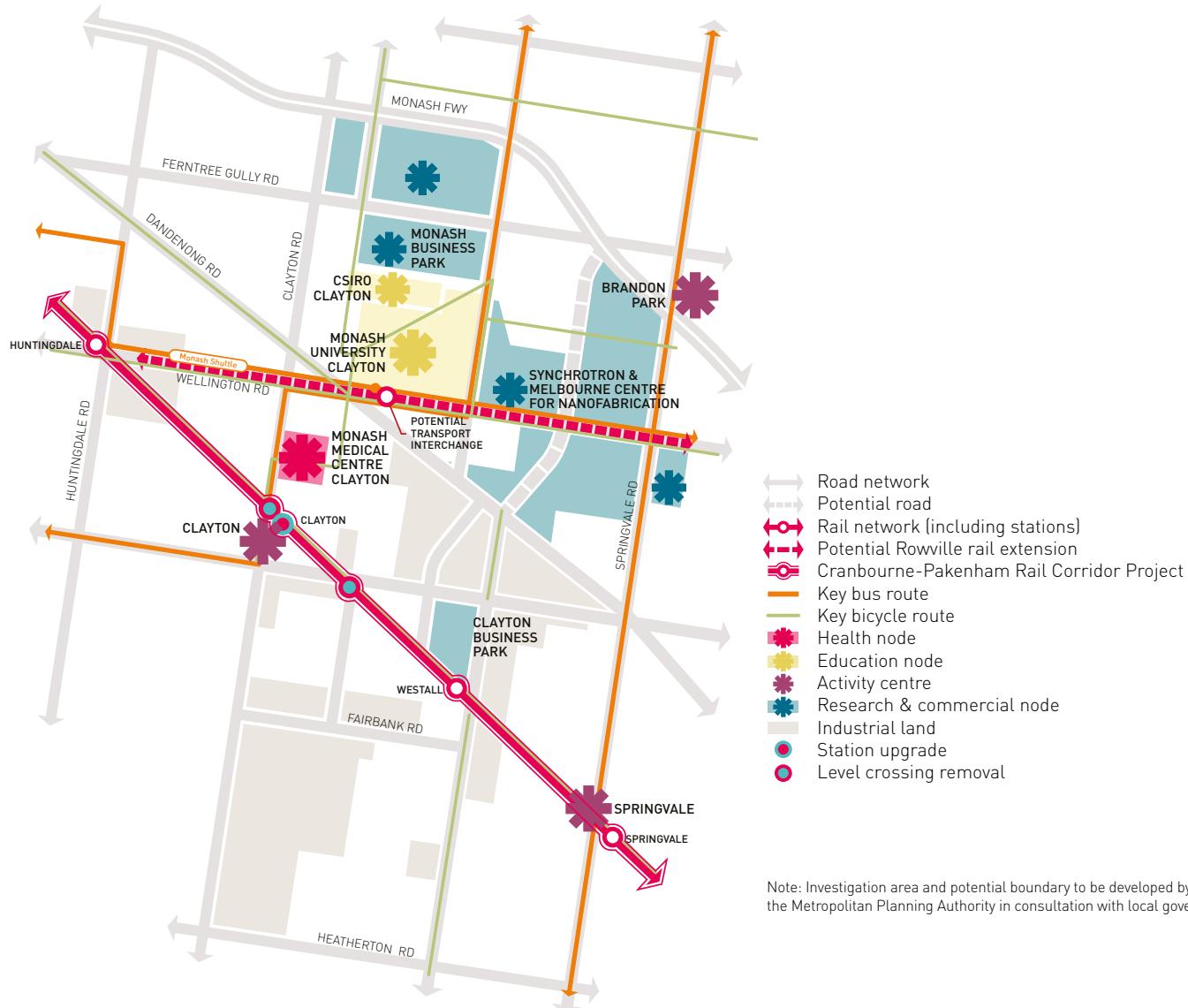
LA TROBE UNIVERSITY

MONASH EMPLOYMENT CLUSTER

MAP 13 – MONASH EMPLOYMENT CLUSTER

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.



The Monash Employment Cluster is Melbourne's largest established employment cluster, with a unique mix of education, research and industry participants. It has 58,500 jobs and is the largest concentration of employment outside the central city. The Eastern and South-Eastern subregions together are expected to grow by 550,000 to 700,000 between 2011 and 2031.

The Monash Employment Cluster has a critical mass of leading education, health, research and commercialisation facilities including Australia's largest university (Monash University), the Australian Synchrotron, the Melbourne Centre for Nanofabrication, Monash Medical Centre, CSIRO's largest site in Victoria, Monash Business Incubator and the Monash Enterprise Centre. The government has recently invested in a new Monash Children's Hospital at Clayton, to be completed in 2016. The cluster's mix of education,

research and commercial facilities creates a unique environment for innovation and world-leading research, which will continue to contribute significantly to Melbourne's economy. This unique blend of knowledge- and research-based activities will also assist existing businesses, for example in the manufacturing sector, and produce products and services that are competitive in the global market.

Linkages exist between the Monash University Clayton and its Caulfield campus as well as to Chadstone Shopping Centre. There is the potential for these links to be strengthened in the future, particularly as Chadstone diversifies and grows.

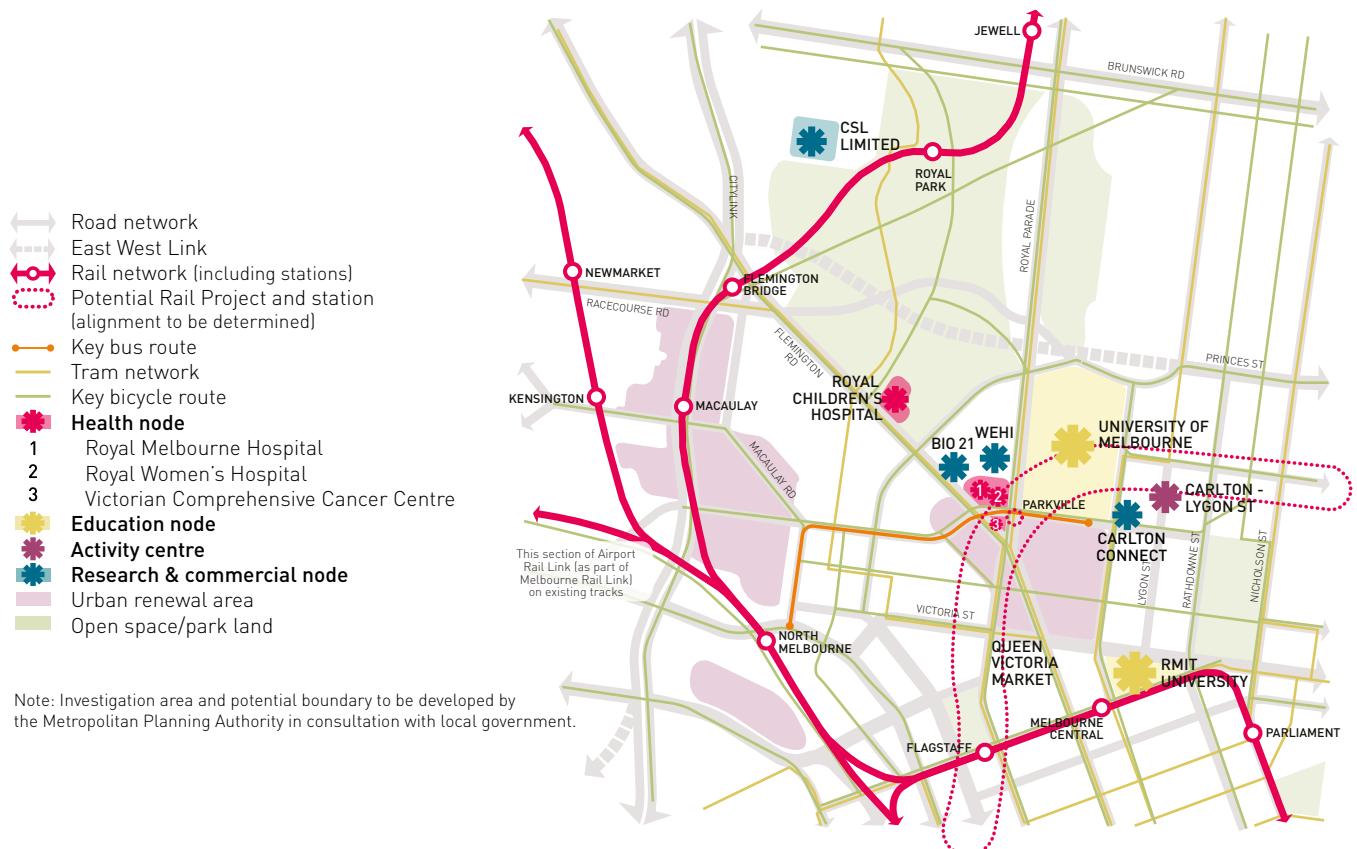
Key partners for the future of this cluster include City of Monash, City of Kingston, City of Greater Dandenong, Monash University, Monash Medical Centre, the Australian Synchrotron, CSIRO, Monash Business Incubator, the Monash Enterprise Centre and Chadstone Shopping Centre.

PARKVILLE EMPLOYMENT CLUSTER

MAP 14 – PARKVILLE EMPLOYMENT CLUSTER

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.



Note: Investigation area and potential boundary to be developed by the Metropolitan Planning Authority in consultation with local government.

The Parkville Employment Cluster in the Central Subregion is an established, internationally acclaimed cluster that is close to the city with opportunities to facilitate the continued supply of appropriate land for commercial, housing and knowledge-based enterprises. The cluster has strengths in education, research, health, professional and technical industries, and significant parkland. About 32,700 people are currently employed in the cluster, which is centrally located and has access to a wide catchment of workers across metropolitan Melbourne.

The cluster has a critical mass of nationally leading institutions and organisations including Australia's highest-ranking university (the University of Melbourne), Victoria's second-largest university (RMIT University), Monash University's Pharmacy Faculty, global biotherapy industry leader CSL Limited, Royal Melbourne Hospital, Royal Children's Hospital, Royal Women's Hospital, the Australian Medical Association and the Bio21 Institute.

Many leading institutions and organisations are expanding, or plan to expand, within the cluster. This includes the \$1 billion Victorian Comprehensive Cancer Centre, which will have world-leading cancer research and treatment activities and facilities. Increasingly, the two universities are expanding their facilities to incorporate greater collaboration and joint projects with industry. This drives innovation, research and business establishment.

Parkville Employment Cluster has a high level of public transport access including 12 of Melbourne's 29 tram routes mainly via Swanston and Elizabeth Streets. Route 401 bus is a popular connection to Parkville from North Melbourne Station. Upgrades to bus and tram services as part of the Melbourne Rail Link project will continue to support the continued growth of Parkville as an established national employment cluster.

Works will include re-aligning and enhancing Melbourne's tram network to increase capacity and improve connections between Parkville, the CBD and the south-eastern suburbs. Improvements to local cross-town bus services will also boost access to the precinct. The frequency and capacity of the Route 401 bus will be improved meaning more people will be able to access Parkville via North Melbourne Station.

The Central Subregion is expected to grow by around 230,000 to 280,000 people between 2011 and 2031.

Key partners for the future of this cluster include City of Melbourne, the University of Melbourne, RMIT University, CSIRO, Royal Melbourne Hospital, Royal Women's Hospital and Royal Children's Hospital.

DANDENONG SOUTH EMPLOYMENT CLUSTER

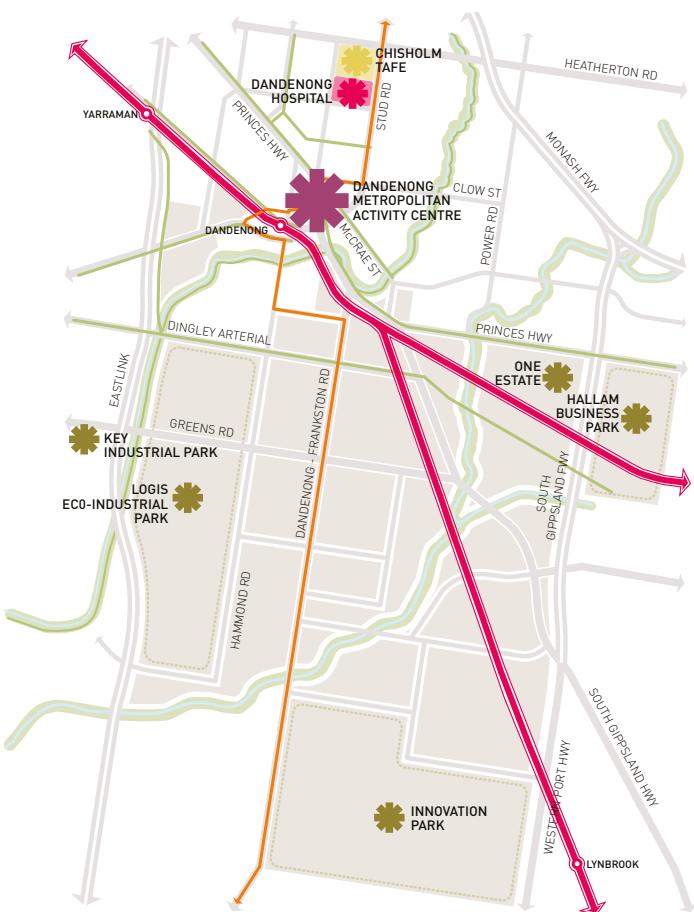
MAP 15 – DANDENONG SOUTH EMPLOYMENT CLUSTER

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

Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.

- ↔ Road network
- ↔ Rail network (including stations)
- ↔ Cranbourne-Pakenham Rail Corridor Project
- Key bus route
- Key bicycle route
- ✿ Health node
- ✿ Education node
- ✿ Activity centre
- ✿ Industrial land
- Open space/parkland
- Waterway

Note: Investigation area and potential boundary to be developed by the Metropolitan Planning Authority in consultation with local government.



The Dandenong South Employment Cluster in the Southern Subregion is a long-established cluster employing over 55,000 people. The Southern Subregion is expected to grow by around 400,000 to 480,000 people between 2011 and 2031. The cluster has major strengths in advanced manufacturing, health, education, wholesale trade, retail and transport, postal and warehousing. Dandenong is a net importer of workers from surrounding municipalities and home to over 12,500 businesses. Ideally located near the Monash Freeway, Princes Highway and EastLink, the cluster forms part of one of Australia's most significant and productive manufacturing areas, which contributed over \$2.2 billion in value added in 2011. The cluster is likely to be given a further boost with the planned development of the Port of Hastings into Victoria's second major container port. It is expected that this will help drive the development of Lyndhurst as a major intermodal facility (logistics and warehousing) with a potential direct train connection to the Port of Hastings. The Melbourne Rail Link will provide a direct link from the cluster through the expanded central city to Sunshine and Sunbury, and to Melbourne Airport via the Airport Rail Link. The Cranbourne-Pakenham Rail Corridor Project will remove level crossings and improve train capacity. Road based freight to this cluster will benefit from the reduced pressure on local roads delivered by these projects.

The cluster, and the businesses operating in it, have been driven in recent times by the requirement for manufacturing activities to be increasingly knowledge-based. Reflecting this, the cluster is home to Victoria's first eco-industrial park, LOGIS, which includes a 74-hectare Innovation Park. This is leading the way for future industrial development in Australia with site features that set new standards for innovation, environmental design and sustainability.

The cluster has the first industrial development (comprising two large warehouses and office space inside one 27,000 square metre building) in Victoria to achieve a 5-star Green Star Industrial Design rating.

The cluster comprises 154 hectares of industrial land specifically designed to accommodate advanced manufacturers and logistics users and is expected to generate up to 5,000 new jobs on the site. A growing list of major international and local businesses (such as Kraft, Cadbury, Ascent Pharmaceuticals, Mercury Marine, Moondara Cheese, Terex Australia and Cabrini Health) have recently chosen to base their businesses at LOGIS. Other major innovative firms in the cluster include Jayco, Bombardier Transportation Australia, Corex Plastics, IVECO Trucks Australia, Viridian Glass and Advanced Polymer Technologies. The cluster also includes the Hallam Business Park, Innovation Park and the Key Industrial Park.

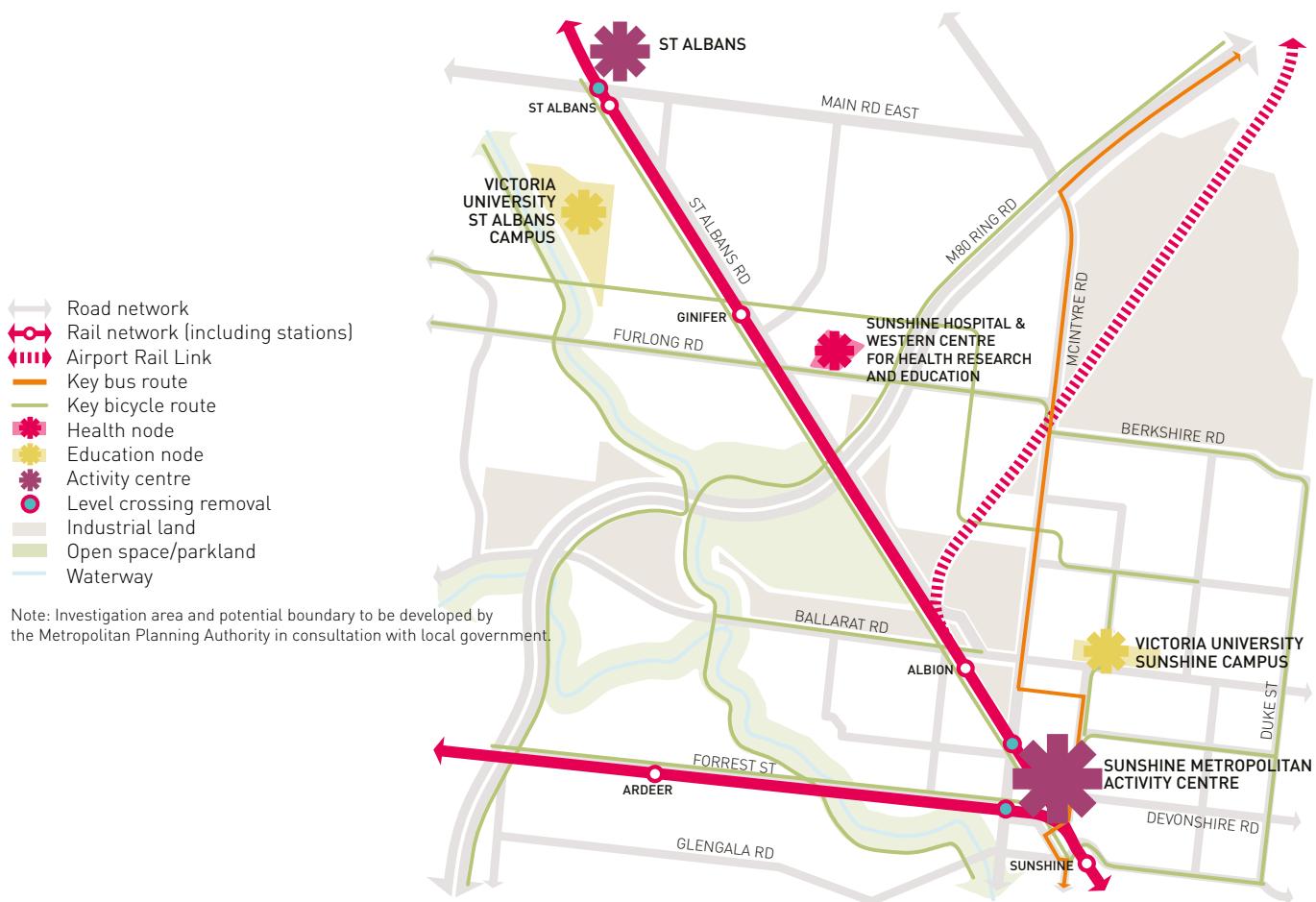
The cluster has the Dandenong Metropolitan Activity Centre at its north-west corner. This has a substantial retail presence – providing around 4,300 jobs – and a major medical precinct based around the Dandenong Hospital which employs almost 4,000 highly-skilled workers. There are also two TAFE institutes (Chisholm and Kangan) in the cluster, and it is close to Monash University.

Key partners for the future of this cluster include City of Greater Dandenong, Dandenong Hospital, Chisholm TAFE, Kangan TAFE, Monash University, Places Victoria and Invest Victoria.

EMERGING SUNSHINE EMPLOYMENT CLUSTER

MAP 16 – EMERGING SUNSHINE EMPLOYMENT CLUSTER

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

Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.

The emerging Sunshine Employment Cluster in the Western Subregion has the potential to build a critical mass of tertiary education, health-related training, healthcare, retail and professional services, and to facilitate private investment. There are currently 13,800 jobs in the cluster.

The cluster is well-placed to tap into the growing municipalities of Melbourne's west and to diversify its education, research and health-related activities. The cluster is centrally located in the middle of the two western growth areas and has access to major road and train infrastructure. The cluster's strategic connectivity will continue to grow with recent announcements about Melbourne and Avalon airport rail routes confirming Sunshine will, in the future, have rail access to both these international gateways. The Airport Rail Link will directly connect the cluster to Melbourne Airport, and the Melbourne Rail link will provide a direct link from the cluster to Sunbury and through to Dandenong and the south-eastern suburbs. East West Link's connection to the Western Ring Road and level crossing removals at Sunshine and St Albans will also assist the access to and development of the employment cluster.

There is the opportunity for the cluster to be a central location for increasing health service and education provision. Sunshine Hospital is currently a 400-bed hospital. The Western Centre for Health, Research and Education is a collaborative project between Victoria University, the University of Melbourne and Western Health, where training and research will be carried out. Victoria University has two campuses in the cluster which could expand over time.

The Sunshine Employment Cluster includes the Sunshine Metropolitan Activity Centre and the St Albans Activity Centre. The Western Subregion is expected to grow by around 370,000 to 430,000 people between 2011 and 2031.

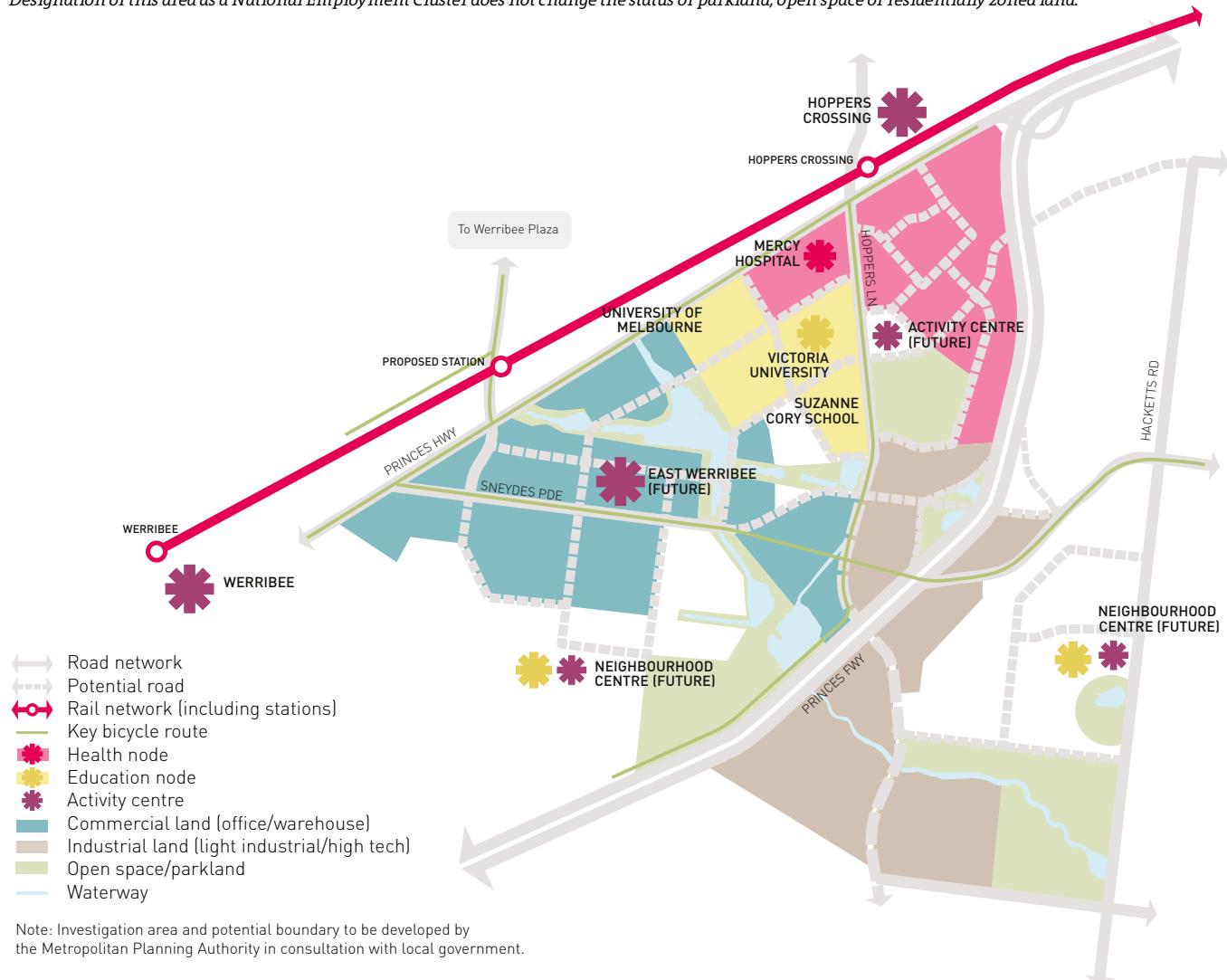
Key partners for the future of this cluster include Brimbank City Council, the University of Melbourne, Victoria University and Western Health.

EMERGING EAST WERRIBEE EMPLOYMENT CLUSTER

MAP 17 – EMERGING EAST WERRIBEE EMPLOYMENT CLUSTER

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.



The emerging East Werribee Employment Cluster in the Western Subregion has the potential to build on existing health, education and high-tech research jobs. The cluster will ultimately provide well over 50,000 jobs. These jobs will predominantly be white-collar to build on the existing health, education and high-tech research jobs on the site of the former State Research Farm.

The cluster is currently home to over 7,100 jobs, including at the University of Melbourne Veterinary Hospital, the University of Notre Dame, Victoria University, the Werribee Mercy Hospital, Wyndham Private Medical Centre, CSIRO, Suzanne Cory High School and a range of high-tech research companies in the food and agricultural industries. Many of these major white-collar job providers have significant expansion plans over the next 20 years and a site for a new hospital has recently been purchased in the cluster by St Vincent's Private Hospital.

Businesses based in East Werribee will have easy access to Melbourne, to Melbourne and Avalon airports and to the Port of Melbourne. To encourage investment in the cluster, significant new infrastructure is planned (including the Sneydes Road Freeway interchange) as well as tree-lined boulevards and a lake, waterway and parkland system that will draw workers and visitors to the area. The waterway system incorporates a whole-of-water-cycle-management approach, which heralds the first large-scale implementation of the Living Victoria policy and represents an important first step in the transformation of Melbourne's water-cycle systems.

The Western Subregion is expected to grow by around 370,000 to 430,000 people between 2011 and 2031.

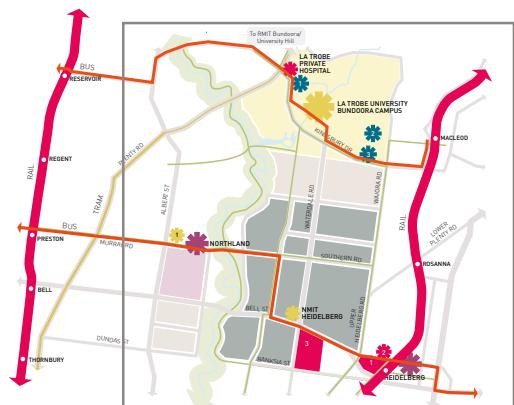
Key partners for the future of this cluster include Wyndham City Council, Metropolitan Planning Authority, University of Melbourne, Victoria University and Mercy Hospital.

EMERGING LA TROBE EMPLOYMENT CLUSTER

MAP 18 – EMERGING LA TROBE EMPLOYMENT CLUSTER

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

Designation of this area as a National Employment Cluster does not change the status of parkland, open space or residentially zoned land.



Road network

Rail network (including stations)

Key bus route

Tram network

Key bicycle route

Health node

1 Austin Hospital/Mercy Hospital for Women complex

2 Warringal Private Hospital

3 Heidelberg Repatriation Hospital

Education node

1 Northern College of Arts and Technology

Activity centre

Research & commercial node

1 La Trobe Institute of Molecular Science

2 Victorian Agribiosciences

3 La Trobe Research & Development Park

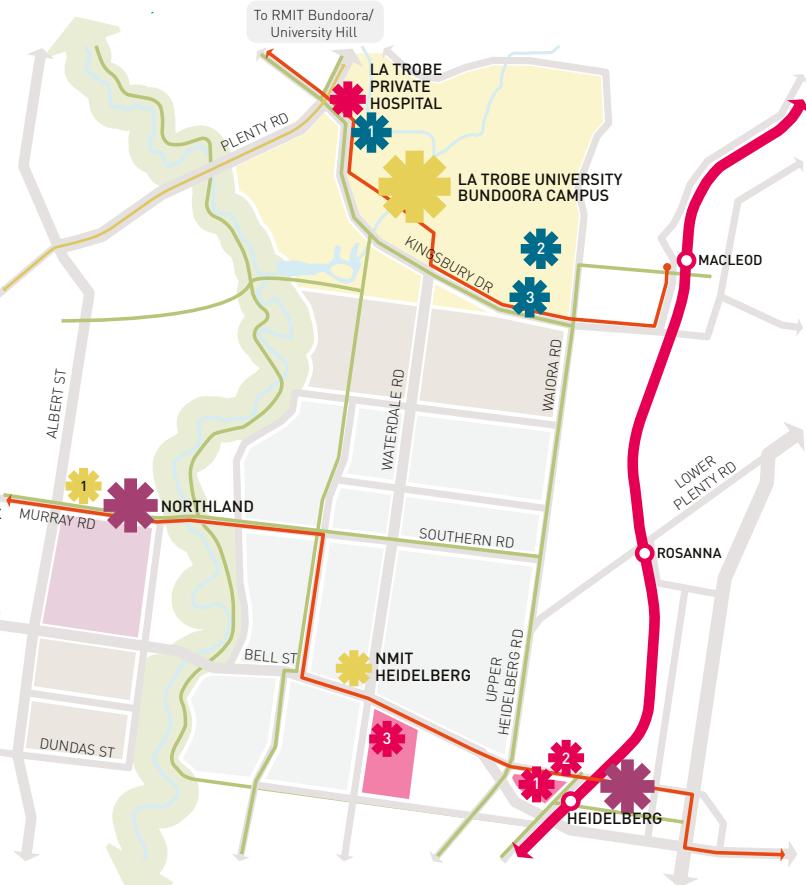
Industrial land

Olympia Housing Initiative – housing renewal area

Urban renewal area

Open space/parkland

Waterway



Note: Investigation area and potential boundary to be developed by the Metropolitan Planning Authority in consultation with local government.

The La Trobe Employment Cluster in the Northern Subregion is an emerging cluster with strengths in education, research, health and retail. It includes a number of significant employment activities (such as La Trobe University and its industrial surrounds, Northland Shopping Centre and Austin Biomedical Alliance Precinct) and a concentration of other health, research, commercial and retail activities in and around the Heidelberg Activity Centre. There are currently 25,700 jobs in the cluster.

The cluster represents an opportunity to increase the number and diversity of jobs in the subregion. Each location in the cluster has different strengths and contributions to make to the economy.

La Trobe University has an expanding education and research role, including a growing student and research population and the recently completed AgriBio Centre. The Heidelberg precinct has a significant presence of health services, training and research institutions such as the Melbourne Brain Centre. Due to Austin Health's critical mass of roughly 8000 staff, there is specialisation in some health services (such as toxicology

and respiratory support) in Heidelberg, which sees the area providing statewide services. There are urban renewal opportunities for mixed-use transit-oriented development in the Heidelberg precinct.

There are additional plans for each of these key locations, which indicate a growing commitment to the cluster. La Trobe University has plans to grow its research activities (especially in the biosciences), and encourage the commercialisation of research and the evolution of existing businesses. There is growing housing diversity and urban renewal as part of the Olympia Initiative. Land around the Northland Shopping Centre has a significant capacity to accommodate new jobs and housing.

The Northern Subregion is expected to grow by around 400,000 to 470,000 people by 2031.

Key partners for the future of this cluster include Banyule City Council, Darebin City Council, La Trobe University and Austin Health.





HOUSING CHOICE AND AFFORDABILITY

PROVIDE A DIVERSITY OF HOUSING IN DEFINED LOCATIONS THAT CATER FOR DIFFERENT HOUSEHOLDS AND ARE CLOSE TO JOBS AND SERVICES.

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HOUSING CHOICE AND AFFORDABILITY

WE WILL

**PROVIDE A DIVERSITY
OF HOUSING IN DEFINED
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CLOSE TO JOBS
AND SERVICES.**

ISSUES

SUMMARY

Melbourne has grown rapidly in the past decade, and by 2051 it is estimated that the city's population could be 7.7 million. This growth will require around 1.6 million additional dwellings.

In addition to growing, Melbourne's population will be ageing. To address this demographic trend, the future housing supply will need to take into account the changing needs of households for different types of accommodation over a lifetime.

While there is at least a 30-year supply of urban-zoned land on Melbourne's fringes, it is no longer sustainable to accommodate most of our population growth by expanding outwards.

We will partly accommodate future growth through focusing on medium- and high-density development in defined areas in the existing urban area. Development of this nature will take place in designated urban-renewal precincts.

In the future, additional housing will be located closer to jobs, transport and services. This will be facilitated through the zoning system and other mechanisms.

Housing affordability varies significantly across Melbourne and growth in house prices has outpaced growth in incomes. Our plan is to encourage greater diversity in housing types and access to more affordable housing options.

OUR PLAN

DIRECTIONS

- 2.1** Understand and plan for expected housing needs
- 2.2** Reduce the cost of living by increasing housing supply near services and public transport
- 2.3** Facilitate the supply of social housing
- 2.4** Facilitate the supply of affordable housing

SOLUTIONS

Expand the Capital City Zone and unlock the capacity of urban-renewal precincts for higher-density, mixed-use development.

Develop a different approach to multi-unit development including preparing a new 'good planning guide' to provide guidance for multi-unit development and the application of the reformed residential zones.

Facilitate the remediation of contaminated land, particularly on sites in developed areas of Melbourne with potential for residential development, and bring the land to market sooner.

Deliver housing close to jobs and transport.

Work with local governments on mechanisms to facilitate greater diversity of housing within new developments including family-friendly housing, affordable housing and housing for key workers.

ISSUES

MELBOURNE'S CHANGING PROFILE

For more than 10 years now, Melbourne has been the fastest-growing capital city region in Australia. This pace of growth is evidence of the enduring appeal our city has as a place to live and work. By 2051, it is estimated that Melbourne will have grown to a city of around 7.7 million people, 3.4 million more people than in 2013. This means around 1.6 million new dwellings may be needed across the metropolitan region by 2051.

Melbourne has a long history of suburban development that now supplies residents with lifestyles that are the envy of the world. Melbourne's residential land and housing industry has largely been able to meet the demand for new housing, unlike some other Australian capital cities. The market has been particularly effective in providing for demand for new family homes in growth areas, and for new apartments in inner Melbourne.

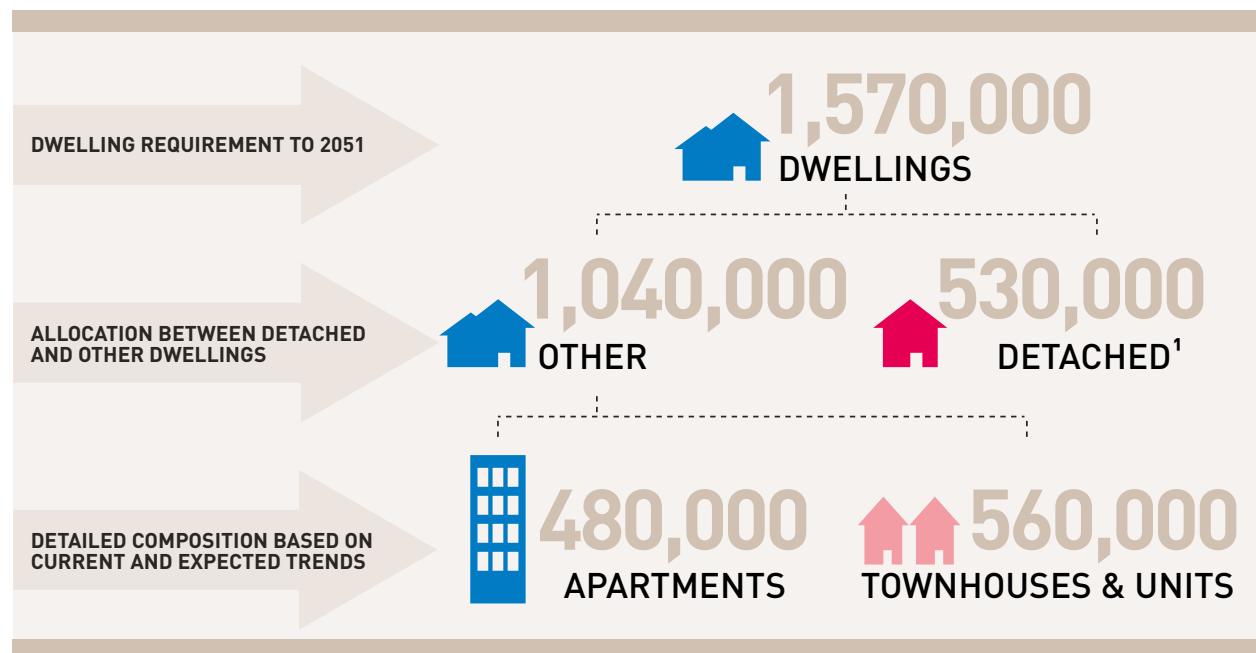
While there is at least a 30-year supply of urban-zoned land on the fringe of metropolitan Melbourne, it is no longer sustainable to accommodate most of our population and household growth by continuing to expand Melbourne's outer-urban growth areas. If our city continues to grow at low densities, there will be pressure to expand further outwards, beyond our current urban boundary. Our outer-urban growth areas provide an important housing choice for first-home buyers, migrants and those on lower incomes, however we need to provide more housing opportunities for these residents in our established metropolitan areas as well.

In the future, Melbourne will need to become a more-consolidated and contained metropolis, by establishing a permanent metropolitan urban boundary and facilitating more development in established areas. A permanent boundary will also help stimulate higher growth in peri-urban towns and in regional Victoria.

As we intensify housing development in our established urban areas, we will also need to ensure that new development makes a positive contribution to local areas. We must clarify where future development will occur, while simultaneously acting to protect the majority of our existing suburban areas from inappropriate development.

FIGURE 8 – MELBOURNE'S HOUSING REQUIREMENTS BY TYPE, TO 2051

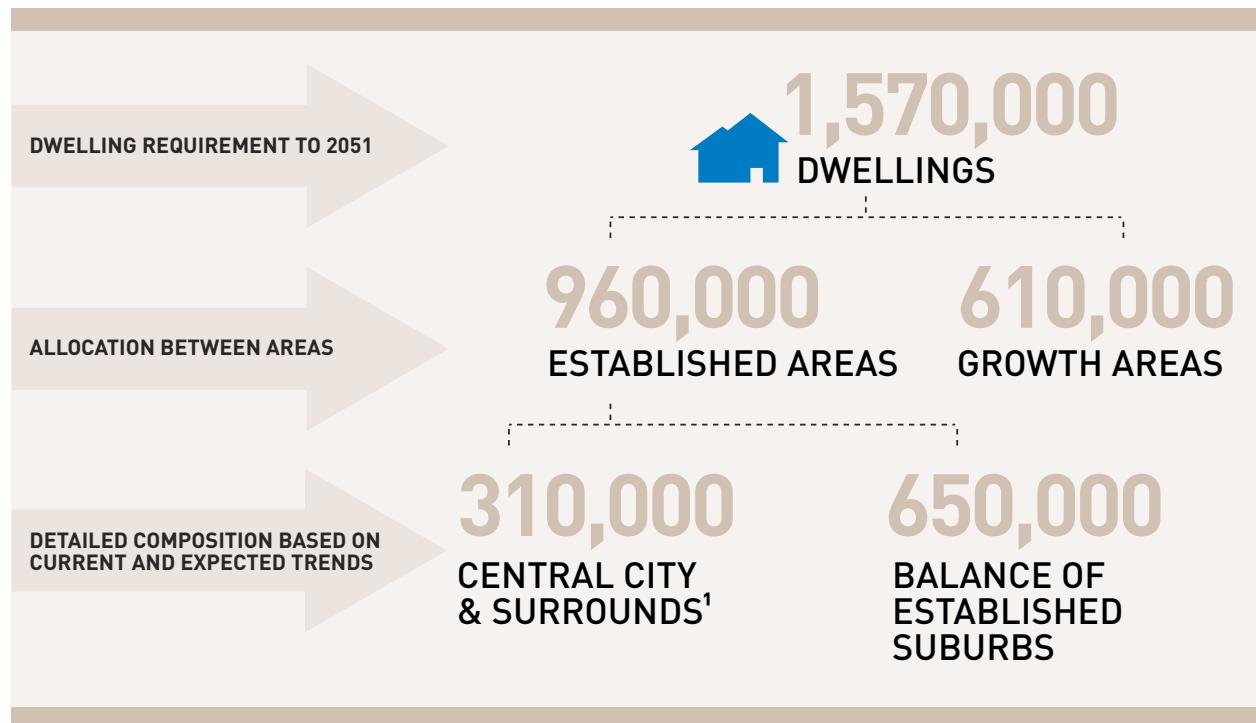
SOURCE: VICTORIA IN FUTURE, 2014



Note 1: These figures refer to net additions to dwellings and not gross additions and do not take into account demolitions or vacant dwellings

FIGURE 9 – MELBOURNE'S HOUSING REQUIREMENTS, BY AREA, TO 2051

SOURCE: VICTORIA IN FUTURE, 2014



Note 1: Includes the cities of Melbourne, Port Phillip, Yarra, Stonnington and Maribyrnong

HOW WE WILL ACCOMMODATE GROWTH

The dwellings needed to accommodate Melbourne's long-term population growth are forecast by type and location in Figures 8 and 9. The estimates envisage many more of Melbourne's households living in apartments, townhouses and units, particularly in Melbourne's established areas.

Accommodating growth will focus on the continued development of Melbourne's growth areas and targeted medium- and high-density development within defined residential change areas including:

- the Central Subregion
- urban-renewal precincts (existing and to-be-identified)
- areas identified by local governments for applying the new residential growth zone
- areas designated as national employment clusters (existing and emerging)
- metropolitan activity centres (existing and future) and activity centres
- near railway stations
- greenfield locations in growth areas.

It is critical that state and local governments, the development industry and communities work together to create a planning and development environment that facilitates substantial housing opportunity within defined change areas while also delivering great places to live. Without this, Melbourne's future households will face further constraints in securing appropriate housing, and the planning of areas nominated for limited and incremental change will be continually challenged.

Clear planning for residential change has already commenced with the application of the reformed residential zones, which will be enhanced by the identification of urban-renewal precincts and the structure planning of employment clusters and commercial areas. Development contributions will deliver new infrastructure to support growth in a simplified and timely manner. The scale of residential growth supported throughout Melbourne will be mapped in a metropolitan housing map.

Incentives will be considered to facilitate high-amenity housing density in defined change areas, and the Metropolitan Planning Authority will work with local governments to unlock the capacity of Melbourne's urban-renewal precincts and deliver world's best urban renewal.

Collaborative regional planning will ensure that regional infrastructure priorities support new housing opportunities, and that regional housing markets provide plentiful housing opportunities near jobs, services and transport infrastructure.

HOW WE WILL DEVELOP GREATER DENSITY IN DEFINED LOCATIONS

Establishing a more compact, sustainable city is challenging but the social, economic and environmental benefits will be long-lasting. Below are several of the important benefits of compact, higher-density neighbourhoods.

SOCIAL – encourages positive social interaction and diversity, improves the viability of (and access to) community services and enables more (and better integrated) housing.

ECONOMIC – enhances the economic viability of development, improves the economic viability of infrastructure delivery and utilises existing infrastructure.

TRANSPORT – creates sustainable demand for more transport options including public transport, walking and cycling.

ENVIRONMENTAL – creates opportunities for efficient use of resources and materials; supports precinct-scale solutions, water reuse and waste reduction; creates less pollution through promotion of sustainable transport; preserves, and helps fund maintenance of, public open space and creates new public open space; reduces overall demand for development land; and avoids expanding suburbs without supporting services¹⁸.

Melbourne's apartment market is a relatively new part of the larger housing sector. The level and location of activity over the last 20 years is allowing us to rethink housing options in the central city and inner Melbourne, which is helping the delivery of a more compact and sustainable city.

With around 80,000 apartments constructed over the last decade, it is now possible to review the quality of what has been built and determine whether the relevant planning and building controls are delivering the outcomes desired by the community. There has already been some work done in this space with the City of Melbourne recently releasing a discussion paper, *Future Living*.

LOCATING HOUSING CLOSER TO JOBS AND SERVICES

Although some of the issues affecting Melbourne's housing sector are beyond the planning system (such as the costs of finance, construction and labour), it can, through zoning and other mechanisms, create opportunities for more people to live closer to jobs and services.

Melbourne's growth areas house about one-fifth of its current workforce, but only 13 per cent of Melbourne's jobs are located in these areas. This means that many people have to travel outside their municipality for work. Some workers (such as emergency workers, nurses, teachers, police, hospitality workers and cleaners) need to live closer to where they work than others. Lack of affordable housing for workers closer to their workplace can impact on their quality of life, due to long commutes to work and higher transport costs.

Our focus on encouraging mixed-use developments and greater housing density near jobs and transport will help achieve a greater level of choice for medium- and low-income households in terms of locating nearer to employment opportunities. This will deliver affordable living by providing the appropriate supply and range of housing in growth areas and near to services and public transport.

FIGURE 10 – POPULATION AND DEMOGRAPHIC CHANGE, VICTORIA, 2011, 2031 AND 2051

SOURCE: AUSTRALIAN BUREAU OF STATISTICS, 2013; DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE PRELIMINARY POPULATION PROJECTIONS, 2014

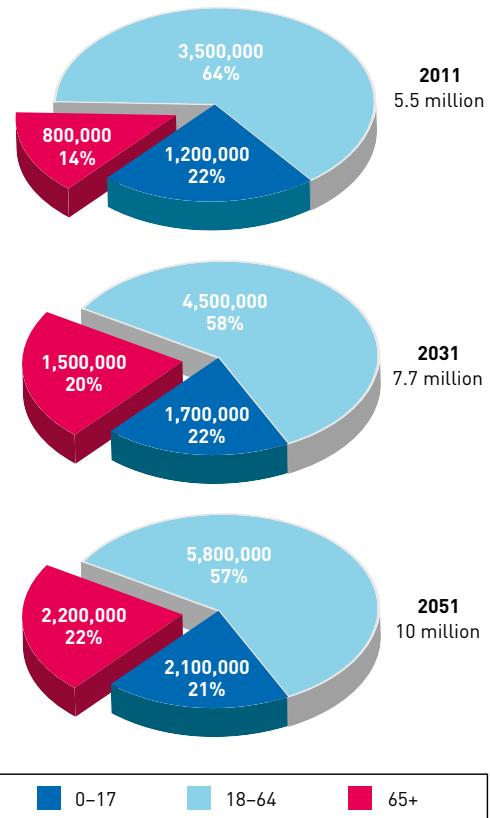
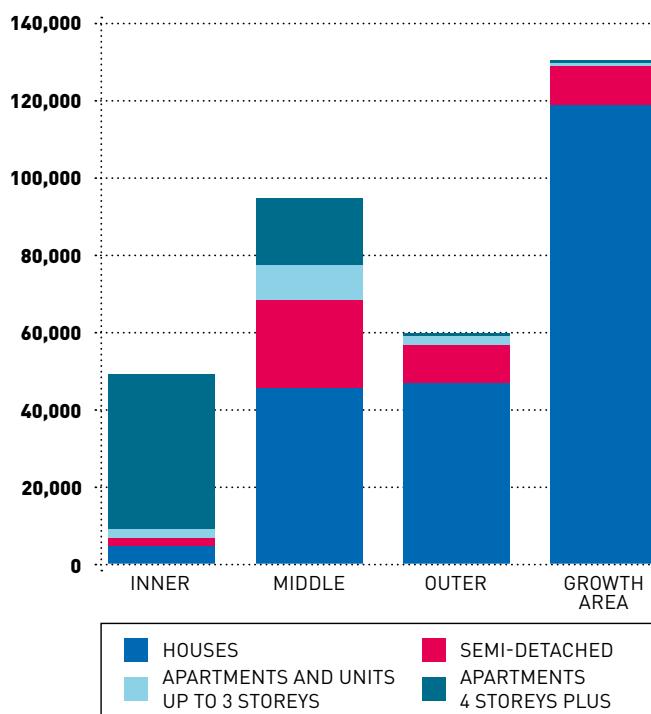


FIGURE 11 – TYPES OF HOUSING BUILT ACROSS MELBOURNE BETWEEN 2004-2012

SOURCE: AUSTRALIAN BUREAU OF STATISTICS DWELLING APPROVALS



“ DAREBIN RECOGNISES IT WILL HAVE AN ONGOING ROLE TO PLAY IN ITS POLICY FORMULATION AND DECISION MAKING THAT PROACTIVELY PURSUES ECONOMIC AND SOCIAL PARTICIPATION FOR ITS COMMUNITY. THIS MEANS PROMOTING ECONOMIC DEVELOPMENT AND NEW HOUSING OPPORTUNITIES, AS THESE PROVIDE A MEANS FOR ENCOURAGING PRIVATE INVESTMENT, BOLSTERING THE LOCAL ECONOMY AND FACILITATING A DIVERSE DAREBIN. ”

MORE CHOICE IN THE HOUSING SECTOR

Not only will our metropolitan population grow over coming decades, but it will change in terms of its structure. The demand for new housing will also be influenced by an ageing population and a desire for people to downsize and age in place. In a well-functioning market, the supply of housing should reflect shifts in the community's needs and preferences for housing, but there is evidence to suggest that this is not the case in our city¹⁹. We will need to address the mismatch between Melburnians' needs and preferences (in terms of the type of housing they want, at a price they can afford and where they want), and what they now settle for. Melbourne has a growing number of both older and younger residents. By 2051, the number of Victoria's residents aged 65 or older will have increased nearly threefold, and there will be around 800,000 more children aged 17 or younger. Figure 10 shows these projected changes.

In addition to demographic trends, future housing supply will also need to take better account of the changing needs of households for different types of accommodation over the life cycle.

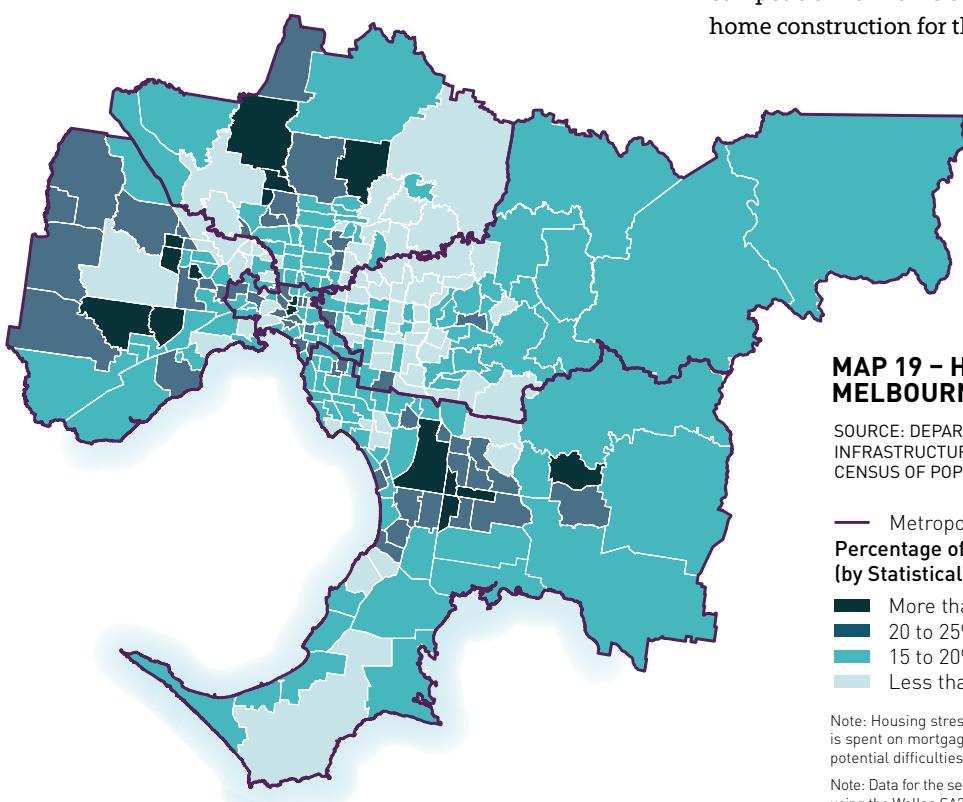
Our challenge will be to provide housing to accommodate these changes in demand for new dwellings, locally, so family connections can be maintained.

DIFFERENT DELIVERY MODELS TO ADDRESS HOUSING AFFORDABILITY

Housing affordability varies significantly across our city. The median house price in Melbourne has quadrupled since 1990. In 1994, a household on an average income could purchase a dwelling within 10 kilometres of the CBD. This moved to 24 kilometres in 2000 and 40 kilometres by 2009. Restrictions on the supply of land for new housing construction, combined with record levels of high immigration to Melbourne, have contributed to less price competition, driving up the cost of housing for new home buyers. Growth in house prices has outpaced growth in incomes, and the proportion of income spent on mortgage repayments has increased for many households.

A similar pattern of affordability is affecting rental housing. Lower levels of housing construction and population growth have led to a tighter rental market, driving rents up at a rate higher than inflation over the last decade. In the September quarter of 2013, only 10 per cent of rental properties let in Melbourne were affordable to households on Centrelink incomes. Map 19 shows housing stress across metropolitan Melbourne.

Our plan is to encourage greater levels of investment in affordable housing, including encouraging the integration of social and affordable housing options within major urban-renewal and growth-area housing developments. We will also continue to provide strong levels of land supply for new housing development and for infill opportunities in established areas, to encourage a greater level of price competition for home buyers and to facilitate adequate home construction for the rental market.



MAP 19 – HOUSING STRESS ACROSS MELBOURNE

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, BASED ON AUSTRALIAN BUREAU OF STATISTICS, CENSUS OF POPULATION AND HOUSING, 2011

- Metropolitan subregions
- Percentage of households in housing stress
(by Statistical Area Level 2)
- More than 25%
- 20 to 25%
- 15 to 20%
- Less than 15%

Note: Housing stress is defined here where more than 30% of household income is spent on mortgage repayments or rent. This is considered a measure of potential difficulties for housing affordability.

Note: Data for the section of Mitchell Shire Council included in this map is calculated using the Wallan SA2 which covers a greater land area than shown on this map.

SELANDRA RISE, CASEY

DEVELOPING A NEW APPROACH IN GROWTH AREAS



Stockland has joined forces with the City of Casey, the Growth Areas Authority and the Planning Institute of Australia to create Selandra Rise, the most forward-thinking, well-planned and liveable community of its kind in Victoria.

The design of Selandra Rise addresses concerns about the health of residents and how health links to the environment people live in. It aims to provide diverse and affordable housing and local employment opportunities, which support a healthy and engaged community.

Selandra Rise will provide a broad mix of quality, affordable housing options to make the community accessible to more people. It comprises three distinctive villages, offering a wide choice of lot sizes.

There are many local employment opportunities – including in retail, construction and agriculture – both on-site in the town centre and in the rapidly growing City of Casey. For those who want to work locally or from home, there is also a dedicated business precinct and a proposed home-office district.

There was extensive local community consultation to determine key project elements including parks – designed through workshops with new residents and City of Casey parks and gardens staff – and community services. There is a community hub in a new, two-storey house in the display village. A larger community centre in the town centre will replace the current community hub in a few years.

Selandra Rise easily connects all housing to the local town centre, schools, community centres and open space. Well-located walking and bike paths, playgrounds, parks, sports facilities, wide footpaths and pedestrian-friendly streets encourage recreation and non-motorised travel.

In March 2012, Stockland launched a GoGet Carshare program. Residents can also rent a ute for a few hours or a day, to reduce their need for a second car. In partnership with VicHealth and RMIT University, there is a 5–7 year longitudinal study of residents, to establish an evidence base for putting health at the centre of planning.

**SELANDRA RISE COMBINES
A FOCUS ON HEALTH,
A COLLABORATIVE APPROACH
AND BEST-PRACTICE DESIGN,
TO PROVIDE GREATER HOUSING
CHOICES AND A BLUEPRINT
FOR DEVELOPING HEALTHIER
COMMUNITIES**

DIRECTION 2.1 UNDERSTAND AND PLAN FOR EXPECTED HOUSING NEEDS

In planning for Melbourne's future housing, it is critical that we plan adequately for both housing growth and diversity. This will require state, local and Commonwealth governments working together to understand Melbourne's future housing needs, and undertaking the necessary strategic planning to ensure that we manage our land supply and housing development industry in ways that optimise choices and address affordability issues for all Melburnians. Figure 11 shows types of housing built across Melbourne between 2004 and 2012.

INITIATIVE 2.1.1 APPLY THE REFORMED RESIDENTIAL ZONES

The reformed residential zones provide vastly improved planning tools to enable local governments to direct residential change to specific areas and constrain change in other areas. With this significantly increased power is an equal responsibility that the decisions by local governments about how land is zoned are based on a robust rationale that:

- accounts for the directions of Practice Note 78 which instruct local governments to apply the zones to protect areas of well-defined character while also providing ongoing housing opportunity
- ensures defined housing change areas and known major redevelopment sites are zoned to support long-term housing growth, choice and diversity
- is consistent with a current local housing strategy or equivalent established residential development policy
- assists to create a spectrum of minimal, incremental and high-change residential areas that balance the need to protect residential areas with the need to ensure choice and growth in housing markets locally, regionally and across the metropolitan area.

Local housing strategies typically identify and test with communities areas appropriate for different scales of residential change. Councils that have an established housing strategy usually have a sound strategic basis to convert to the reformed residential zones.

Councils without a housing strategy need to develop one. Councils with a housing strategy should, over time, review it to ensure it delivers Plan Melbourne's objectives including making adequate provision for future housing needs, delivering the 20-minute neighbourhood, protecting valued character and supporting regional infrastructure and planning frameworks. This is important, given that many existing housing strategies are now nearly a decade old.

In the short term

- Work with local governments to ensure that the application of the reformed residential zones are based on robust strategic rationales that balance the need to protect defined character areas with the need to ensure ongoing housing opportunity and choice.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Support the Reformed Residential Zones Advisory Committee to help local governments test and confirm the strategic rationale for zoning proposals.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Annual reporting to the Minister for Planning on the progress of planning for future housing needs. This will report on the amount of zoned land for new housing, the status of local housing strategies and the overall performance of residential land and housing markets within each of Melbourne's subregions. The report will be shared and discussed with the subregional planning groups.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with local governments to ensure their housing strategies are no more than five years old. Local governments to review and refresh the visions and spatial directions of their housing strategies taking into account Plan Melbourne objectives, changed economic and demographic circumstances, new transport opportunities and current population projections.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare and implement a new 'good planning guide', improving ResCode (Clauses 54, 55, 56 of the Victoria Planning Provisions), to streamline the planning system and protect our suburbs by providing guidance for multi-unit development and the application of the reformed residential zones.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 2.1.2

PREPARE A METROPOLITAN HOUSING MAP

A metropolitan housing map will identify planned residential change across Melbourne, including in defined areas for residential growth and areas for minimal and incremental housing change.

In greenfield growth areas, residential change will continue according to the precinct structure planning process with the intent, over time, of increasing residential densities and the mix of dwellings.

In Melbourne's established areas, high levels of residential growth will be supported and facilitated in:

- urban-renewal locations
- the Central Subregion
- metropolitan activity centres
- areas in proximity to employment clusters
- areas in proximity to high-frequency public transport
- high-change residential areas, as identified in local planning schemes.

“ THE HOUSING CIRCUMSTANCES OF THE MOST VULNERABLE IN OUR COMMUNITY ARE AFFECTED BY A CITY'S CAPACITY TO HOUSE EVERYONE. THIS MEANS ENSURING WE ARE BUILDING ADEQUATE HOUSING OPTIONS ACROSS THE INCOME SPECTRUM, AS WELL AS A RANGE OF DWELLING TYPES AND SIZES. ”

COUNCIL TO HOMELESS PERSONS

“ BANYULE AND DAREBIN COUNCILS AND LA TROBE UNIVERSITY JOINTLY RECOGNISE THE SIGNIFICANCE OF THE LA TROBE-HEIDELBERG-NORTHLAND CLUSTER AND ARE WORKING TO HARNESS THE SIGNIFICANT URBAN RENEWAL AND ECONOMIC GROWTH POTENTIAL OF THE AREA. ”

CITY OF DAREBIN

Over time, areas defined for housing growth will undergo significant but planned housing and population change while other areas continue to undergo limited or incremental change. Councils are responsible for ensuring that local planning schemes identify defined residential change areas, and that planning for these areas facilitates ongoing investment in these locations and relatively high levels of housing opportunity.

Focusing change in defined areas will help achieve the greatest productivity, accessibility and economic benefits while limiting social and environmental impacts. It will also provide greater certainty to the community as to the expected scale of change.

In the short term

- Following the conversion to the reformed residential zones, publish a metropolitan housing map that depicts the scale of residential change supported in planning schemes across metropolitan Melbourne. Identify the implications of the map for housing choice with local governments and the Metropolitan Planning Authority.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Ensure local planning schemes identify defined housing change areas and that planning for these areas facilitates ongoing investment in these locations and relatively high levels of housing opportunity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Publish annual housing development data and analysis to inform the development and revision of local housing planning.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 2.1.3

INVESTIGATE AND PLAN FOR EXPECTED HOUSING NEEDS ACROSS MELBOURNE'S FIVE SUBREGIONS

Local governments need to consider housing policy and planning not only in the context of their own municipal boundaries, but also in relation to the broader housing, transport and employment performance of their subregion. Subregions should aim to facilitate a healthy housing market that provides ongoing and substantial new housing opportunities near jobs, services and transport infrastructure. Achieving this is critical to the productivity and prosperity of metropolitan Melbourne.

Housing Development Data, the Urban Development Program and Victoria in Future provide information on changes to household types and housing needs, along with an understanding of population projections.

In the short term

- Publish subregional data and work with local governments to assist with preparation of municipal housing strategies and the application of the reformed residential zones.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Use the subregional data to assist subregional planning groups (of local governments) to identify strategic directions and planned investments.

METROPOLITAN PLANNING AUTHORITY

In the medium term

- Ensure that opportunities for new well-located housing result from public infrastructure investment.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 2.1.4**DEVELOP MORE DIVERSE HOUSING IN GROWTH AREAS**

To accommodate a changing population and to assist affordability, a range of housing types need to be provided in Melbourne's newest suburbs. There needs to be a move away from uniform-sized housing lots towards provision of both higher and lower densities within each new precinct. This can be achieved through both larger suburban lots (to provide a sizeable backyard for those families that desire it), as well as options for low-rise apartments close to shopping centres and community facilities.

In the short term

- Amend the *Precinct Structure Planning Guidelines* to ensure that housing diversity will be achieved by providing a variety of lot sizes and housing types across a precinct, including lower-density, standard lots and higher-density housing in areas of higher amenity. Precinct structure planning should apply the suite of reformed residential zones and Mixed Use Zone to encourage the delivery of a diversity of lot sizes and housing types in the short and long terms.

METROPOLITAN PLANNING AUTHORITY

- Encourage use of the Residential Growth Zone in Melbourne's greenfield locations in growth areas to allow for residential change and redevelopment in appropriate locations over time.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 2.1.5**IMPROVE THE QUALITY AND AMENITY OF RESIDENTIAL APARTMENTS**

A good standard of design and amenity goes well beyond what a building looks like and its particular architectural style²⁰. There is currently no regulation in Victoria to stipulate how apartments must be designed, beyond what is required under the National Construction Code. Concerns about the design quality of apartments relate to:

- the small size of many apartments
- the tendency for a large number of apartments to be designed with habitable rooms (notably bedrooms) that have no direct access to daylight and ventilation
- lack of consideration of the amenity impacts of adjacent apartment developments
- the lack of variety and choice of apartment designs.

The City of Melbourne's discussion paper *Future Living*²¹ provides a comprehensive assessment of many of the issues that need to be addressed in terms of the quality, design and layout of multi-dwelling/apartment developments.

In the short term

- Update design guidelines and introduce measurable standards for high-density residential and mixed-use development.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review the design, layout, internal living amenity and balcony needs of apartments.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

This work will take into account controls used in other jurisdictions, including the recent review of *New South Wales State Environmental Planning Policy 65*. It will build on the work of the City of Melbourne's discussion paper *Future Living* and consider the appropriateness of current planning and building controls and the potential to streamline development applications.

The review will consider the requirements of short-term accommodation and student accommodation, and the ability to encourage family-friendly apartments.

The review will assess the impact of any new regulations on the construction sector, housing affordability and any potential economic impacts.

REFORMED RESIDENTIAL ZONES

Reformed residential zones were introduced across Victoria on 1 July 2013 to better manage growth and protect liveability and neighbourhood character. The certainty provided by the reformed residential zones enables local governments to clearly determine the scale and location of new unit, townhouse and apartment development, and greatly improves local governments' ability to plan for this type of development with confidence that the zones will influence outcomes on the ground.

The new zones are the Neighbourhood Residential Zone, Residential Growth Zone and General Residential Zone. The Reformed Zones Advisory Committee has suggested that metropolitan local governments seek to apply each of the zones together, to provide a balance between protecting local attributes and addressing ongoing housing needs.

In locations where the community is seeking to promote housing diversity and housing supply, it might apply the Residential Growth Zone. Alternatively, for locations where the community is seeking to limit housing change and population growth, it might apply the Neighbourhood Residential Zone.

It is challenging for communities to clearly define locations for housing growth, and locations for protection from change. However, the reformed residential zones will ensure that change will occur according to community expectations.

PRINCIPLES FOR APPLYING THE REFORMED RESIDENTIAL ZONES

REFORMED RESIDENTIAL ZONES			
ZONE	PURPOSE	LIKELY APPLICATION	PRINCIPLES FOR APPLYING ZONES^
NEIGHBOURHOOD RESIDENTIAL ZONE	Restricts housing growth in areas identified for urban preservation.	In areas where single dwellings prevail and change is not identified, such as areas of recognised neighbourhood character, environmental or landscape significance.	Areas with a neighbourhood character that is sought to be retained Areas where more than 80 per cent of lots currently accommodate detached dwellings Areas with neighbourhood character overlays Residential areas with heritage overlays (such as larger heritage precincts, rather than individually recognised heritage sites) Areas of identified environmental or landscape significance Areas which may not have good supporting transport infrastructure or other infrastructure, facilities and services, and which are not likely to be improved in the medium-to longer-term.
RESIDENTIAL GROWTH ZONE	Enables new housing growth and diversity in appropriate locations.	In appropriate locations near activity areas, railway stations and other areas suitable for increased housing activity.	Locations offering good access to services, transport and other infrastructure Areas which provide a transition between areas of more intensive use and development and areas of restricted housing growth Areas where there is mature market demand for higher-density housing.
GENERAL RESIDENTIAL ZONE	Respects and preserves neighbourhood character while allowing moderate housing growth and diversity.	In most residential areas where moderate growth and diversity of housing that is consistent with existing neighbourhood character is to be provided.	Areas with a diversity of housing stock, diversity of larger lots sizes and a more varied and eclectic neighbourhood character Areas where moderate housing growth and housing diversity is encouraged.

^{^ THESE PRINCIPLES NEED TO BE CONSIDERED TOGETHER WITH THE PURPOSE OF EACH ZONE.}

EXAMPLE: APPLICATION OF THE REFORMED RESIDENTIAL ZONES IN GREATER DANDEMONG

Since 2007, the City of Greater Dandenong has worked closely with their community to define locations in which high, medium and minimal scales of residential change are supported. Within the Greater Dandenong Planning Scheme, these are known as substantial, incremental and minimal change areas. The map below shows the conversion of these areas into the reformed residential zones.

To assist local governments implement the reformed residential zones, the Department of Transport, Planning and Local Infrastructure has released a practice note that provides guidance on the type of issues they should consider when applying the zones. These include neighbourhood character, existing levels of density and heritage considerations.

The department will provide local governments with technical advice and housing data to support implementation of the zones. The reformed residential zones will be introduced to each municipal planning scheme through a planning scheme amendment.

APPLYING THE NEIGHBOURHOOD RESIDENTIAL ZONE

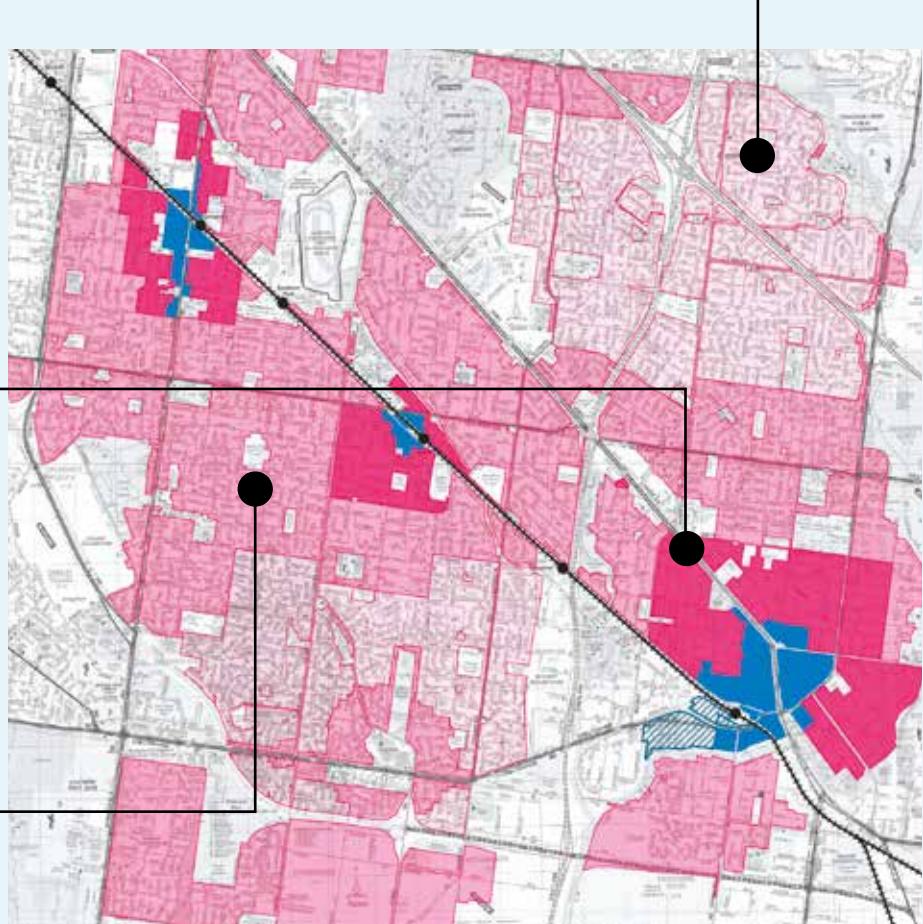
Within Greater Dandenong, this zone is applied to minimal change areas which are considered suitable for low-density housing, primarily because they are relatively remote from Dandenong's main transport network.

APPLYING THE RESIDENTIAL GROWTH ZONE

Within Greater Dandenong, this zone is applied to substantial change areas which are areas suitable for high- and medium-density housing, primarily because of their close proximity to transport services and commercial activity.

APPLYING THE GENERAL RESIDENTIAL ZONE

Within Greater Dandenong, this zone is applied to incremental change areas which are areas where lower-scale, medium-density development of between 2-3 storeys is preferred, due to their relatively short distance from Dandenong's central transport, employment and amenity spine.



- RESIDENTIAL GROWTH ZONE
- GENERAL RESIDENTIAL ZONE
- NEIGHBOURHOOD RESIDENTIAL ZONE
- ACTIVITY CENTRE
- MAJOR RESIDENTIAL SITE

MELBURNIANS SAID...



BRAD CLARKE, THOMASTOWN

“ In the suburbs, I like the easy convenience for public transport; it's close to the CBD which is only a half hour drive... and with all the suburbs they're building out further... a lot of my friends have moved out there and bought properties and started a family. ”



JACK HOADLEY, HAWTHORN

“ Melbourne will not be competitive unless it resolves its transport problems. Radical thinking regarding public transport priority is required. ”



ANNE ROSE, UPPER PLENTY

“ If small blocks of, for example, 300 square metres are allowed, the law should provide usable open space within half a kilometre of these houses. ”



ANDREW CAIRNEY, CROYDON

“ I like the variety of arts, sport, cultural diversity, food, dining, civic spaces, architecture and work opportunities available. I would like more clearways when trams are running (not just at peak times) and more off-street parking for high-street traders on the tram route. ”



BEN RODGERS, WHITTLESEA COMMUNITY CONNECTIONS

“ There needs to be a more creative approach to how we, the Melbourne community, generate funds. ”

DIRECTION 2.2

REDUCE THE COST OF LIVING BY INCREASING HOUSING SUPPLY NEAR SERVICES AND PUBLIC TRANSPORT

Plan Melbourne aims to provide certainty and clarity about where future development will occur and which areas will be protected from significant levels of medium- and higher-density development.

Locating medium- and higher-density development near services, jobs and public transport supports the objectives of housing choice and affordability.

Key areas to accommodate higher-density housing are urban-renewal precincts and sites, land within the new Residential Growth Zone, the expanded central city, national employment clusters, metropolitan activity centres (existing and future) and activity centres. Delivering substantial housing opportunity in these areas requires a planning and development environment that enables substantial change and delivers great places to live. Without this, the protection of other areas will be hard to sustain.

The government anticipates that over the life of the plan an additional 100,000 dwellings can be accommodated in expanded central city urban-renewal locations, which will increase as new opportunities are identified. An additional 40,000 dwellings can be accommodated in urban-renewal locations around railway stations in established areas, and an additional 30,000 dwellings around existing and planned railway stations in the growth areas.

INITIATIVE 2.2.1

DELIVER WORLD'S BEST URBAN RENEWAL

Melbourne's historic areas were laid out as dense, mixed-use but orderly areas. These areas—which include St Kilda, Fitzroy, Brunswick, Port Melbourne, Albert Park, Richmond and South Yarra—are now vibrant central city neighbourhoods that encompass the best qualities of inner-city living: walkability, a sense of identity, varied and interesting architecture and outstanding access to jobs, services and public transport.

Directing population and housing growth into defined change areas (including an expanded central city) will require the Metropolitan Planning Authority to work with local governments, developers and other stakeholders to create sustainable, liveable and attractive places that appeal to a range of households (including families with children and older- and single- person households).

Lessons have been learnt in recent years about what actions are required to ensure we create areas that enable communities to thrive. Fishermans Bend Urban Renewal Area will be the latest high-density residential community where the delivery of schools, parks, shops, community facilities and opportunities for local jobs will drive planning from the outset. Early planning has also commenced for the next precincts, including E-Gate and Arden-Macaulay.

Maximising the development opportunities of these precincts is critical to minimising the need for densification of other parts of the city. The sequencing of infrastructure within these

precincts will be a key tool of government to maximise their development potential.

In the short term

- Update planning provisions in designated precincts in the expanded central city to provide the market with flexibility to maximise development opportunities.

METROPOLITAN PLANNING AUTHORITY

- Investigate a process by which additional development rights can be granted in exchange for the provision of additional amenity in urban-renewal and structure plan areas.

METROPOLITAN PLANNING AUTHORITY

- Support local governments in the identification and delivery of future urban-renewal precincts and sites.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 2.2.2

UNLOCK THE CAPACITY OF URBAN-RENEWAL PRECINCTS FOR HIGHER-DENSITY, MIXED-USE DEVELOPMENT

Redevelopment of urban-renewal precincts will be vital to creating more diversity in the housing market (including affordable housing) as well as more jobs and additional community services. They will be a major source of higher-density, mixed-use development. We will pursue opportunities to bring brownfield land to market in an expeditious manner, working with landowners and relevant government agencies. The Metropolitan Planning Authority will be the responsible authority for facilitating the development of urban-renewal precincts.

In the short term

- Update the State Planning Policy Framework to include explicit policy on urban renewal in Melbourne, supported by streamlined clean-up and development approval processes.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Publish criteria for the designation of urban-renewal precincts of metropolitan significance.

METROPOLITAN PLANNING AUTHORITY

- In partnership with state government agencies and local governments, identify possible urban-renewal precincts and sites in metropolitan Melbourne.

METROPOLITAN PLANNING AUTHORITY

- In partnership with the Department of Transport, Planning and Local Infrastructure (Planning) and where appropriate Places Victoria, facilitate delivery of specific and complex sites to market.

METROPOLITAN PLANNING AUTHORITY

URBAN RENEWAL FOR MELBOURNE

The key message from Australian and international experience is that major urban-renewal projects provide one of the few opportunities cities have to simultaneously solve past problems, renew and update critical infrastructure and add new value to the liveability and economic vitality of cities.

Urban-renewal opportunities can take many forms. They may be large-scale, underutilised former industrial sites, areas around existing and planned transport infrastructure or underutilised land and business parks on the existing and planned road network. Development of these areas takes the pressure off existing neighbourhoods and allows people and jobs to be located close to public transport, so that we get the most out of our existing assets and support the development of vibrant, liveable, mixed-use centres.

Successful urban renewal requires inclusive planning approaches that engage the community, relevant government agencies, councils and the private sector to identify opportunities and constraints early in the planning process. Urban renewal also provides unique opportunities to demonstrate whole-of-water-cycle management.

WHAT TO DO NEXT

The Metropolitan Planning Authority will be responsible for facilitating the development of urban-renewal precincts designated to be of metropolitan significance.

The Metropolitan Planning Authority will engage the community, relevant government agencies, councils and the private sector to:

- prepare management plans for urban renewal precincts to determine the appropriate role the government will play to achieve Plan Melbourne objectives
- work with councils and the private sector to identify possible future urban renewal precincts and sites of strategic significance
- prepare structure plans and facilitate development approvals.

Local governments have a leadership role and responsibility for delivery of urban-renewal sites across Melbourne.

Locally significant, these small-scale sites are well-positioned for targeted planning and investment, building on local strengths and opportunities. The Metropolitan Planning Authority can help to identify them and can offer support, if required, to ensure that local governments have the necessary skills and resources to deliver local urban-renewal sites.

- Assist local governments in rezoning and facilitation of identified local urban-renewal sites.

METROPOLITAN PLANNING AUTHORITY

In the medium term

- In partnership with state government agencies, local governments and the private sector, identify a pipeline of urban-renewal projects.

METROPOLITAN PLANNING AUTHORITY

This work will closely align with the outcomes of the audit of government-owned land.

INITIATIVE 2.2.3

DELIVER HOUSING CLOSE TO JOBS AND TRANSPORT

Providing housing close to jobs promotes affordable living. There are already areas in metropolitan Melbourne with medium-to-high job numbers that have the potential to provide more housing. In order to plan for this growth, national employment clusters, metropolitan activity centres and activity centres will require structure plans to enable housing and job growth.

All structure plans and housing strategies (already approved and yet-to-be-done) will need to demonstrate how they will deliver a greater diversity of housing, attract more jobs and help deliver the 20-minute neighbourhood²². Other areas for consideration may include areas within established suburbs where the housing stock is reaching the end of its life and is ready for redevelopment as medium-density housing, and areas around railway stations, public transport interchanges and some public transport corridors.

In the short term

- Work towards providing the majority of new housing in established suburbs within walking distance of train, tram and Smartbus routes.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Publish mapping indicating the redevelopment potential and age of Melbourne's existing housing. Identify the zoning and planning implications of this mapping with local governments and the Metropolitan Planning Authority.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate a mechanism whereby land owners near significant job density and public transport are able to join together to seek to rezone land for medium- and higher-density housing development.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with local governments to apply the most appropriate zones to defined residential change areas.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with local governments, investigate mechanisms to facilitate greater diversity of housing within defined residential change areas including family-friendly housing, affordable and social housing, and housing for key workers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate mechanisms to encourage lot consolidation in existing suburbs.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 2.2.4**INCREASE HOUSING CHOICE WITHIN WALKABLE DISTANCE OF RAILWAY STATIONS IN THE GROWTH AREAS**

The government anticipates that it is possible to deliver up to 30,000 dwellings within walking distance of railway stations (existing and proposed) in growth areas.

In the short term

- Ensure that the Small Lot Housing Code and the Residential Growth Zone are used in growth areas around the existing and proposed rail network and along rapid bus transit routes.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 2.2.5**FACILITATE THE REMEDIATION OF CONTAMINATED LAND, PARTICULARLY ON SITES IN DEVELOPED AREAS OF MELBOURNE WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT**

There are many sites across Melbourne that have a legacy of environmental contamination as a result of Melbourne's industrial and manufacturing heritage. Redevelopment for residential and other sensitive uses requires a high order of risk management, and can involve high costs. For some sites, the cost of remediation relative to the development potential may limit reuse.

There is a need to ensure that the policy framework for managing contaminated environments is effective in supporting safe redevelopment, and also in pursuing innovative approaches to maximise redevelopment opportunities for residential uses.

In the short term

- Work with the Metropolitan Planning Authority to update the contaminated environment regulatory and policy framework to clarify statutory roles and responsibilities, strengthen governance and accountability, and provide for proportionate and risk-based responses to land-use demand.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Work with the Environment Protection Authority and the Department of Transport, Planning and Local Infrastructure (Planning) to improve the integration of land-use planning and environmental processes for assessment and remediation of contaminated sites.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Work with the Environment Protection Authority and the Department of Environment and Primary Industries to reduce the uncertainty of investigation and clean-up requirements for potentially contaminated land, and bring the land to market sooner.

METROPOLITAN PLANNING AUTHORITY

ASHWOOD CHADSTONE GATEWAY PROJECT

PROVIDING SOCIAL HOUSING



The Ashwood Chadstone Gateway Project is an exciting housing development providing much-needed, high-quality, affordable housing that contributes to the renewal of the Ashwood–Chadstone area.

The project has redeveloped six vacant sites to deliver affordable housing for singles, couples, families and older people on low-to-moderate incomes. It is a major investment in affordable housing with the Victorian Government and the Port Phillip Housing Association each contributing about \$70 million. The government selected the project after a competitive tender process by the Department of Human Services.

Port Phillip Housing Association is an independent, community-based housing agency that owns, develops and manages affordable rental housing for people on low-to-moderate incomes. The association currently owns and manages over 1000 dwellings across Melbourne and has won many awards for excellence in the management, planning and design of community housing.

The Ashwood Chadstone Gateway Project is the largest development to date by a registered affordable housing association. There will be 210 social housing apartments and townhouses (plus a further 72 for sale) in the project. The association will deliver a further 180 or more social housing dwellings, without government contribution, in Melbourne as part of an agreed leveraging arrangement. This consolidates the association's reputation as a reliable and competitive inner-urban developer.

Selling some housing provides the association with funds to build more high-quality community housing (both at Ashwood Chadstone and in other areas of Melbourne), and to rent other housing to people at prices they can afford. It sold the housing at market prices to anyone who wanted to buy it.

The City of Monash and the Victorian Government endorsed the height and density of the development in terms of its neighbourhood character. The scale and mix of housing ensured the project was socially sustainable and commercially viable. The development demonstrates how to increase density in well-serviced locations to enhance amenity, while minimising impacts on the surrounding neighbourhood.

Significant public consultation was part of the project.

THE ASHWOOD CHADSTONE GATEWAY PROJECT SHOWS HOW TO INTEGRATE PRIVATE DEVELOPMENT AND SOCIAL HOUSING, WITH HIGH-QUALITY RESULTS

DIRECTION 2.3

FACILITATE THE SUPPLY OF SOCIAL HOUSING

The government's social housing framework, *New Directions for Social Housing: A Framework for a Strong and Sustainable Future*, has been developed to build better communities, deliver better opportunities to existing and prospective tenants and develop better assets.

The stock of public housing the Victorian Government owns and manages consists of a wide range of holdings in diverse locations across the city. Some of these holdings are large estates. These large housing estates are of metropolitan significance, not only because they fulfil an important housing role, but because they are often located in highly accessible and well-serviced inner-urban locations that achieve many of the objectives of our plan for housing.

Other public housing is located in the middle-ring suburbs. In a range of locations, the concentration of these properties could provide the opportunity for a precinct-wide approach to redevelopment. This could increase residential densities with a mix of private and social housing and support the regeneration of urban infrastructure and the greening of the suburbs. In this way, public housing regeneration could also act as a demonstration model and catalyst for privately funded precinct renewal. In the future, the community housing sector will be invited by the Metropolitan Planning Authority to be involved in the redevelopment of urban-renewal precincts. The provision of social housing includes work done by Victoria's community housing sector.

INITIATIVE 2.3.1

FACILITATE GROWTH IN THE SOCIAL HOUSING SECTOR

There are opportunities to improve social housing availability through a mix of regulatory and incentive-based planning provisions linked to current and future metropolitan housing needs. This could include reductions in development contributions for the balance of private stock delivered as part of a project that provides a minimum threshold of social housing stock.

Incentives and other mechanisms should also be considered. For example, where rezoning is necessary to achieve urban renewal, we will explore the capacity to capture a proportion of the increased land value to directly contribute to the costs of providing social housing.

In the short term

- Amend the Victoria Planning Provisions to make the Minister for Planning the responsible authority for selected social housing planning permit applications that are recommended by the Director of Housing for priority consideration.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Amend the Victoria Planning Provisions to include a definition of social housing consistent with the government's social housing framework, *New Directions for Social Housing: A Framework for a Strong and Sustainable Future*.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Determine the costs, benefits and opportunities of including social housing in identified urban-renewal precincts, before beginning structure planning or rezoning land.

METROPOLITAN PLANNING AUTHORITY

- Assess the benefits of applying flexible development contribution charges to developments that deliver social housing dwellings.

METROPOLITAN PLANNING AUTHORITY

DIRECTION 2.4

FACILITATE THE SUPPLY OF AFFORDABLE HOUSING

The range of housing and price points vary within suburbs and across Melbourne. Affordable housing can be considered as housing the cost of which (whether as mortgage repayments or as rent) is no more than 30 per cent of an average household's income. With an average household's income varying from suburb to suburb, a range of housing types within suburbs will help improve local affordability.

INITIATIVE 2.4.1

DEVELOP A CODIFIED APPROVAL PROCESS FOR DEFINED LOCATIONS

Directing population and housing growth to defined change areas will require that these areas appeal to the greatest range of households on various incomes.

To support this, government will develop and implement a codified approval process in defined change areas that provides local governments with a streamlined approval process, provided that proponents achieve a set of premium development standards related to dwelling design, open space and urban design.

Standards that allow codified approval will be created in consultation with local governments and will represent a win for the community and households in terms of amenity and will assist the housing sector in relation to feasibility and certainty.

In the short term

- Create a codified approval process for development in defined residential change areas.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

INITIATIVE 2.4.2

INCREASE OUR UNDERSTANDING OF AFFORDABLE HOUSING IN THE CONTEXT OF CHANGING HOUSEHOLD TYPES AND NEEDS

What constitutes affordable housing means different things to different people. What is affordable to a resident in a particular suburb may be unaffordable to someone who seeks to move into the suburb. While it is important to continue to moderate the increase in the price points of housing, we also need to ensure that diverse housing products at diverse prices are provided in each suburb.

In the short term

- Increase our understanding of the impacts of demographic change and changes in household structure on the need to provide diverse housing types at diverse price points in each suburb.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

- Amend the Victoria Planning Provisions to include a definition of affordable housing.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

INITIATIVE 2.4.3

ACCELERATE INVESTMENT IN AFFORDABLE HOUSING

Given the growing number of people unable to afford the cost of rental accommodation, especially in the more-accessible central and inner-urban areas of metropolitan Melbourne, it will become increasingly important to engage with institutions and private-sector providers involved with, or interested in being, a low-cost housing provider.

In the short term

- Investigate planning provisions and mechanisms to deliver more affordable housing, especially within significant change areas.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

In the medium term

- Identify government actions that could enable viable private-sector real estate investment trusts that provide long-term housing options to lower-income households.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)





A MORE CONNECTED MELBOURNE

PROVIDE AN INTEGRATED TRANSPORT SYSTEM CONNECTING PEOPLE TO JOBS AND SERVICES, AND GOODS TO MARKET.

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A MORE CONNECTED MELBOURNE

WE WILL

PROVIDE AN INTEGRATED TRANSPORT SYSTEM CONNECTING PEOPLE TO JOBS AND SERVICES, AND GOODS TO MARKET.

ISSUES

SUMMARY

Transport underpins the liveability, efficiency and productivity of cities.

The key transport challenges for Melbourne are to ensure sufficient commuter capacity on public transport and road systems, and to ensure that Victoria maintains its competitive advantage in freight and logistics.

As Melbourne grows, it will need to accommodate an additional 10.7 million daily person trips by 2050 on top of the 14.2 million trips today²³.

To do this, we will need to add critical links to the network, get greater efficiency out of existing infrastructure and increase our reliance on public transport.

Our plan for Melbourne includes city-shaping transport projects such as the East West Link, the Melbourne Rail Link (including the Airport Rail Link), CityLink-Tulla widening and the development of the Port of Hastings. These will transform the efficiency and capacity of the network.

The plan also includes major new programs of investment to improve road efficiency, expand and harmonise public transport services and improve cycling and walking paths.

OUR PLAN

DIRECTIONS

- 3.1** Transform the transport system to support a more productive central city
- 3.2** Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
- 3.3** Improve transport infrastructure, services and affordability in Melbourne's newer suburbs
- 3.4** Improve local travel options to increase social and economic participation
- 3.5** Improve the efficiency of freight networks while protecting urban amenity
- 3.6** Increase the capacity of ports, interstate rail terminals and airports and improve landside transport access to these gateways

SOLUTIONS

Commence construction of the East West Link in 2014.

Support growing areas of the central city by moving towards a metro-style rail system, starting with the Melbourne Rail Link, improving tram efficiency and extending the tram network into key urban-renewal precincts, strengthening the bus services to and around central Melbourne, and supporting walking and cycling in central Melbourne.

Increase capacity and improve reliability on the Cranbourne-Pakenham Rail Corridor.

Investigate options for the North East Link to connect the Metropolitan Ring Road at Greensborough to the Eastern Freeway.

Harmonise public transport services across trains, trams and buses to provide better connectivity and access to job-rich areas in the suburbs.

Facilitate development and drive investment through strategic removal of level crossings, and develop the road system in the suburbs to improve connections across Melbourne.

Improve roads, suburban rail and bus networks in growth areas and outer suburbs; make neighbourhoods pedestrian-friendly; and create a network of high-quality cycling links.

Expand Port of Melbourne container capacity and lease its operations for a medium term period to generate a significant commercial return that will assist in the continued investment in job creating, state shaping infrastructure.

Develop the Port of Hastings, and as part of planning, investigate a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains which will increase the volume of freight carried on rail.

Plan for the Western Interstate Freight Terminal and the proposed Beveridge Interstate Freight Terminal.

Establish intermodal terminals linking ports to major distribution centres.

Ensure sufficient airport capacity with efficient landside access for passengers and freight, with the CityLink-Tulla widening and completion of a rail link to Melbourne Airport. Investigate potential sites for a new airport to serve the long-term needs of south-east Melbourne and Gippsland.

ISSUES

PROVIDING AN INTEGRATED TRANSPORT SYSTEM

Transport underpins the liveability, economic prosperity, efficiency and success of cities. Large cities that are compact and have efficient transport infrastructure and services are among the most efficient urban settlements. These cities do not arise by chance: they require careful planning and management.

The effectiveness of our city's future transport system will depend on how well it accommodates population growth, economic change and changes in land use. This chapter outlines the government's strategy to ensure our transport networks drive productivity for businesses, and social and economic participation for Melburnians.

The *Transport Integration Act 2010* requires an integrated approach to land-use and transport planning, and Plan Melbourne achieves that.

A TRANSPORT SYSTEM FOR A NEW ECONOMY

The changes to Melbourne's industry mix outlined in the Delivering jobs and investment chapter raise a number of transport challenges for the city. The first challenge is to provide sufficient capacity in the transport system to ensure that people can access jobs in employment clusters as they grow, and that businesses in these clusters can access suitable labour markets. This is a particular challenge in the central city, Victoria's most significant and productive job cluster where rapid employment growth is putting pressure on the transport system. Public transport will continue to be the best means of getting increasing numbers of people to work and other activities in the central city.

Transport is also a challenge for national employment clusters like Monash where rail level crossings and congested arterial roads inhibit bus and car access. High-quality road and transport services are important to access employment agglomerations in our middle and outer suburbs.

The second major challenge is to maintain Victoria's competitive advantage in freight and logistics. Victoria is the nation's leading state for freight and logistics, as a result of good freight networks providing access to well-priced industrial land for warehousing and logistics. Freight-reliant industries (such as manufacturing, warehousing, food distribution and wholesale trade) are increasingly concentrating in the west, north and south-east. The transport needs of these industries are for greater orbital and east-west movement on roads that link the key industrial precincts to each other, and to interstate and international gateways. Opportunities to make greater use of trains for freight movements also need to be pursued.

The Port of Melbourne is a further example of Melbourne's competitive advantage in freight, handling 37 per cent of Australia's container trade in 2011–12. The number of containers passing through our ports is projected to grow from 2.58 million in 2011–12 to over 11 million by 2050²⁴, driven by population growth and increasing international trade. In response to this, we are developing the Port of Hastings as a new major port for Melbourne.

Balancing the needs of industry and the freight sector with the need to protect the amenity and liveability of neighbourhoods is also a challenge.

These challenges can be met by major city-shaping infrastructure investments, using existing infrastructure more efficiently, transport service improvements and planning reforms to provide better access and better availability of land for businesses.

POPULATION GROWTH WILL REQUIRE NEW TRANSPORT PRIORITIES

Each weekday, 14.2 million trips are made by residents of Melbourne. The average daily distance is 30 kilometres per person. As Melbourne grows from its current 4.3 million people to about 7.7 million by 2051, the city will need to accommodate an additional 10.7 million person trips per day. This growth means that, proportionally, our reliance on public transport will need to increase.

In inner Melbourne, public transport, cycling and walking are already important. Public transport use has grown strongly in recent years compared to private car use in the inner suburbs of Melbourne, while on freeways and outer arterials car use is still increasing.

In the areas where it works best, we will support continued growth of public and active transport. This will see long-term investment and better services on our public transport networks, which will also improve the integration of train, tram and bus services and better link people to jobs and services.

Public Transport Victoria (PTV) will continue to review and update its long-term plan for the rail network, the *Network Development Plan – Metropolitan Rail*. This plan is based on how the travel needs of Melburnians are likely to change as Melbourne grows, and outlines how demand on the network is expected to evolve. The plan consists of an evaluation of the rail network's future capacity requirements to meet the travel demand generated by a growing Melbourne and PTV's proposed future network. The government has considered these needs and has explored alternate ways to deliver capacity improvements. This has informed the implementation of initiatives in Plan Melbourne. PTV is also preparing a network development plan for trams and buses. When complete, these plans will inform the development of future actions under Plan Melbourne, and be kept up-to-date to reflect land-use priorities.

DELIVERING A PIPELINE OF CITY-SHAPING TRANSPORT PROJECTS

Our plan for Melbourne will require city-shaping transport projects. The most significant road project is the East West Link, which will fix a major gap in our freeway network and provide significant improvements in cross-city traffic movements and freight flows. The Melbourne Rail Link, including the Airport Rail Link, is the most significant rail project. This project, coupled with the Cranbourne-Pakenham Rail Corridor Project and Regional Rail Link, will provide a major uplift in the capacity of our rail system. This will generate benefits to travellers across the whole network, creating the capacity for the new rail lines and extensions proposed in the *Network Development Plan: Metropolitan Rail*.

Development of the Port of Hastings will give our state essential port capacity for decades to come, and will be supported by other major freight and logistics improvements outlined in the government's freight and logistics plan *Victoria – The Freight State*.

Other programs will gradually transform our transport system over time, with reductions in the number of level crossings in Melbourne, a more harmonised public transport network with greater coverage, and improved travel choices for people living in outer Melbourne.

USING MELBOURNE'S TRANSPORT SYSTEM MORE EFFICIENTLY

Melbourne has an extensive metropolitan rail network that provides good radial access to the central city and major centres in the suburbs. We have an extensive road network across much of the metropolitan area that includes freeways, arterial roads and local roads. Arterial roads also carry trams, buses, commuter cycling, freight and pedestrians.

Our tram system is the largest in the world and the envy of other cities, many of which are now building light-rail systems. Trams and light rail complement heavy rail by providing mobility through the central city and along major thoroughfares. Buses have not been as important in Melbourne's public transport system in the past, but this is changing due to initiatives in recent years.

These networks work together as an integrated system with changes and improvements on one part of the system having flow-on effects to other parts.

There will be new challenges to our transport system as the city grows. The freeway network is incomplete, and new arterial roads are needed in outer metropolitan areas as they grow.

The rail system is hampered by constraints, particularly in the City Loop. Average tram speeds have declined and the efficiency of trams will depend on better management of the roads they operate on. Better management of the road network will also maximise the flows of people and goods, as well as vehicles. Bus services need to be simplified, to make them easier to use and better integrated with other public transport.

We will need to use our transport infrastructure and services more efficiently, provide balanced investments across the system, ensure new initiatives represent value for money, and deliver maintenance that preserves the long-term performance of our transport assets.

OUR PLAN

DIRECTION 3.1 TRANSFORM THE TRANSPORT SYSTEM TO SUPPORT A MORE PRODUCTIVE CENTRAL CITY

As outlined in other chapters, Melbourne's central city and immediate environs will continue to grow strongly in population and employment. The City of Melbourne (from 1993 to 2013) has the fifth-fastest population growth of all Australian local governments and has seen the creation of over 120,000 new jobs in the last decade. This growth has not been confined to the CBD, with Docklands and Southbank continuing to develop.

As part of the expansion of the central city, we are also planning extensive commercial and residential developments in the urban renewal precincts to the south-west (at Fishermans Bend Urban Renewal Area, where 40,000 new jobs will be created), to the north-west (at Arden-Macaulay), and to the west (at E-Gate). This growth is important because it will provide medium- and higher-density housing near the most job-rich parts of Melbourne, and also increase job density and productivity.

Public transport will continue to be an important means of getting people to and around central Melbourne, with trams and buses sharing road space with private vehicles. At the same time, the availability of road space is often connected to the use of clearways on arterial roads.

The growth and expansion of the central city brings three key transport challenges. The first is providing metropolitan-wide access to centrally located jobs in our city and allowing businesses to access a deep pool of labour and customers. The second is improving travel across and within the expanded central city and inner Melbourne. Finally, we need to consider options to minimise cross-city and bypass traffic in the central city.

INITIATIVE 3.1.1 BUILD THE EAST WEST LINK AS AN INTEGRATED TRANSPORT AND LAND USE PROJECT

Demand for road travel from east to west across our metropolis is expected to grow by 38 per cent between now and 2031, to 440,000 trips a day. The freight task in Melbourne is also growing quickly and is almost entirely a road task at present. The freight task is forecast to increase from around 15 billion tonne kilometres in 2012 to around 33 billion tonne kilometres in 2046²⁵. We currently have no freeway-standard alternative to the M1 for direct cross-city road connections, which is increasingly experiencing congestion. This is leading to delays and variable travel times that affect travellers, freight and other business trips, with particular implications for freight vehicles due to their heavy reliance on the freeway network.

The East West Link will be an 18-kilometre freeway connecting the Eastern Freeway to the Western Ring Road. This project will transform the way people move around Melbourne, help alleviate our reliance on the M1 corridor for cross-city road connections, and provide greater resilience in the transport network.

It will significantly increase the efficiency of Melbourne's freight network through a new high-capacity connection to export gateways and freight precincts including the expanded Port of Melbourne, the Port of Hastings and industries in Gippsland. The East West Link will provide a number of major benefits to our city. By providing a cross-city route, the link will reduce the number of vehicles on central arterial roads and local streets.

The East West Link – Eastern Section will link the Eastern Freeway at Hoddle Street via a tunnel to CityLink at Parkville. This part of the project will reduce the daily queues where the Eastern Freeway abruptly ends at Hoddle Street. Recent studies have shown that most of this traffic is trying to get across town, not into the CBD. It will also improve access via CityLink to the M1, the Port of Melbourne, Melbourne Airport and the Western Ring Road/Hume Freeway.

The liveability and amenity of the inner-north will be improved, making it easier for people to move around and creating opportunities for streetscape and land-use improvements. It will allow us to provide greater on-road priority for Doncaster (DART) bus services, with better access to the CBD. The tunnel will reduce traffic on Alexandra Parade, allowing greater access for public transport to the CBD from the north, improved cycling routes and better pedestrian access.

The East West Link – Western Section will complete the link to the Western Ring Road. This will significantly improve freight access to the Port of Melbourne and freight precincts, reducing the number of trucks using local streets. It will also provide a major boost to the urban renewal of the Brooklyn-Tottenham industrial precinct through much better road access. Completing the western section will reduce reliance on the West-Gate Bridge and improve traffic flow by spreading cross-city traffic between two freeways.

In the short term

- Commence construction of the full East West Link project.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Enhance CBD-oriented public transport, enabled by the changed traffic patterns, which support greater productivity in inner Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Complete the full East West Link project connecting the Eastern Freeway to the Western Ring Road.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

SMARTROADS – USING MELBOURNE'S TRANSPORT SYSTEM MORE EFFICIENTLY



As the population of Melbourne grows, we will see more pressure on our roads as cars, trucks, buses and trams compete for space. Managing the use of road space is central to an efficient city. SmartRoads has been developed to help road managers make trade-offs between different user groups at different times of day.

SmartRoads includes an agreed hierarchy of road use, which determines priority users on each road.

Network operating plans are developed for each local government area that provide a time-of-day view of the level of encouragement to be given to each mode. Local governments and road-use stakeholders are involved in agreeing each road's priority use, which relates to the adjacent land use as well as the user mix. Traffic signal priority or other treatments are then applied by the road managers to prioritise different modes.

This approach is collaborative and guides decisions using a repeatable way of determining which proposals help to achieve SmartRoads priorities. It assists in the identification of where the greatest problems exist on the road network.

SmartRoads focuses on the most efficient ways to move people and goods, rather than vehicles. It promotes safety outcomes by being particularly responsive to pedestrian activity and separation for cyclists, and it has an inbuilt bias towards sustainable modes, recognising that they have the greatest potential to accommodate future growth in demand, as well as the improved amenity and environmental outcomes they deliver.

INITIATIVE 3.1.2

MOVE TOWARDS A METRO-STYLE RAIL SYSTEM, STARTING WITH THE MELBOURNE RAIL LINK

There has been an unprecedented 70 per cent growth in train patronage in the last decade, largely accommodated through efficiency improvements on existing infrastructure. Strong growth is set to continue with patronage forecast to double to 1.7 million trips each weekday by 2031²⁶. However, many parts of our metropolitan rail network are at (or near) capacity. This is particularly so for the lines to Werribee, Sunbury, Craigieburn and Dandenong that serve established urban areas as well as the growing populations in our urban growth areas.

We need to transform the rail network into a metro-style rail system of independent lines that don't share tracks; use modern, high-capacity signalling systems; use next-generation trains that carry more people; and have simple, frequent timetables that facilitate interchanging with other trains, trams and buses.

Regional Rail Link is separating regional services from metropolitan services in the west. When it is completed, it will create capacity for an extra 23 metropolitan and 10 regional services during each morning and evening peak period. This means capacity for an additional 54,000 passenger trips each day.

The Cranbourne-Pakenham Rail Corridor Project with high-capacity signalling and new next-generation high-capacity trains will deliver a 30 per cent increase in capacity in this corridor, resulting in additional services carrying more than 4,500 passengers in peak hour.

The Melbourne Rail Link will be the centrepiece of a metro-style system that will significantly expand the metropolitan passenger rail network and increase services to Melbourne's growth areas in the north, west and south-east (Map 20). This will bring major productivity gains to the central city from increased job density and access to workers, attracting firms that would otherwise locate outside Victoria.

To do this the project will separate our busiest rail lines to untangle the rail network meaning more trains can run more reliably across the network (Figure 13). This will result in the following lines:

- Sunbury/Melbourne Airport to Cranbourne/Pakenham line.
- Frankston to Belgrave/Lilydale loop line.
- Werribee/Williamstown to Sandringham line
- Craigieburn/Upfield loop line.
- South Morang/Hurstbridge loop line.

The Melbourne Rail Link will support an expanded central city through provision of new stations at Domain, and Montague (in the Fishermans Bend Urban Renewal Area). These new stations will create new opportunities for high-value businesses and residential development.

The Melbourne Rail Link includes the Airport Rail Link, a frequent and reliable rail service running between Melbourne Airport, the CBD and Melbourne's south-east, and providing the benefit of directly linking Melbourne Airport to Sunshine and Southern Cross station. The Airport Rail Link will provide convenient and alternate landside access to one of our most important transport gateways and an important connection for business travellers and tourists looking for a frequent, reliable connection to the central city.

With the Cranbourne-Pakenham Rail Corridor Project, the Melbourne Rail Link will increase capacity across the network by 30 per cent.

By increasing capacity, the Melbourne Rail Link will allow for a future rail extension to Rowville and the addition of the South East Rail Link, which will provide the additional rail freight capacity to service a future Port of Hastings and unlock capacity for enhanced regional passenger services for Gippsland.

Fifteen new X'Trapolis trains have been ordered, of which the first seven have entered service, providing immediate capacity increases. Procurement of the next-generation high-capacity trains is under way, with 25 next generation trains being delivered as part of the Cranbourne-Pakenham Rail Corridor Project.

These changes to create a metro system will provide a major uplift in Melbourne's rail capacity, with benefits for travellers right across the train network, and major benefits to the economy.

In the short term

- Commence construction of the Cranbourne-Pakenham Rail Corridor Project.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence construction of the Melbourne Rail Link, including the Airport Rail Link, through delivery of a tunnel connection from Southern Cross to South Yarra. This will include a public transport upgrade package to support the Parkville Employment Cluster.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue delivery of existing trains on order and commence the roll out of high-capacity trains that will be able to carry more than 1100 passengers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Progressively commence operations on Melbourne Rail Link.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Complete planning for a metro system, including planning of rail links to Rowville and Doncaster and assess the feasibility of a second rail tunnel from Clifton Hill via Parkville to the Fishermans Bend Urban Renewal Area.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the long term

- Construct rail links to Rowville and Doncaster.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue to deliver more trains on the rail network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Complete the roll-out of high-capacity signalling across the rail network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FIGURE 12 – IMPROVED ROAD USE

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

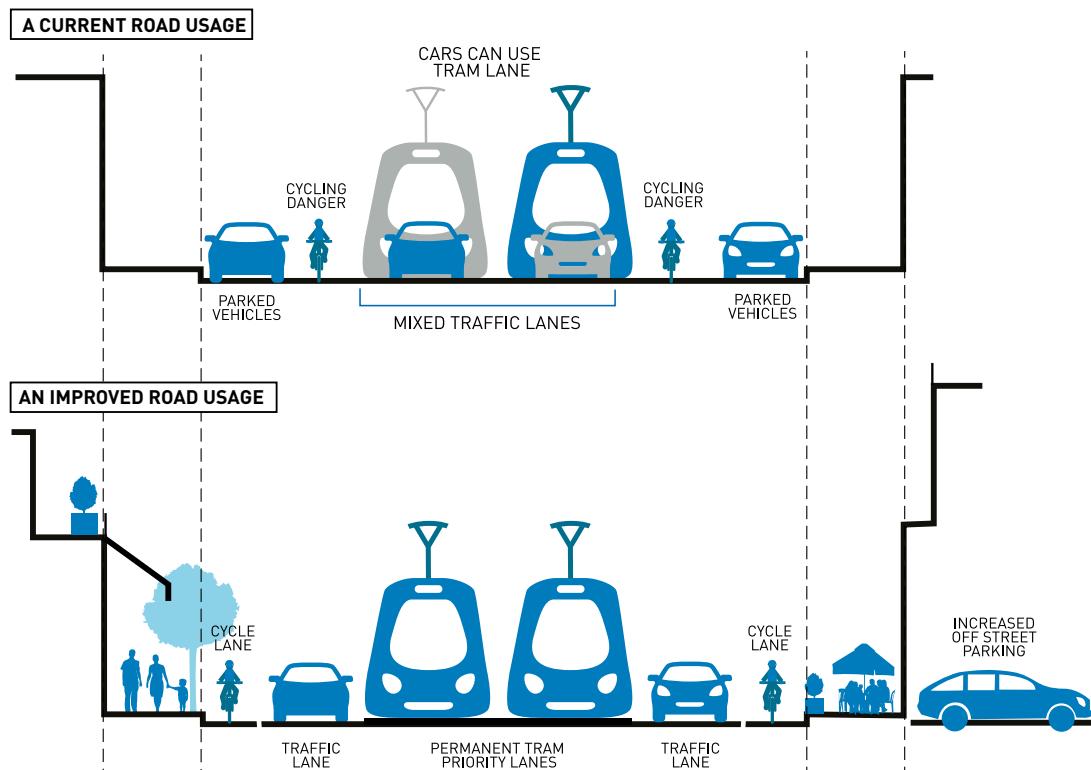
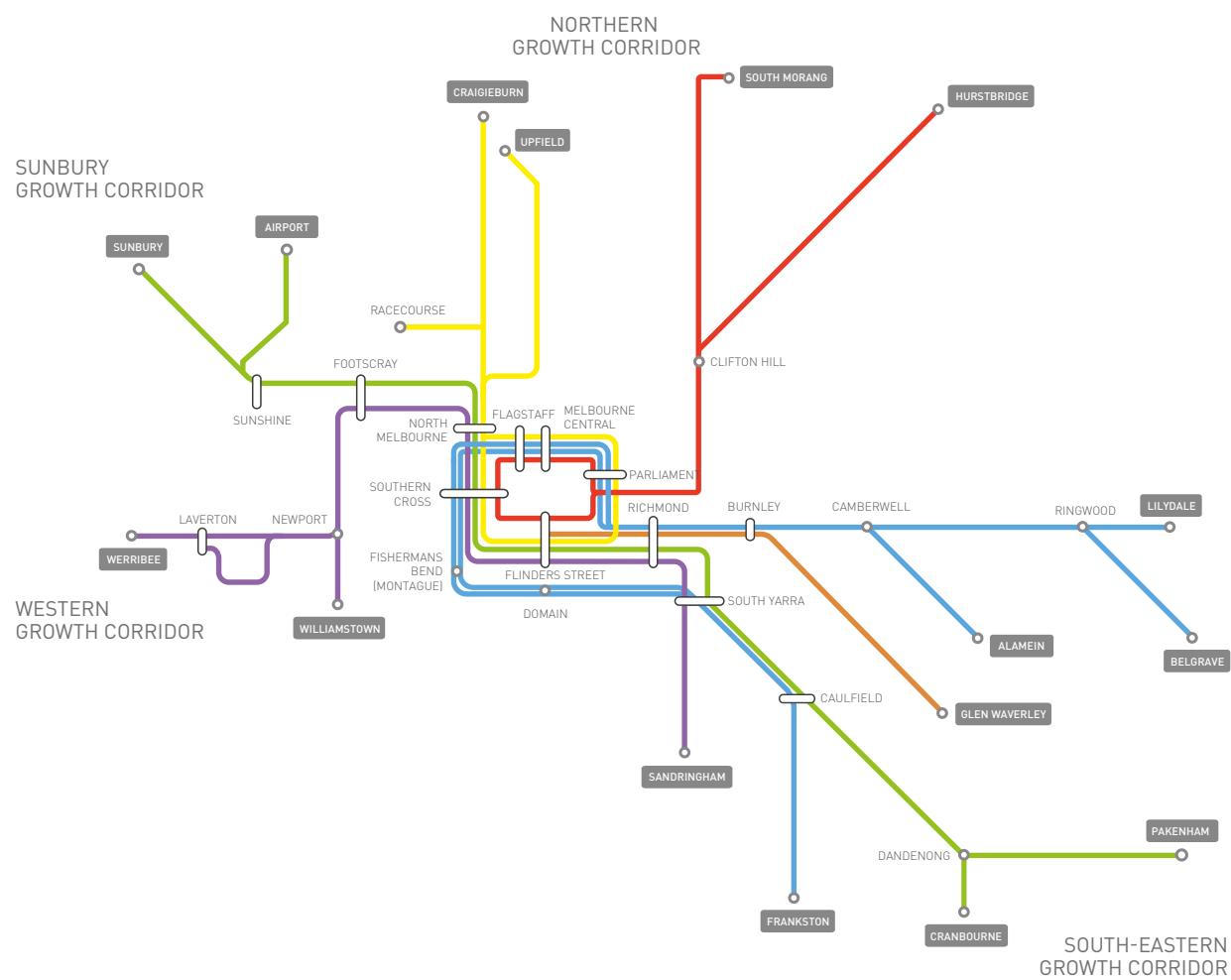
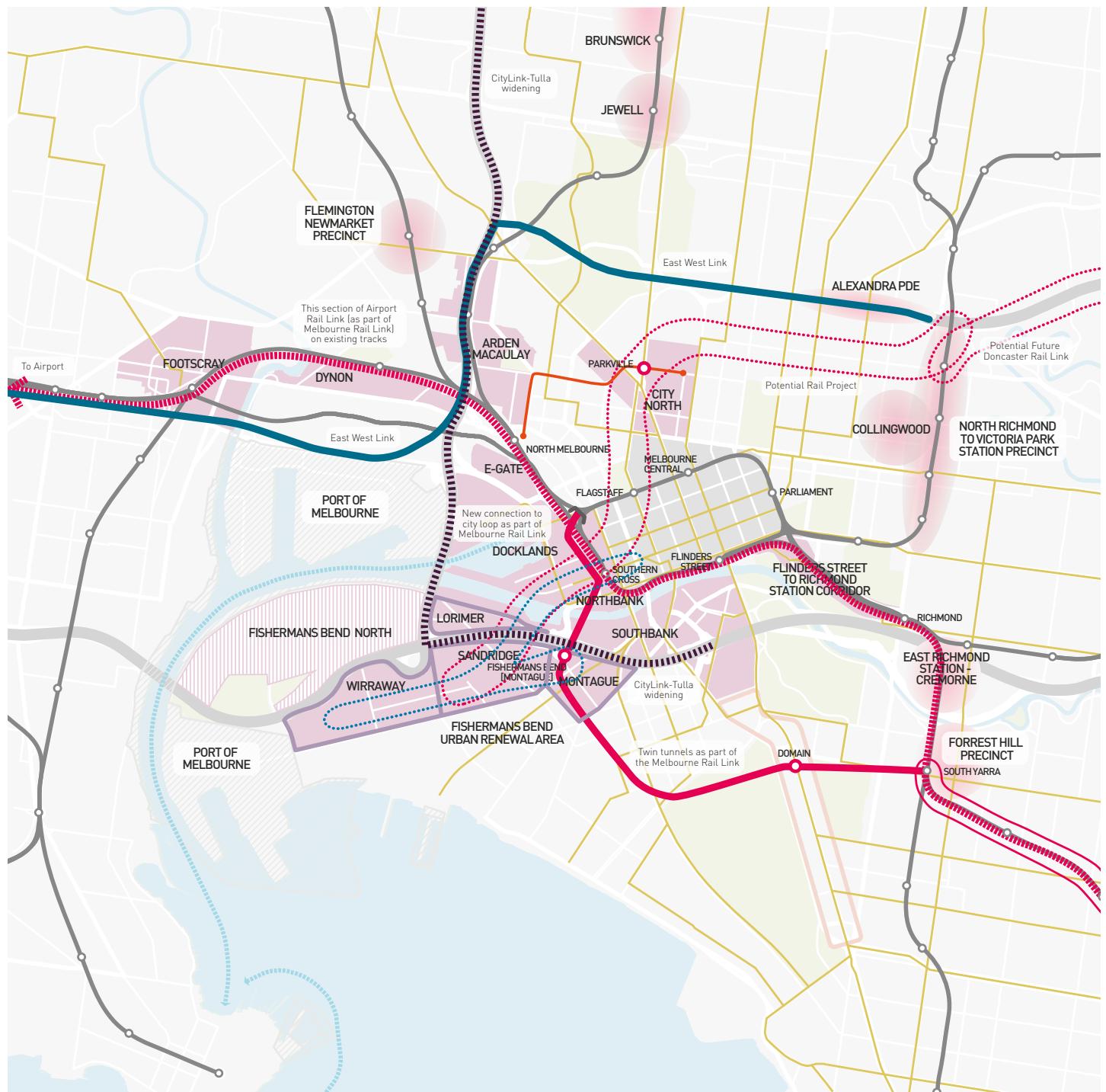


FIGURE 13 – METROPOLITAN RAIL NETWORK AT COMPLETION OF MELBOURNE RAIL LINK

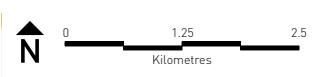
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014





MAP 20 – EXPANDED CENTRAL CITY – TRANSPORT 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- Rail network
- Existing rail station
- Melbourne Rail Link (final alignment not yet determined)
- Airport Rail Link (as part of Melbourne Rail Link)
- Cranbourne-Pakenham Rail Corridor Project
- Potential Rail Projects (alignment not yet determined)
- Potential future station (final location not yet determined)
- Tram network
- Potential future light rail
- Potential ferry route
- Freeway network
- Road network

- East West Link
- CityLink-Tulla widening
- St Kilda Road precinct
- Melbourne Central Business District
- Expanded central city urban renewal area
- Industry and employment area
- Other urban renewal area
- Port of Melbourne
- Open space
- Waterway
- Key bus route

INITIATIVE 3.1.3

IMPROVE TRAM TRAVEL TIMES, CAPACITY AND RELIABILITY AND EXTEND THE TRAM NETWORK INTO KEY URBAN-RENEWAL PRECINCTS

Melbourne has the largest tram network in the world with about 80 per cent of the network sharing road space with general traffic. Areas that have experienced significant development in recent years (such as Sydney Road and Chapel Street) have tram speeds as low as 6 km/h at busy times of the day.

Over 10,000 business-to-business trips are taken daily by tram, showing the vital role trams play in the economy of central Melbourne. As our city grows and changes, the tram network will be enhanced through improved travel times, realigned routes and extensions into key urban-renewal precincts.

The *Network Development Plan—On-Road Public Transport* currently being developed by PTV and VicRoads will be used to inform this process.

Improving connections to urban-renewal precincts – particularly those of the expanded central city – will increase the choice of investors and employees and improve business-to-business and business-to-consumer transactions. Parkville Employment Cluster has a high level of public transport access including 12 of Melbourne's 29 tram routes mainly via Swanston and Elizabeth Streets. Route 401 bus is a popular connection to Parkville from North Melbourne Station.

Works will include re-aligning and enhancing Melbourne's tram network to increase capacity and improve connections between Parkville, the CBD and the south-eastern suburbs.

Improvements to local cross-town bus services will also boost access to the precinct. The frequency and capacity of the Route 401 bus will be improved meaning more people will be able to access Parkville via North Melbourne Station.

Ultimately, improved tram travel times and reliability can only be achieved and sustained through trams operating in their own right-of-way. Over time, Melbourne's tram system will be gradually transformed into a light-rail system with right-of-way; low-floor, high-capacity vehicles; more real-time information; and level-access stops.

This transformation is already under way with 50 new low-floor, high-capacity E Class trams being progressively delivered. These trams will be able to carry an additional 10,500 people on the tram network at any time, and will feature improved comfort and safety. Upgrades to routes 112 and 96 will ensure that the full benefit of the new trams can be realised. The Route 96 Project is currently undergoing community consultation and is exploring options for improving existing infrastructure and services, including investigating new level-access tram stops, segregating trams and general traffic, tram priority at traffic signals and connections with trains and buses.

The CBD and Docklands tram network plays a critical role for business, tourism, retail and the entertainment sectors. Building on the success of the free City Circle Tram and free tram travel during special events such as the Australian Open, the introduction of free tram travel in the CBD and Docklands will enhance Melbourne's desirability as a destination for business investment and tourism.

In the short term

- Prepare a road-use strategy to ensure trams and buses can operate efficiently alongside other vehicles, particularly as land uses change.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate inner-Melbourne tram reliability improvements including a range of measures that give trams greater priority on the road network (such as greater physical separation from other road users and improved technology to manage traffic flows).

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate the feasibility of providing a tramline to the Fishermans Bend Urban Renewal Area.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate the provision of better tram services to the growing western end of the central city, including Docklands.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Deliver 50 new low-floor, high-capacity trams.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Introduce a free tram travel zone incorporating the CBD and Docklands.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Consider extending tramlines, where needed, to support new development sites and employment clusters around inner Melbourne, and assess strategic options for improved public transport to E-Gate.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence upgrading tram routes to light-rail standard, where appropriate, focusing on those with the highest patronage.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

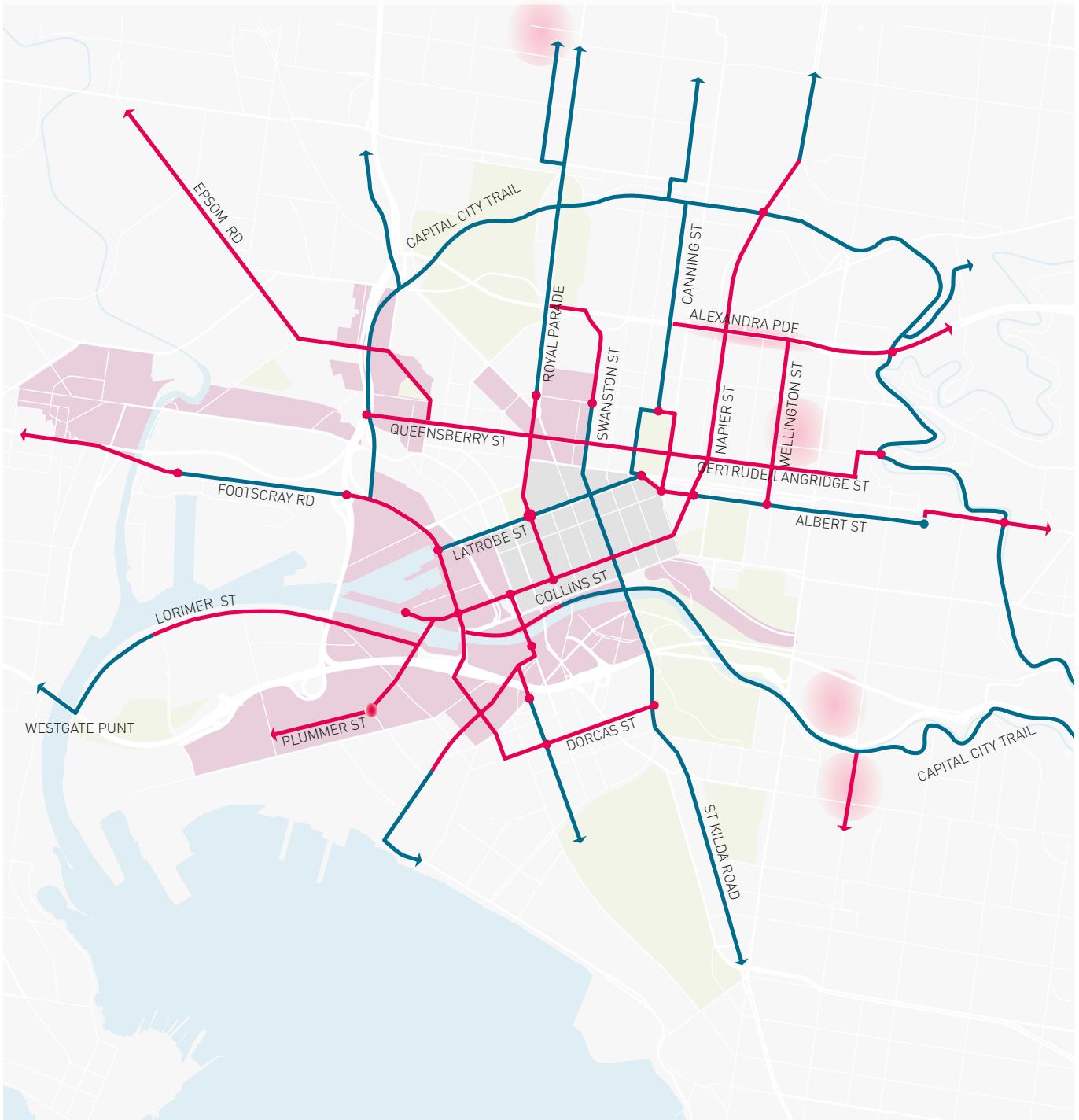
INITIATIVE 3.1.4

SUPPORT GROWING AREAS OF THE CENTRAL CITY BY STRENGTHENING BUS SERVICES TO AND AROUND CENTRAL MELBOURNE

Melbourne's bus patronage grew by 56 per cent in the seven years to mid-2012, as service improvements were rolled out. These improvements will continue with a new performance-based contract that covers nearly a third of the bus network and that requires the operator to improve patronage, reliability and timetabling.

The contract includes new benefits to users of the system (such as real-time arrival information, incentives for punctuality, improved customer information, and a strong focus on meeting customer needs). As other bus-network-operating contracts expire across Melbourne, these too are expected to be moved to the new performance-based system, to provide the same benefits to all bus users.

The bus network in inner Melbourne fills gaps in areas not



MAP 21 – EXPANDED CENTRAL CITY POTENTIAL CYCLING NETWORK

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

- Existing key bicycle links
- Potential bicycle network enhancements
- Melbourne Central Business District
- Expanded central city urban renewal area
- Other urban renewal area
- Open space

covered by tram and train services. These tend to be inner-orbital services or radial services in corridors that do not have rail or tram services (such as to Doncaster). Buses can also provide interim inner-city services until demand grows for new tramline extensions.

Dedicated bus services also provide important connections to urban-renewal and employment precincts from the suburban rail network, as demonstrated by Route 401 from North Melbourne station to Melbourne University.

As the city develops and demand grows, we will examine options to progressively upgrade the inner-city bus network, with a focus on increased frequency and reliability, and improved travel times and connectivity.

In the short term

- Plan services to better meet patronage demand and ensure new timetables better connect with trams and trains, as well as improve real-time passenger information and stops on a number of key inner-city routes.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate new road management technology, such as dynamic overhead lane management systems, to enable buses to travel faster and more reliably and improve services on selected inner-city routes.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence works to enhance Doncaster (DART) bus services in inner Melbourne to take advantage of the opportunities provided by the East West Link.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Improve on-road priority for buses on more streets, informed by the investigations of the trial of new road management technology systems.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Ensure bus services provide for cross-town travel to urban renewal precincts and national employment clusters as they grow and develop.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.1.5

SUPPORT WALKING AND CYCLING IN CENTRAL MELBOURNE

Cycling is growing as a means of getting to and from inner Melbourne, and many cyclists are commuting to work. Cycling to work has increased by 5 per cent each year over the last 10 years and is projected to continue to grow.

The government's cycling strategy, *Cycling into the Future 2013–2023*, is developing routes that provide safer access to key destinations including in the central city.

We have already begun work on the Darebin Creek Trail connection, the Main Yarra Trail improvement and the Jim Stynes Bridge that connects Docklands with the CBD.

Pedestrian access is integral to the functioning of the city and an important complement to the transport system for the many short trips people make in central Melbourne, including trips to public transport stops. Two-thirds of all trips in the City of Melbourne are on foot and over a third of these are business trips. We will work with inner-city local governments to improve the safety, amenity and convenience of key walking routes within the Central Subregion.

Strategic cycling corridors will provide separated priority routes into and around the central city that support high volumes of cyclists of all abilities. With a corridor approach to implementation, the early focus will be on delivering safe, high-quality cycle routes to and across the Hoddle Grid from the west, east and north-east, as well as connecting new communities in Docklands, Northbank and the early stages of Fishermans Bend Urban Renewal Area (Map 21).

As the central city develops further north, south and west, cycling corridors will provide a viable alternative to public transport and private vehicle use by encouraging cycling in the new urban-renewal precincts such as E-Gate, Arden-Macaulay, City North and Fishermans Bend Urban Renewal Area. Gaps in existing cycling corridors will be completed to connect northern, eastern and southern neighbourhoods.

The ultimate network will provide a high-quality connected cycling and walking network for the expanded central city and throughout the Central Subregion, with additional east-west and north-south connections.

In the short term

- Identify key pedestrian routes in and to the Central Subregion and improve pedestrian crossing times and footpaths and general amenity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Implement the new guidelines for 40 km/h pedestrian zones in areas where there is a high risk to the safety of pedestrians and cyclists.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

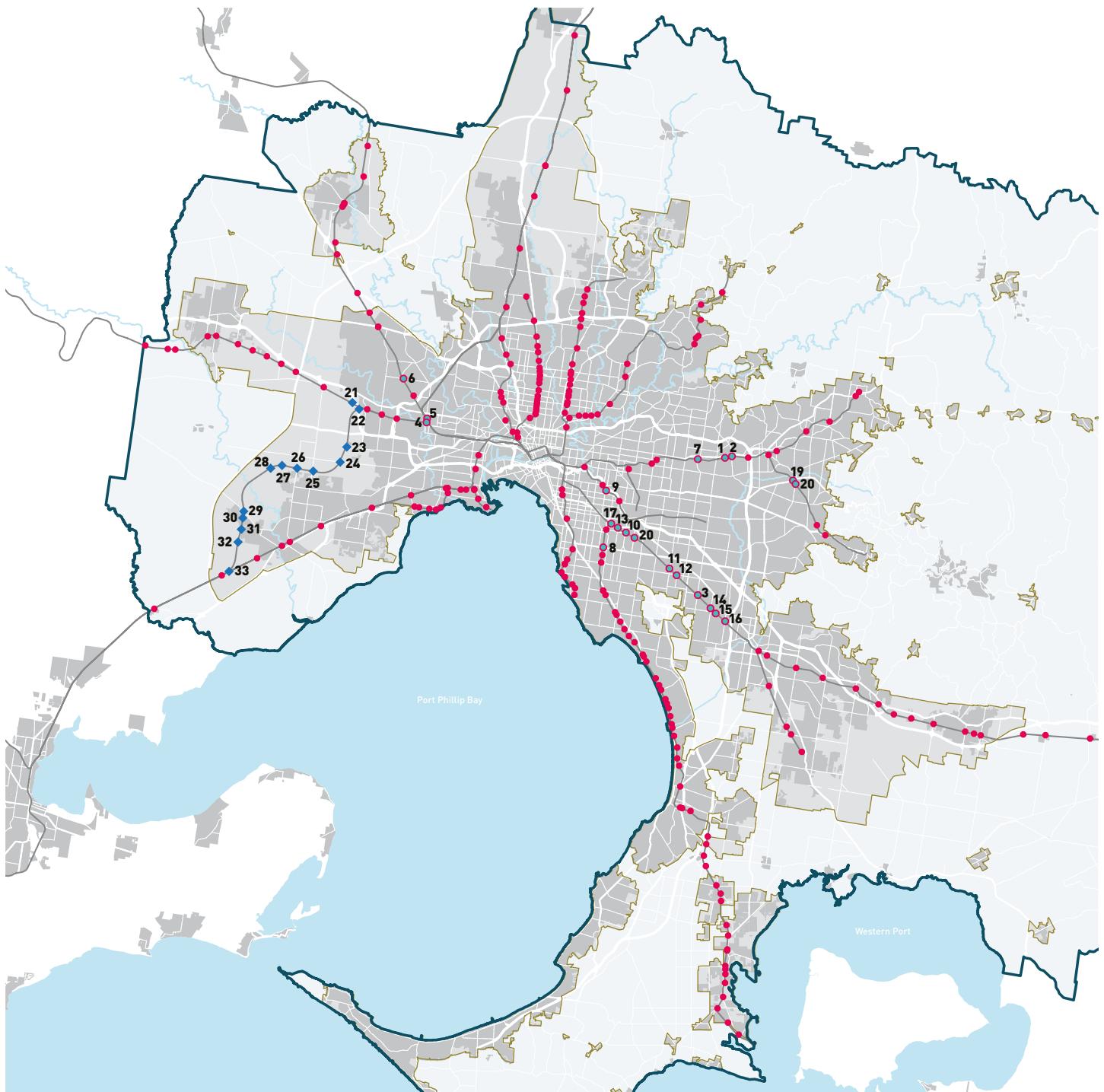
- Work with local governments to identify and start developing strategic cycling corridors that provide cyclists with safe and separated cycling access to and around the central city.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Continue to progressively develop strategic cycling corridors that provide cyclists with safe and separated cycling access to and around the central city.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)



MAP 22 – LEVEL CROSSINGS AND GRADE SEPARATION PROJECTS

SOURCE: VICROADS, 2014



- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Waterway

- Existing level crossing on metropolitan rail network
 - Level crossing removal – completed
- 1 – Rooks Road, Mitcham
2 – Mitcham Road, Mitcham
3 – Springvale Road, Springvale
4 – Anderson Road South, Sunshine

- Level crossing removal – funded
5 – Anderson Road North, Sunshine
6 – Main Road, St Albans
7 – Blackburn Road, Blackburn
8 – North Road, Ormond
9 – Burke Road, Glen Iris
10 – Murrumbeena Road, Murrumbeena*
11 – Clayton Road, Clayton*
12 – Centre Road, Clayton*
13 – Koornang Road, Carnegie*
- Level crossing removal – planned for future removal
14 – Corrigan Road, Noble Park
15 – Heatherton Road, Noble Park
16 – Chandler Road, Noble Park
17 – Grange Road, Carnegie
18 – Poath Road, Murrumbeena
19 – Mountain Highway, Bayswater
20 – Scoresby Road, Bayswater

- ◆ Grade separation as part of the Regional Rail Link
21 – Christies Road
22 – Deer Park Bypass
23 – Boundary Road
24 – Dohertys Road
25 – Derrimut Road
26 – Tarneit Road
27 – Davis Road
28 – Leakes Road
29 – Ballan Road
30 – Manor Lakes Road
31 – Greens Road
32 – Black Forest Road
33 – Bulban Road

Note: not in order of priority
* Part of the Cranbourne-Pakenham Rail Corridor Project

DIRECTION 3.2

IMPROVE ACCESS TO JOB-RICH AREAS ACROSS MELBOURNE AND STRENGTHEN TRANSPORT NETWORKS IN EXISTING SUBURBS

Around 50 per cent of Melburnians live in our middle suburbs and 43 per cent work there. The transport task in these middle suburbs is complex, due to the dispersed nature of suburban jobs.

Transport improvements will be vital in supporting suburban employment growth in job-rich locations, as well as in areas with employment-growth potential. Some of these job-rich areas are part of national employment clusters that accommodate higher education institutions (such as Melbourne, Monash and La Trobe universities). Transport improvements to these clusters will also improve access for students. Public Transport Victoria's *Network Development Plan – Metropolitan Rail* outlines a proposal for extending the rail network to Rowville and Doncaster, which will improve access to and from jobs in these areas. The Cranbourne-Pakenham Rail Corridor Project will also improve rail capacity and reliability of services to the Monash and Dandenong South Employment Clusters.

Additional sites for urban renewal and development in the established urban areas will be integrated into the existing transport network, with improved road networks and effective public transport connections. Appropriate development along transport corridors will be supported by transport service improvements.

INITIATIVE 3.2.1

INVESTIGATE OPTIONS FOR THE NORTH EAST LINK

The proposed North East Link will connect the Metropolitan Ring Road at Greensborough to the Eastern Freeway. It will improve access to employment across Melbourne by linking people to job-rich areas (including national employment clusters in the north and south-east) and providing a better connection between the northern growth corridor and the south-eastern suburbs.

The North East Link will also enhance Victoria's freight competitiveness, providing a more efficient road transport link for major industrial areas and intermodal terminals across the city. It will also improve local amenity. It will provide additional orbital capacity in the freight network connecting the growing western, northern and south-eastern freight, logistics and industrial precincts, and improve high-capacity connections to major export gateways, including the expanded Port of Hastings and industrial areas and industries in Gippsland.

As part of any future planning for the North East Link, an above-ground freeway through the Banyule Flats and other environmentally-sensitive areas will be precluded and there will be careful consideration of other transport, environmental, heritage and social issues.

Opportunities to improve land use, amenity and the broader transport network will be explored as part of planning the link. This is a medium- to long-term project for our city.

In the short term

- Consider options for a North East Link connecting the Metropolitan Ring Road to the Eastern Freeway/EastLink.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- As part of North East Link planning, investigate options for improved access to the La Trobe Employment Cluster and adjacent business parks.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the long term

- Deliver the North East Link connecting the Metropolitan Ring Road to the Eastern Freeway/EastLink.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.2.2

HARMONISE AND IMPROVE PUBLIC TRANSPORT SERVICES ACROSS TRAINS, TRAMS AND BUSES TO PROVIDE ACCESS TO JOB-RICH AREAS IN THE SUBURBS

The efficiency, simplicity and quality of connections between public transport modes can make a major difference to people's willingness to use public transport. Public Transport Victoria now conducts timetable updates for trains, trams and buses. Since its establishment in April 2012, Public Transport Victoria has implemented three major timetable changes and more than 200 bus routes across Melbourne have had their timetables updated to boost connections with trains and simplify routes.

Building on this, timetables of train, tram and bus services will be further harmonised over time to make transfers between them easier and faster. To achieve this, services need to be reliable and easy to use, timetables need to be rearranged and major interchanges need to be improved. These changes will provide better network connections and enable public transport to be a genuine choice for a wider range of trips.

Major multi-modal interchanges will be upgraded to improve traveller amenity and a new station will be constructed at Southland, a key employment and activity centre. Better information, including improved way-finding and real-time service information, is being rolled out at major stations.

Plan Melbourne includes initiatives that are likely to create demand along targeted corridors that will in future need improved transport services. In the medium-to-longer term, this will mean delivering enhanced passenger rail through projects such as the Rowville extension. Land-use changes and transport demand will be carefully planned for and monitored along these corridors, so that high-quality, reliable public transport services can be maintained and improved.

In the short term

- Simplify and progressively harmonise frequencies to improve connections across public transport services.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Upgrade interchanges at Ringwood station, Springvale station, Frankston station and Sunshine station.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Construct a new station on the Frankston line at Southland Shopping Centre.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Upgrade interchanges that are part of level crossing removals where appropriate.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Continue to improve public transport interchanges and their pedestrian access.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.2.3

FACILITATE DEVELOPMENT AND DRIVE INVESTMENT THROUGH STRATEGIC REMOVAL OF LEVEL CROSSINGS

Melbourne has over 180 level crossings on the electrified metropolitan rail network (Map 22). At crossings with large numbers of trains and high volumes of road traffic, there can be major delays and safety concerns. Melbourne is the only Australian city that is facing a level-crossing problem on this scale.

A number of the most congested level crossings are at high-value locations that are potentially attractive to developers. These could provide significant local and user benefits, should the level crossings be removed.

Four level crossings at Sunshine, Mitcham and Springvale have been removed, and a further level crossing removal in Sunshine is close to completion. There are an additional thirteen grade separations (where a road is taken under or over a rail line) being delivered as part of the Regional Rail Link project.

Other funded level crossing removals include:

- Blackburn Road, Blackburn
- Burke Road, Glen Iris
- Main Road, St Albans
- North Road, Ormond

And as part of the Cranbourne-Pakenham Rail Corridor Project:

- Murrumbeena Road, Murrumbeena
- Koornang Road, Carnegie
- Clayton Road, Clayton
- Centre Road, Clayton

Level crossings that are planned for future removal include:

- Corrigan Road, Noble Park
- Heatherton Road, Noble Park
- Chandler Road, Noble Park
- Grange Road, Carnegie
- Poath Road, Murrumbeena
- Mountain Highway, Bayswater
- Scoresby Road, Bayswater.

This ongoing program of removals will be developed to maximise investment opportunities and contribute to urban development and employment growth in the suburbs. We will approach the market to sound out interest in value-capture opportunities related to a priority list of level-crossing removals. Various projects may be bundled together to make them more attractive investment options.

In the short term

- Investigate ways to accelerate the removal of level crossings through innovative funding arrangements that include contributions from private-sector partners interested in development rights and other beneficiaries of removing level crossings.

DEPARTMENT OF TREASURY AND FINANCE

- Commence removal of level crossings at Blackburn Road, Blackburn; North Road, Ormond; Burke Road, Glen Iris; Main Road, St Albans; and as part of the Cranbourne-Pakenham Rail Corridor Project, Murrumbeena Road, Murrumbeena; Koornang Road, Carnegie; Clayton Road, Clayton; and Centre Road, Clayton.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence planning and early works to remove level crossings at other priority locations including: Corrigan Road, Noble Park; Heatherton Road, Noble Park; Chandler Road, Noble Park; Grange Road, Carnegie; Poath Road, Murrumbeena; Mountain Highway, Bayswater; and Scoresby Road, Bayswater.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Develop a longer-term pipeline of level-crossing-removal projects for delivery in the medium-to-long term.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)**INITIATIVE 3.2.4****DEVELOP THE ROAD SYSTEM IN THE SUBURBS TO IMPROVE CONNECTIONS ACROSS MELBOURNE**

The arterial road network provides the foundation for transport across our suburbs. The network connects people to places and activities and supports businesses to efficiently move goods and deliver services. The ongoing development and maintenance of this network will support existing and emerging national employment clusters, metropolitan activity centres, activity centres and other areas with high or growing job densities.

The existing road network creates a number of challenges, such as limited Yarra River crossings and constraints on arterials in the middle suburbs. A program of network development projects will be developed to support the growth of existing and emerging job-rich areas across the metropolitan area. Targeted development of the network will help address existing issues and accommodate the demand associated with projected growth in Melbourne.

Recently completed initiatives as part of the M80 Ring Road upgrade and current projects, including the duplication of the Narre Warren-Cranbourne Road and construction of the Dingley Bypass are very important for connecting people to job-rich areas and for facilitating business and freight movements.

In the short term

- Continue the program of road-network developments and improvements, including bridges, interchange upgrades and road extensions, focusing on greater access to jobs and services in Melbourne's suburbs.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DIRECTION 3.3 IMPROVE TRANSPORT INFRASTRUCTURE, SERVICES AND AFFORDABILITY IN MELBOURNE'S NEWER SUBURBS

Provision of transport services and arterial roads has not kept up with population growth in outer Melbourne, contributing to lower levels of accessibility in these locations to services and jobs. This is reflected in higher rates of car ownership and a high proportion of household income devoted to transport, partly due to a lack of transport options.

Plan Melbourne will improve public transport service levels in established outer-urban areas and urban-growth areas, particularly bus service availability, to provide people with an alternative to using private cars. Arterial road capacity will also be improved, which will improve travel times, reliability and safety.

INITIATIVE 3.3.1 IMPROVE ROADS IN GROWTH AREAS AND OUTER SUBURBS

Arterial roads in our city's growth areas and existing outer-urban areas connect people to jobs, local services, activity centres and recreational facilities.

We will deliver a number of arterial and freeway network improvements and upgrades in growth areas and outer suburbs. This will involve priority upgrades in the medium term, to be followed by subsequent upgrades, which will respond to urban development in growth areas and transport demand.

In the short term

- Complete upgrades to arterial roads in established outer suburbs and growth areas including duplication, widening and intersection and interchange upgrades. These include works at Cooper Street, Hallam Road, Stud Road, High Street Road, Cardinia Road, Dingley Bypass, Narre Warren-Cranbourne Road and the Sneydes Road interchange.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

- Establish and commence implementation of an arterial road program to serve existing and future growth areas of Melbourne.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

- Investigate the reservation of land for future arterial roads and upgrades in the growth areas and outer suburbs.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

INITIATIVE 3.3.2

IMPROVE OUTER-SUBURBAN RAIL AND BUS NETWORKS

Many areas in the outer suburbs are currently not well-served by public transport. We will work to overcome the backlog in delivering bus services to outer suburbs and extend and enhance the rail network where there is sufficient demand.

Recent enhancements made to the bus network have added more than 3,000 weekly bus service trips since 2011, including expanding services in outer suburbs such as the Point Cook and Werribee areas. These enhancements will continue across Melbourne.

The introduction of new services will be prioritised on bus routes identified in growth-area corridor plans. Improved or new services will require a critical mass of housing and resident population, and appropriate road infrastructure, before they can be delivered.

About 40 per cent of Melbourne's rail passengers access railway stations by car with a higher share in outer and growth areas, meaning car-parking facilities are important at these stations. Selected stations with good road access will be supported by expanded Park+Ride facilities, where it is cost-effective.

In the short term

- Plan for expanded bus services in growth areas.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

- Improve access to existing stations and plan for possible new stations and rail extensions in growth areas.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

- Complete construction of Caroline Springs station.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

- Progressively plan for expanded Park+Ride facilities and bike cages at outer-suburban railway stations.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

In the medium term

- Continue the reservation of land for future rail extensions and stations in the urban growth areas and outer suburbs.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(TRANSPORT\)](#)

MELBURNIANS SAID...



TRAOLACH O'SULLIVAN, TOORAK

“ It would be great to have better radial connections around the city as it is difficult to get from east to west or west to east by public transport without having to go into the CBD. More affordable housing options in inner-suburban areas would also be good. ”



SAMANTHA GILLIGAN, SOUTH MELBOURNE

“ I love the lifestyle you can lead. The eclectic mix of people, history and cultures. The food, fashion and the fanatics that embrace the amazing major sporting, music and cultural events hosted in Melbourne. I also love the pop-up venues, which are all the rage. ”



CLIFF WILLIAMS, SURREY HILLS

“ One of the most attractive visual features of Melbourne is its wide tree-lined boulevards within the city and the inner suburbs. ”



TEAGAN LOWE, SUNBURY

“ There is a lot to love about Melbourne, however one of the things I thought it has always missed is a direct train line from Melbourne Airport right through to the city. ”



GANGA NAIPAL, CAROLINE SPRINGS

“ The area is well organised. You find that all the amenities and resources, like medical and education, are very well provided for, (plus) shopping. It's just like a mini-city. That's what we like about the place. ”

INITIATIVE 3.3.3

REDUCE THE COST OF PUBLIC TRANSPORT FOR MELBOURNE'S MIDDLE AND OUTER SUBURBS

Many residents of Melbourne need to travel on a daily basis between the existing Zones 1 and 2, for employment, education and to access Melbourne's activity centres. The current fare structure imposes a higher cost of living on those people travelling between Zones 1 and 2 – either directly through the fare or by encouraging people to drive their cars to Zone 1 stations – which causes congestion and reduces amenity at those stations.

By reducing the comparative cost of public transport as compared to driving, we will encourage more people to use the public transport that is closest to them.

This reform increases affordable travel choices for commuters, encourages mode shift from cars to public transport, will reduce congestion around the zone boundary stations and will spread passenger loads more evenly across the network. Encouraging mode shift to public transport and reducing car journeys made to the rail network will also support environmentally sustainable outcomes for the city.

In the short term

- Change the public transport fare structure so that travel between Zones 1 and 2 will be reduced to the same cost as travel in Zone 1, while keeping the Zone 2 only travel at the existing lower cost.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.3.4

ASSIST THE PRIVATE SECTOR TO ASSESS THE POTENTIAL FOR FERRY SERVICES IN THE WEST OF PORT PHILLIP BAY

Cities such as Brisbane and Sydney have developed water taxi and ferry services as part of their urban transport system to take people to and from work, and tourists to key destinations of interest. Melbourne is also a city of waterways and bays, with potential to connect people to jobs and services in the central city via a Port Phillip Bay ferry service.

With the rapid growth of population in the Western Subregion, there is a pressing need to explore all transport options between the west and the central city. The government will assist the private sector in exploring the potential for a ferry service from the western suburbs to Docklands. This could drive a range of benefits through integrated transport and urban planning, including opportunities for jobs, tourism and economic development of coastal communities and neighbourhoods at ferry stops, in particular at Docklands, Werribee South or Point Cook. It could also increase liveability and the investment attraction of vibrant waterfront districts and neighbourhoods.

In early 2013, the government released the *Melbourne Ferries Background Study Discussion Paper*, providing a preliminary review of key operational considerations for commuter ferry services for Melbourne's west. Current speed restrictions are an impediment to an efficient ferry service. Further investigations are being undertaken into vessel speeds on the Yarra River.

In the short term

- Review speed limit and access arrangements on the Yarra River and the wider Port Phillip Bay area for commercial ferry operations.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate potential ferry berth locations at Docklands, Williamstown, Altona, Point Cook, Werribee South, Portarlington and Greater Geelong, including any environmental and access issues associated with these locations.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate ways to deliver suitable ferry berths and associated infrastructure at Point Cook and at Collins Landing or Harbour Esplanade.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate other bayside and waterway locations that may sustain a viable water transport service, such as Frankston, South Yarra and the Mornington Peninsula.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

FREIGHT DEMANDS

In 2011–12, the Port of Melbourne handled a record 2.58 million twenty-foot-equivalent container units (TEU), confirming it as Australia's largest container port, with 37 per cent market share of national container trade. By 2050, it is estimated that demand for container handling at Victoria's ports will increase to over 11 million TEU²⁷.

The government is committed to ensuring that Victoria has a robust and flexible long-term strategy for efficiently meeting projected growth in demand for container handling capacity to 2050 and beyond.

In addition to the \$1.6 billion Port Capacity Project to increase handling capacity at the Port of Melbourne to around 5.1 million containers per year, the government has

commenced work on development of the Port of Hastings as the next container port in Victoria. The government has also announced it will lease the operations of the Port of Melbourne for a medium term period that will help support investment in productive infrastructure.

The government has established the Port of Hastings Development Authority to manage development of the port and has recently announced an initial allocation of \$110 million over four years to progress essential planning work. This will ensure that new capacity is available to meet demand requirements by the time the Port of Melbourne reaches capacity.

DIRECTION 3.4

IMPROVE LOCAL TRAVEL OPTIONS TO INCREASE SOCIAL AND ECONOMIC PARTICIPATION

Good-quality neighbourhood travel options help people reach a wide range of local services and activities within 20 minutes, supporting social inclusion and wellbeing. Many of our daily trips are short and can be taken by walking or cycling. Thirty-eight per cent of trips in Australian cities are less than three kilometres²⁸. The more people walk and cycle in their neighbourhood, the more likely they are to interact with their neighbours and to use local services and shops, helping build stronger communities. The way we design and redevelop neighbourhoods influences how much people walk and cycle²⁹.

INITIATIVE 3.4.1

MAKE NEIGHBOURHOODS PEDESTRIAN-FRIENDLY

Research from the past 20 years³⁰ shows that walking increases when more pedestrian routes or connections are provided in a given area. Plentiful walking paths and connections create shorter walking distances and a greater choice of routes. Improving the pedestrian environment in existing areas can be achieved by the creation of quality pedestrian links and short cuts.

Identifying local principal pedestrian networks is important for the development and promotion of walking for transport, as they provide clear guidance on those parts of the road network where greater emphasis on pedestrian movements is needed.

Principal pedestrian networks can be integrated with SmartRoads to provide greater priority to pedestrians where it is needed.

In the short term

- Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways.
- DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)**
- Work with local governments and institutions in national employment clusters, metropolitan activity centres, activity centres, urban-renewal areas and other job-rich centres to provide better footpaths, shade trees and reduced delays at pedestrian crossing points.

METROPOLITAN PLANNING AUTHORITY

- Encourage local governments and their communities to identify and develop pedestrian networks and pedestrian priority precincts in their areas.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40 km/h pedestrian zones.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.4.2

CREATE A NETWORK OF HIGH-QUALITY CYCLING LINKS

Cycling benefits cities and their residents in many ways. Cycling is affordable and sustainable, and improves health and wellbeing. Many parts of Melbourne are relatively flat, making cycling an ideal mode of transport. Many neighbourhoods in Melbourne are experiencing growth in the numbers of people cycling, particularly neighbourhoods close to the central city and tertiary education campuses.

We need to support this growth in cycling in suburban Melbourne. There are good opportunities to do this as part of new or upgraded road and rail infrastructure, such as the new Sunshine-to-Albion bike path being constructed as part of the Regional Rail Link.

VicRoads has identified bicycle-priority routes, which include routes targeted for greater separation from other vehicles. These routes focus on key destinations and will be expanded to include national employment clusters and metropolitan activity centres.

In the short term

- Work with local governments and government agencies to implement Victoria's cycling strategy, *Cycling into the Future 2013–23*.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Complete the Darebin Creek Trail through construction of the Darebin Bridge and associated trail work to complete one of the key missing links in Melbourne's bike network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Construct the Box Hill-to-Ringwood shared cycle and walking path.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Complete the next stage of the Federation Bike Trail to Yarraville.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Plan for high-quality cycling links between employment areas, national employment clusters and metropolitan activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Amend the *Precinct Structure Planning Guidelines* to better plan for children and families in new suburbs to ride bikes locally, and particularly to schools.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DIRECTION 3.5

IMPROVE THE EFFICIENCY OF FREIGHT NETWORKS WHILE PROTECTING URBAN AMENITY

Convenient and affordable access to the goods that people use and consume every day is a vital component of the liveability of any city. Melbourne is particularly well-served by an effective freight and logistics sector that is a key component of the city's economy. Our city has a range of competitive advantages in freight and logistics that will be built on, including a strong supply of well-priced industrial land, efficient and well-located freight precincts with good transport links, an efficient capital-city port with capacity to grow for a further decade, and two curfew-free international airports.

Sustainable management of the freight task is the overarching freight challenge for Melbourne in coming years. *Victoria – The Freight State* is the government's 40-year freight and logistics plan. Development of this plan has highlighted a number of strategic directions that require action through Plan Melbourne, and in particular the need to identify key sites and transport corridors for future development to accommodate projected growth.

The three following priorities underpin the actions in *Victoria – The Freight State*.

- 1 Ensuring the ability of businesses to access and service markets interstate and overseas through efficient freight gateways is vital to the economy of the city and the state.
- 2 Implementing measures that enhance the efficiency of movement of goods on Melbourne's existing road and rail networks will remain important to Melbourne's economic development.
- 3 Providing new infrastructure capacity where bottlenecks develop, or where efficiency measures have been exhausted, will be critical in future years as the size of the freight task grows.

Plan Melbourne supports delivery of the freight and logistics agenda in all three areas. The State Planning Policy Framework will be updated to promote more effective integration of planning for freight with land-use planning, designate future freight transport corridors and strategic freight precincts, and acknowledge the principal freight network (Map 23).

INITIATIVE 3.5.1

IMPROVE THE EFFICIENCY OF ROAD FREIGHT CONNECTIONS

The government has a long-term vision for the development of an efficient and effective road freight network for Melbourne, involving three major new links in our city's orbital and cross-city freeway network and upgrades to arterial roads. As well as construction of the East West Link and ultimately the North East Link, over the longer term we will construct the Outer Metropolitan Ring Road/E6 Transport Corridor to provide additional orbital road capacity to accommodate planned expansion of Melbourne to the north and west. We are also building the Dingley Arterial and Dingley Bypass, providing much better freight links between Dandenong, Braeside and Moorabbin.

As well as upgrading roads, innovative tools such as managed motorways have been used very successfully in the M1 and M80 Ring Road upgrades, incorporating a number of active traffic management tools such as ramp metering, lane-use management, variable speed limits and traveller information.

In the short term

- Expand managed motorways technology to other major freeways.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Maintain the protection of the Outer Metropolitan Ring Road/E6 Transport Corridor reservation and its links to the proposed Western Interstate Freight Terminal.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the long term

- Complete the roll-out of managed motorways across the metropolitan freeway network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Progress the staged construction of key sections of the Outer Metropolitan Ring Road and the E6 road.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

RAIL + PROPERTY DEVELOPMENT APPROACH

INTEGRATING TRANSPORT AND URBAN REDEVELOPMENT



Integrating land use and transport to create transit-oriented development requires forethought and careful planning. Yet, when this kind of integration is achieved, the benefits to the community can be substantial. These benefits include greater choice of housing closer to jobs, friends and everyday conveniences, as well as the option of reduced car use (which can save the householder money).

Planning and design for this integration must take an approach appropriate for each particular location. Examples of places that have been successfully renewed in this way include Chatswood station in Sydney and Subiaco station in Perth. Other examples include Stratford station in London (where Westfield and Lend Lease were involved in a redevelopment for the 2012 Summer Olympics); Richmond in Vancouver, Canada; the Rosslyn-Ballston Corridor in Arlington, Virginia, USA; and Mockingbird station in Dallas, Texas, USA.

THE PROJECT WILL REVITALISE THE ACTIVITY CENTRE AND BRING TRANSPORT BENEFITS TO THE GLEN WAVERLEY STATION PRECINCT BY MAKING IT SAFER AND MORE SECURE, ACCESSIBLE AND APPEALING

Hong Kong has adopted an integrated Rail + Property development approach. Rail + Property development is more than an end product of bricks and mortar around railway stations – it is a carefully conceived process for planning, supervising, implementing and managing station-area development and tapping into the land-price increase that results, to help fund renewal.

Rail + Property projects are distinguished in terms of their built environments, housing types and ridership patterns. A systematic approach to the five Ds – density, diversity, design, distance to public transport and destination accessibility – informs project planning and delivery.

Whilst the urban outcome will be different, the principles underpinning land-use and public transport integration in Hong Kong may have wider application. Vancouver also adopted the five Ds, illustrating the transferability of these principles to different places and contexts.

Vancouver also added a sixth principle – demand management – which recognises that attractive public transport can relieve road congestion.

These approaches have improved access to jobs, created more housing choices and stimulated redevelopment of former industrial zones.

In Victoria, VicTrack has commenced a program of station precinct enhancements that aims to create value from underutilised rail land that can be reinvested at the station to improve access, safety and amenity.

The program started with redevelopment at the Glen Waverley station precinct with new retail, commercial and residential facilities. Potential future sites include Hampton, Jewell, Alphington and Essendon stations.

This kind of redevelopment can also help fund transport infrastructure and amenity improvements. Hong Kong's principal rail operator, the MTR Corporation, has successfully adopted the practice of value capture (using the uplift in land values to fund new infrastructure and upgrades). Improvements benefit those living nearby and, ultimately, all residents through a more liveable, prosperous and inclusive city.

The Glen Waverley station precinct will become an attractive destination for commuters, residents, shoppers and diners with the completion of the \$70 million IKON Project. The Glen Waverley Station Project will deliver a 10-storey mixed-use apartment and retail development that will include ground-floor retail, an office level, and 116 one- and two-bedroom apartments over eight levels, and two levels of basement car parking.

INITIATIVE 3.5.2

INCREASE THE VOLUME OF FREIGHT CARRIED ON RAIL

Intermodal terminals enable freight to be transferred from trucks to trains and vice versa, using the most efficient mode in different parts of the freight journey. We will work with rail-freight customers, rail and road operators, ports, local governments and relevant authorities to ensure that Victoria has adequate intermodal terminal capacity, both in regional areas and in metropolitan Melbourne, to 2050 and beyond.

There is strong private-sector interest in investing in and operating elements of a proposed metropolitan intermodal system in Melbourne, to relieve pressure on the key road connections to the ports. We will continue to work with the private sector to encourage initiation of intermodal system services, including confirmation of preferred terminal sites, rail network connections and access, an efficient and reliable port interface and adequate land that is zoned to allow high-volume freight customers to locate adjacent to intermodal terminals.

Additional rail capacity will be needed on the Dandenong rail corridor to provide an efficient connection with a possible intermodal terminal in Melbourne's south-east on a site to be investigated with interested private-sector parties. A future south-east rail link, supported by the Melbourne Rail Link and the Cranbourne-Pakenham Rail Corridor Project, would provide a separate access route for the Port of Hastings and for V/Line trains from Gippsland, creating additional rail capacity for metropolitan train services.

In the short term

- Encourage the commencement of port rail shuttle operations by the private sector as part of a metropolitan intermodal system.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue to investigate and prepare a business case for a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains, in conjunction with planning for a rail connection to the Port of Hastings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.5.3

MANAGE THE IMPACTS OF FREIGHT MOVEMENTS ON URBAN AMENITY

The government recognises that in dense urban environments, it is critical to ensure that an appropriate balance is struck between freight-delivery efficiency and the potential amenity impacts associated with these movements (such as emissions, noise and crashes).

Through appropriate management and investment in preferred freight routes, such as East West Link, it is possible to reduce the need for freight vehicles to use local roads. The government will continue to work with industry to identify and prioritise key routes for protection and investment on the principal freight network, managed through the SmartRoads framework.

Victoria – The Freight State also recognises the need to better manage how freight vehicles access local roads, by improving consistency between local government areas. A review of current arrangements across Melbourne is already under way, in partnership with the newly established Ministerial Freight Advisory Council.

With this new information the government, local governments and industry will have a clearer, shared understanding of the nature of the last-kilometre-access challenge on which to develop and implement action.

A more consistent and informed approach to land-use planning in relation to freight precincts and corridors is also required, to ensure that sensitive land uses are not located or designed in such a way that would expose people to unacceptable amenity impacts. Planning and protecting so-called buffer zones between freight precincts and urban areas, for example, can have the dual benefit of providing industry certainty over land use and maintaining urban amenity for residents. The use of planning controls and emerging building controls could also assist in better protecting industry and residents.

In the short term

- Work with local governments and industry to trial supply-chain stakeholder forums that focus on improving the efficiency of deliveries and reducing local amenity impacts – these could address issues for the central city and other significant suburban activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Support local governments and industry to develop, trial or evaluate freight operator recognition schemes, similar to those used successfully in London for both operators and receivers. The focus would be on supporting improved efficiency of deliveries while reducing amenity impacts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Work with local governments to establish consistent arrangements for freight access to local roads, to maximise efficiency while protecting amenity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Consistent with *Victoria – The Freight State*, investigate the applicability of specific zones and buffer protections, similar to those already in place for ports and airports, to other state-significant freight facilities and precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

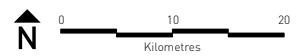
- Ensure investment in the arterial road network in metropolitan Melbourne improves the level of service for freight, to reduce pressure for the diversion of freight transport onto local roads.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)



MAP 23 – FREIGHT NETWORKS AND GATEWAYS BY 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- [Blue square] Metropolitan region
- [Yellow square] Metropolitan urban boundary
- [Grey square] Urban area
- [White square] Road network
- [Black square] Rail network
- [Red line] Principal Freight Network – rail
- [Blue line] Principal Freight Network – road
- [Blue asterisk (*)] Bulk port
- [Red circle (●)] Container port
- [Yellow sunburst symbol (✿)] Interstate freight terminal (indicative location)
- [Dark blue circle (●)] Metropolitan intermodal system terminal (indicative location)
- [Dark blue square (■)] Airport initiative
- [Brown shaded area] Intermodal terminal precincts
- [Yellow shaded area] Port initiative
- [Black cross (X)] Airport
- [Black diamond (◆)] Seaport
- [Brown shaded area] Key industrial precinct
- SERL South-East Rail Link
- OMR Outer Metropolitan Road

DIRECTION 3.6

INCREASE THE CAPACITY OF PORTS, INTERSTATE RAIL TERMINALS AND AIRPORTS AND IMPROVE LANDSIDE TRANSPORT ACCESS TO THESE GATEWAYS

The government attaches high priority to securing adequate gateway capacity for moving passengers and freight in and out of Victoria. Our seaports and airports are the main gateways to Melbourne from interstate and overseas, and are key economic assets for the state. In coming years, our ports and airports are expected to continue to experience major growth and change.

The Port of Melbourne is Australia's largest container and general cargo port, handling 37 per cent of the nation's container trade in 2011–12. Container movements at the Port of Melbourne are expected to grow at 4 to 5 per cent a year on average in coming decades. Leasing the operations of the Port of Melbourne for a medium term period will help support investment in productive new infrastructure such as the Melbourne Rail Link and East West Link.

The development of the Port of Hastings alongside these enhancements to the Port of Melbourne will ensure Victoria remains Australia's freight and logistics capital, playing a vital role in the Victorian economy. Station Pier at the port is also a popular Australian cruise shipping port of call. Each cruise ship visit contributes, on average, \$1 million to Victoria's economy.

Our airports are handling large increases in business and personal air travel, and high-value airfreight. Air passenger numbers are expected to double in the next 20 years and double again in 50 years. Airfreight is playing an increasing role in facilitating Melbourne's trade, particularly for high-value, time-sensitive commodities (such as fresh produce bound for growing Asian markets). It will be important to protect our current curfew-free airports, support their expansion, plan for a possible future airport to serve the long-term needs of south-east Melbourne and Gippsland, and provide efficient access to each airport.

INITIATIVE 3.6.1

ENSURE SUFFICIENT SEAPORT CAPACITY WITH EFFICIENT LANDSIDE ACCESS

Work began in early 2013 on the \$1.6 billion Port Capacity Project to create additional capacity at the Port of Melbourne. The government has also allocated \$110 million to accelerate the development of the Port of Hastings to create needed capacity to supplement the Port of Melbourne. The Port of Hastings is already an operating commercial port and has access to over 3000 hectares of land zoned for port-related use. It has direct deep-water access and is close to shipping lanes.

To support the development of the Port of Hastings, we will ensure that key rail and road links are adequate to deal with additional container movements. In addition to preserving a transport corridor along the Western Port Highway for enhanced rail and road connections to the Port of Hastings, we will also investigate options for a south-east rail link.

In the short term

- Expand Port of Melbourne container capacity to enable it to handle up to 5.1 million containers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Lease the Port of Melbourne operations for a medium term period.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue planning and development for the Port of Hastings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Identify a transport corridor for the Port of Hastings along the Western Port Highway corridor for both road and rail connections.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium and long terms

- Progressively convert the Western Port Highway to freeway standard along its entire length, to service demand from the Port of Hastings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.6.2

PLAN FOR THE WESTERN INTERSTATE FREIGHT TERMINAL AND THE PROPOSED BEVERIDGE INTERSTATE FREIGHT TERMINAL

Modest investment in the current interstate rail terminals located at Dynon will improve their efficiency and extend their capacity for some years, but in the medium term it is proposed to relocate this function away from the port and inner-city area in order to improve operational efficiency and free up land for alternative urban-development uses. A pre-feasibility study is being conducted for a new, larger and more efficient Western Interstate Freight Terminal to the west of Melbourne, closer to customers operating large warehousing and distribution centres and servicing both regional and interstate markets. The Western Interstate Freight Terminal will significantly improve the capacity of interstate freight transport connecting to and from Melbourne and allow the eventual creation of an interstate rail bypass of central Melbourne to relieve road and rail congestion pressures on the inner parts of the transport network.

We will work with relevant private-sector operators and track managers to facilitate investment in the Dynon-Tottenham precinct to efficiently meet interstate rail freight demand until the mid-to-late 2020s when the Western Interstate Freight Terminal is expected to be operational.

We will also investigate the potential long-term role of the proposed Beveridge Interstate Freight Terminal. In conjunction with the development of this northern interstate terminal and the Western Interstate Freight Terminal, we will progressively develop an interstate rail bypass of Melbourne using the Outer Metropolitan Ring corridor.

In the short term

- Assess opportunities to upgrade the Dynon Rail Freight Terminal to provide additional short-term capacity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Assess the potential long-term role of the Beveridge precinct as an interstate freight gateway and progress the planning for land and transport corridor protection.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium to long term

- Gradually develop and commence operations of new interstate freight terminals in the west and north of Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.6.3

ENSURE SUFFICIENT AIRPORT CAPACITY, WITH EFFICIENT LANDSIDE ACCESS FOR PASSENGERS AND FREIGHT

Melbourne's airports are major economic assets and vital to the vibrancy and growth of the city. We have two curfew-free international airports (Melbourne and Avalon), giving us a significant competitive advantage in air passenger services and airfreight. Airports have an important economic and employment-generation function.

Melbourne Airport is currently our primary national and international gateway for air passengers and airfreight. It handled 28 million passengers in 2011–12 and 31 per cent of Australia's total airfreight. In late 2012, Melbourne Airport announced its preferred new third runway, to be provided within 10 years.

By 2050, it is expected that Melbourne Airport will be developing its fourth and final runway. A major new freight terminal precinct will be developed to the east of the existing aircraft maintenance precinct, with access to the M80 Ring Road and to the Tullamarine and Calder freeways.

Airport- and non-airport-related businesses are also expected to grow significantly on land within the airport boundary and in surrounding areas such as Essendon and Melbourne airports. This may create opportunities to develop tailored business developments that benefit from proximity to airport facilities.

To support this development, a coordinated and staged approach to expanding access to Melbourne and Essendon airports will be required. In the short term this will include widening of the Tullamarine Freeway and City-Link. To adequately service growing travel demand to Melbourne Airport, a passenger rail link will be delivered as part of Melbourne Rail Link.

Essendon Airport in Melbourne's north provides for regular passenger transport, small-to-medium airfreight, a base for emergency services and a range of commercial and retail activities. As well as providing these important services, it has good transport access and is close to other industry and retail uses in Airport West. Opportunities exist to maintain these services, as well as to increase development and employment opportunities.

Over the coming decades, Avalon Airport will increase its role as an international and domestic passenger gateway serving Melbourne, Geelong and western Victoria. The airport will be planning to further develop its passenger and airfreight terminals to support its long-term development beyond 2050.

Moorabbin Airport in Melbourne's south-east is another general aviation airport that provides an important aviation training function, scenic and commercial operations.

Considering the longer term, we will identify the need for a new airport to serve the growing needs of south-east Melbourne and Gippsland, and identify an appropriate site.

In the short term

- Update the State Planning Policy Framework to clarify the role and function of Melbourne's airports – Melbourne, Essendon, Avalon, Moorabbin, the possible future south-east airport and Point Cook.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Update the State Planning Policy Framework to strengthen airport safeguarding, consistent with the objectives of the National Airports Safeguarding Framework.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Complete the upgrade and widening of CityLink and a critical section of the Tullamarine Freeway, which will support efficient and reliable road access for vehicles including SkyBus, taxi and hire car services.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Prepare and implement planning provisions for a transport corridor to Avalon Airport.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare a structure plan linking Essendon Airport and Airport West (Essendon Technology Precinct) that identifies the opportunities for urban renewal and increased development and employment.

METROPOLITAN PLANNING AUTHORITY

- Investigate the opportunities for an 'aero town' concept to support business and hotel accommodation at one of Melbourne's international airports, including the possible future south-east airport.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)



A photograph of a man in a dark polo shirt and trousers standing with his hands on his hips, looking down at a young child sitting on the grass. The child is playing with a blue toy car. In the background, another person sits on a bench. The scene is set in a bright, sunlit park with green grass.

LIVEABLE COMMUNITIES AND NEIGHBOURHOODS

CREATE HEALTHY AND ACTIVE NEIGHBOURHOODS AND MAINTAIN MELBOURNE'S IDENTITY AS ONE OF THE WORLD'S MOST LIVEABLE CITIES.

© IMAGE FAIRFAX SYNDICATION, 2013 PHOTOGRAPHER: JOE CASTRO

LIVEABLE COMMUNITIES AND NEIGHBOURHOODS

WE WILL

CREATE HEALTHY AND ACTIVE NEIGHBOURHOODS AND MAINTAIN MELBOURNE'S IDENTITY AS ONE OF THE WORLD'S MOST LIVEABLE CITIES.

ISSUES

SUMMARY

Melbourne is recognised as one of the world's most liveable cities. Key features of the city's liveability include our distinctive suburbs, green and leafy character, and the legacy of high-quality design of buildings, streets and places. An important part of Plan Melbourne's vision is the creation of 20-minute neighbourhoods, so that people can access a range of local services within 20 minutes of home.

While generous green spaces are a fundamental component of Melbourne's identity, open spaces are not evenly distributed across the metropolitan area, with established suburbs generally having less open space than growth areas.

Melbourne is known for its well-preserved heritage buildings, distinctive modern architecture and well-designed urban spaces. These are fundamental to Melbourne's liveability and more can be done to strengthen protection of this heritage.

Melbourne's sporting and cultural venues are integral to the city's identity. To maintain Melbourne's reputation and competitiveness, we will continue to maintain and expand the city's cultural, sporting and convention infrastructure.

OUR PLAN

DIRECTIONS

- 4.1** Create a city of 20-minute neighbourhoods
- 4.2** Protect Melbourne and its suburbs from inappropriate development
- 4.3** Create neighbourhoods that support safe communities and healthy lifestyles
- 4.4** Plan for future social infrastructure
- 4.5** Make our city greener
- 4.6** Create more great public places throughout Melbourne
- 4.7** Respect our heritage as we build for the future
- 4.8** Achieve and promote design excellence

SOLUTIONS

Support a network of vibrant and safe neighbourhood centres and work with local governments to undertake pilot projects with their local communities that demonstrate 20-minute neighbourhood principles. Protect Melbourne's neighbourhood centres, including provision for mandatory controls and establishing liveability measures of our neighbourhoods.

Implement healthy design guidelines to support healthier neighbourhood design and ensure that municipal public health and wellbeing plans inform and shape municipal strategic statements.

Create health precincts to meet the needs of residents across Melbourne and include health precincts in the State Planning Policy Framework and in any future urban renewal planning guidelines.

Coordinate a whole-of-government approach to the delivery of education, health, recreation and cultural facilities and remove planning impediments to not-for-profit community services in the planning system.

Develop a new metropolitan open space strategy which will include measures to improve provision of open space, identify the need for new open space in areas that are expected to grow substantially, and update regulations outlining the role of all levels of government.

Prepare a Distinctive Melbourne policy that specifies what Melbourne's distinctive aspects are and how they should influence new development, and prepare with VicRoads and local governments a long-term metropolitan boulevard strategy and implementation plan that identifies new boulevard corridors.

Fund subregional cultural and sporting facilities and support cultural events and programs across Melbourne.

Value heritage when managing growth and change, and continue to assist local governments to improve heritage planning and assessment, respecting our city's Aboriginal heritage and designing new incentives for heritage conservation.

Promote urban design excellence by extending the emphasis on good design, apparent in the inner-city's built environment, across the whole metropolitan area and improve access to information and technology to support planning processes.

ISSUES

Melbourne is recognised as one of the most liveable cities in the world. It offers its residents and visitors a vibrant and diverse range of options for employment, entertainment, education, recreation and living. Melbourne's liveability is the result of several key factors.

MELBOURNE IS A CITY OF SUBURBS

- with their own distinctive characters, ranging from the central city and its vibrant high-density, inner-urban areas that offer a rich variety of cultural, entertainment and sporting attractions, to low-density, family-friendly suburbs with good access to a range of services and facilities including shops, cafes and restaurants, early-years centres, schools, retail precincts and community facilities.

MELBOURNE IS A VERY GREEN CITY

- with a landscape of well-forested suburbs, parks and gardens, a vibrant waterfront and network of waterways, and a hinterland of rural and semi-rural areas that are easily accessible to all Melburnians.

MELBOURNE IS WELL-DESIGNED

- with many iconic buildings and places including the city's Victorian architecture, tree-lined boulevards and vibrant suburban centres, as well as more modern elements of the city including its contemporary public buildings, bridges, freeways and major sporting and cultural precincts.

Our plan is to build on these strengths by protecting the distinctiveness of the city's built and natural environment and ensuring all areas of the city offer attractive, safe and healthy neighbourhoods that have good access to a range of services and facilities. To achieve this, we will support Melbourne's local governments to take a broader, whole-of-community approach to planning for their communities and provide them with a more flexible planning system that supports the development of more liveable places at the neighbourhood, regional and citywide levels.

A CITY OF 20-MINUTE NEIGHBOURHOODS

A key part of our vision is the creation of a city of 20-minute neighbourhoods. The 20-minute neighbourhood is about living locally. It is about the way we plan and develop areas at the local level so that people can access a range of local services and facilities, ideally within 20 minutes of home.

20-minute neighbourhoods need to offer safe and convenient access to a range of services and facilities including shops, cafés and restaurants, early-years centres, primary and secondary schools, parks and sporting fields, medical centres and public transport.

While Melbourne has some 20-minute neighbourhoods (mainly in inner-urban areas and areas close to larger activity centres), others lack convenient access to public transport or local services.

A number of overseas cities (such as Portland in the USA) have adopted the 20-minute neighbourhood approach. They emphasise using neighbourhood-level economic data to attract and match businesses to local areas and to invest in better walking and cycling links in and between neighbourhoods.

The 20-minute neighbourhood concept is supported by research that demonstrates neighbourhoods with a mix of services and facilities, and which are well-connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and to have vibrant local economies.

20-minute neighbourhoods help improve health and wellbeing, reduce travel costs and traffic congestion, and reduce vehicle emissions. They also create opportunities to provide a greater diversity of housing choices close to where goods and services are located.

A CITY OF HEALTHY NEIGHBOURHOODS

In support of the 20-minute neighbourhood concept, we also want to ensure that our communities are designed to be healthy, safe and active places. The relationship between well-designed communities and enhanced individual and community health is increasingly recognised by health professionals concerned with preventable chronic disease. Healthy communities are those in which housing is within walking, cycling or public transport distance of employment, education, social, cultural, recreational and health facilities, and where people have access to open space and places where they can gather.

Good health is also about the adequate provision of accessible health services. In 2011, the Victorian Government released the *Victorian Health Priorities Framework 2012–2022: Metropolitan Health Plan*.

The plan acknowledges that, in the past decade, planning approaches have not adequately addressed area- and population-based needs. It recognises that in future, service planning and resource allocation will need to take better account of population distribution, growth projections and existing infrastructure and resources. This will include planning based on geographic boundaries and local population health needs.

Plan Melbourne includes land-use and urban-planning initiatives designed to support the delivery of the plan, including clarifying and strengthening planning for existing and future hospital and health-related precincts.

MELBOURNE AS A GREEN CITY

Beyond central Melbourne, the metropolitan area is shaped by its natural environment. The generous green landscapes throughout our metropolitan area are a fundamental part of the city's identity and a much-valued community resource that contributes to the liveability of our neighbourhoods. However, open space is not distributed evenly across metropolitan Melbourne. Map 24 shows that established suburbs generally have less public open space than outer and growth municipalities. In response, we will encourage more tree planting and the development of more open space, including new parks in urban-renewal precincts and established areas, and develop more major roads as tree-lined boulevards. Public spaces that are irrigated using stormwater or recycled water provide multiple benefits: they reduce environmental impacts on downstream rivers and the bays, help to conserve water, cool the city, improve air quality, and provide shade and visual amenity.

PROTECTING MELBOURNE'S HERITAGE

Melbourne is recognised for its well-preserved heritage buildings, its strong and distinctive modern architectural character, and its well-designed urban spaces. Effective heritage protection and quality urban design improve people's experience of the city and are fundamental to our liveability and sense of identity. However, more can be done to strengthen Melbourne's credentials as a distinctive and well-designed city.

There are many examples of successful change in Melbourne's history. The coming decades will bring new opportunities to reinterpret and reshape our public spaces, and to renew ageing precincts and public spaces with new people, businesses and vibrant new uses. While it is inevitable that during times of growth there will be tensions between preserving the best of the past and building for the future, we need to manage future growth and change so Melbourne's distinctive characteristics and heritage are maintained and its liveability is enhanced.

STRENGTHENING MELBOURNE'S IDENTITY

Melbourne's cultural and sporting venues are integral to the city's identity. Our stadiums, convention facilities, libraries, museums, galleries, performing arts venues, parks and open spaces all contribute to making Melbourne a vibrant, creative city that supports a busy year-round calendar of events and festivals. These things help define the city and make Melbourne attractive to residents, visitors and investors.

To maintain our city's reputation and global competitiveness, we will ensure that we maintain and expand our cultural, sporting and convention infrastructure and add to it with new, world-class facilities. As part of this process, we will focus on achieving a higher standard of design excellence in our buildings and urban landscapes, by establishing consistent processes that promote excellent design outcomes in both public- and private-sector developments and embedding them in the planning system.

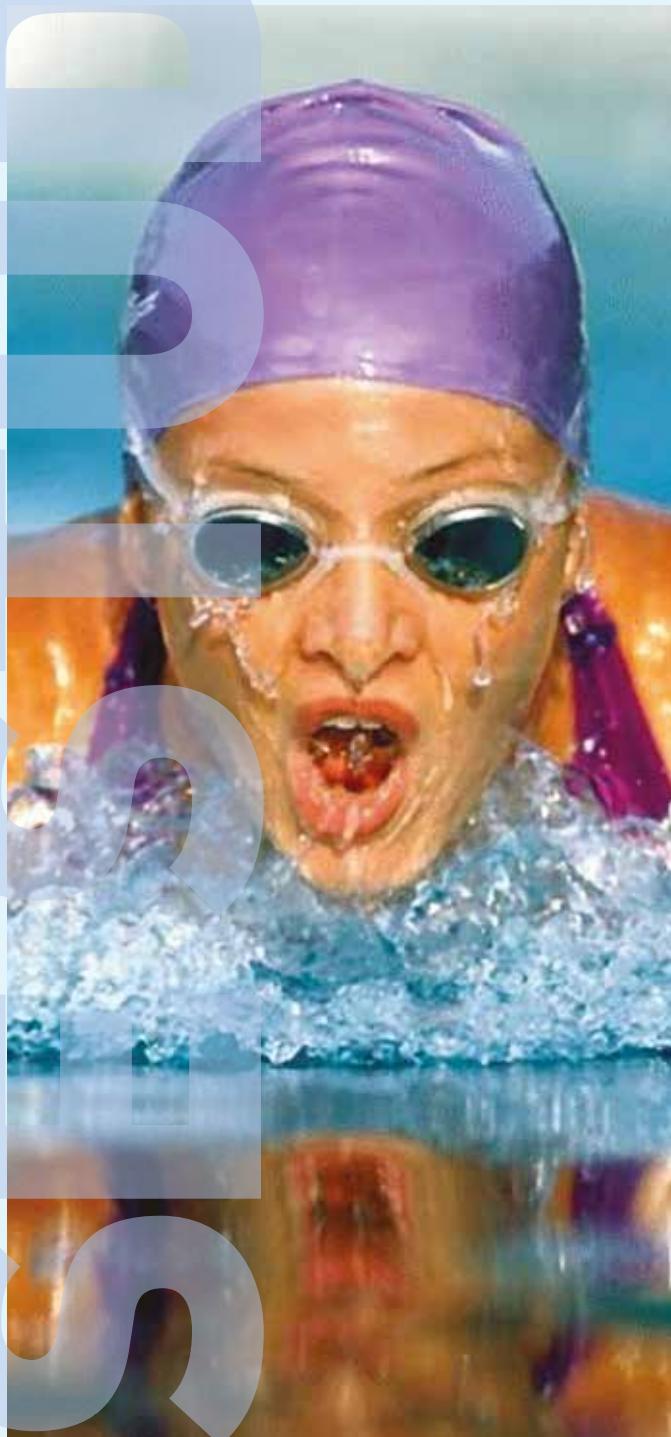
FIGURE 14 – THE 20-MINUTE NEIGHBOURHOOD

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



HEALTHY SPACES AND PLACES GUIDELINES, AUSTRALIA

CREATING HEALTHY ENVIRONMENTS THAT SUPPORT ACTIVE LIVING



The urban environment can have a significant impact on our health. The environment influences opportunities for walking, cycling and public transport use, as well as recreational physical activity.

The built environment can promote increased physical activity by:

- creating connected, walkable and rideable neighbourhoods with easy access to key facilities and destinations such as shops, schools and public transport
- creating compact, mixed-use areas with higher levels of street connectedness and density, activity centres with a variety of land uses, high-quality public open space, and opportunities for social interaction (such as town squares)
- delivering facilities for physical activity (such as sports grounds, swimming centres and playgrounds)
- lowering traffic speeds and improving streetscape amenity (with street trees, places to rest and converse, shared community gardens and green verges).

Healthy Spaces and Places is a national guide for planning, designing and creating sustainable communities that encourage healthy living. It provides practical tools, case studies and guidelines to encourage built environments that provide opportunities for physical activity and other health-related activities, and to raise awareness of the relationship between physical activity and the built environment.

The Australian Government's Department of Health and Ageing funded *Healthy Spaces and Places*, a unique collaboration between the Australian Local Government Association, the National Heart Foundation of Australia and the Planning Institute of Australia.

At present in Australia, the built environment often does not encourage active lifestyles, but reinforces sedentary behaviour and car dependence. As a national guide, *Healthy Spaces and Places* supports and complements the planning and design initiatives of state, territory and local governments.

Healthy Spaces and Places is for everyone who can make a difference to the overall health and wellbeing of Australians, including planning and design professionals, health professionals, the property development industry, governments and the community (community organisations and everyone with an interest in active, healthy living).

It is a single source of easy-to-find information that brings together expertise from different areas (such as health, planning, urban design, community safety and transport planning) to help break down the silo mentality and other barriers that prevent knowledge and expertise combining to achieve the best results.

HEALTHY PLACES AND SPACES SHOWS HOW TO DESIGN PLACES TO INTEGRATE PHYSICAL ACTIVITY INTO DAILY ROUTINES

DIRECTION 4.1 CREATE A CITY OF 20-MINUTE NEIGHBOURHOODS

Plan Melbourne aims to create a city of 20-minute neighbourhoods where people have safe and convenient access to the goods and services they need for daily life within 20 minutes of where they live, travelling by foot, bicycle or public transport. This includes a variety of housing choices, shops and commercial services, schools, parks and recreation opportunities and good walking and bicycle infrastructure.

Many areas of Melbourne already offer a 20-minute neighbourhood experience. They have the three critical factors in place: sufficient population to attract businesses and services, a good walking environment and a centre to which people are attracted. In some areas, an existing shopping area may not be easily accessible by walking, and new village-style cafe and shopping areas may need to be created; or an existing smaller strip may benefit from being expanded to offer more services and amenities to local residents.

Plan Melbourne has directions and initiatives to encourage targeted infill development of areas with insufficient population to support a 20-minute neighbourhood experience. They include the establishment of new housing and mixed-use zones and planning changes to encourage small-lot construction, infill and mixed-use development. These housing-related elements of the 20-minute neighbourhood initiative are outlined in Housing choice and affordability. Communities also need to be planned in ways that make walking and cycling safe and convenient, and be supported by accessible public transport. These transport-related elements of 20-minute neighbourhoods are outlined in A more connected Melbourne.

INITIATIVE 4.1.1

SUPPORT A NETWORK OF VIBRANT NEIGHBOURHOOD CENTRES

Planning neighbourhood centres that maintain their 'village' character and feel, while enabling a mix of goods and services, is a key role for local governments working with their communities. However, more can be done through the planning system to encourage local governments and their communities to develop and energise these centres.

Vibrancy can also be enhanced by supporting and improving access to cafés, dining and shopping, and by creating village shopping strips that promote small business. This can include accommodating more community-based services, and shop-top housing, and by creating more open space. Enhancing the quality of public spaces by making places safer, and improving pedestrian and cycle access, also boosts the investment appeal and economic success of smaller centres.

Many newer innovations that add to the 20-minute neighbourhood include the trend toward local 'food truck' businesses that allow small and unique outdoor food vendors to trade. Melbourne has led Australia in this movement, and successful food trucks include Mexican cuisine, gourmet burgers and Asian-inspired street food.

In the short term

- Update the State Planning Policy Framework to specify the role of neighbourhood centres. This will articulate their retail, residential and mixed-use role to assist decision makers, including local governments and the Victorian Civil and Administrative Tribunal.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare a practice note giving guidance for deciding permit applications for shops and supermarkets in the reformed commercial zones.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Develop policy and guidelines on establishing new village cafe and shopping strips in inner and middle suburbs, including for the expansion of existing village precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Examine restrictions on the operation of food trucks to encourage new operators.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

INITIATIVE 4.1.2

SUPPORT LOCAL GOVERNMENTS TO PLAN AND MANAGE THEIR NEIGHBOURHOODS

Achievement of the 20-minute neighbourhood can be assisted by local governments planning and managing their neighbourhoods using the principles of:

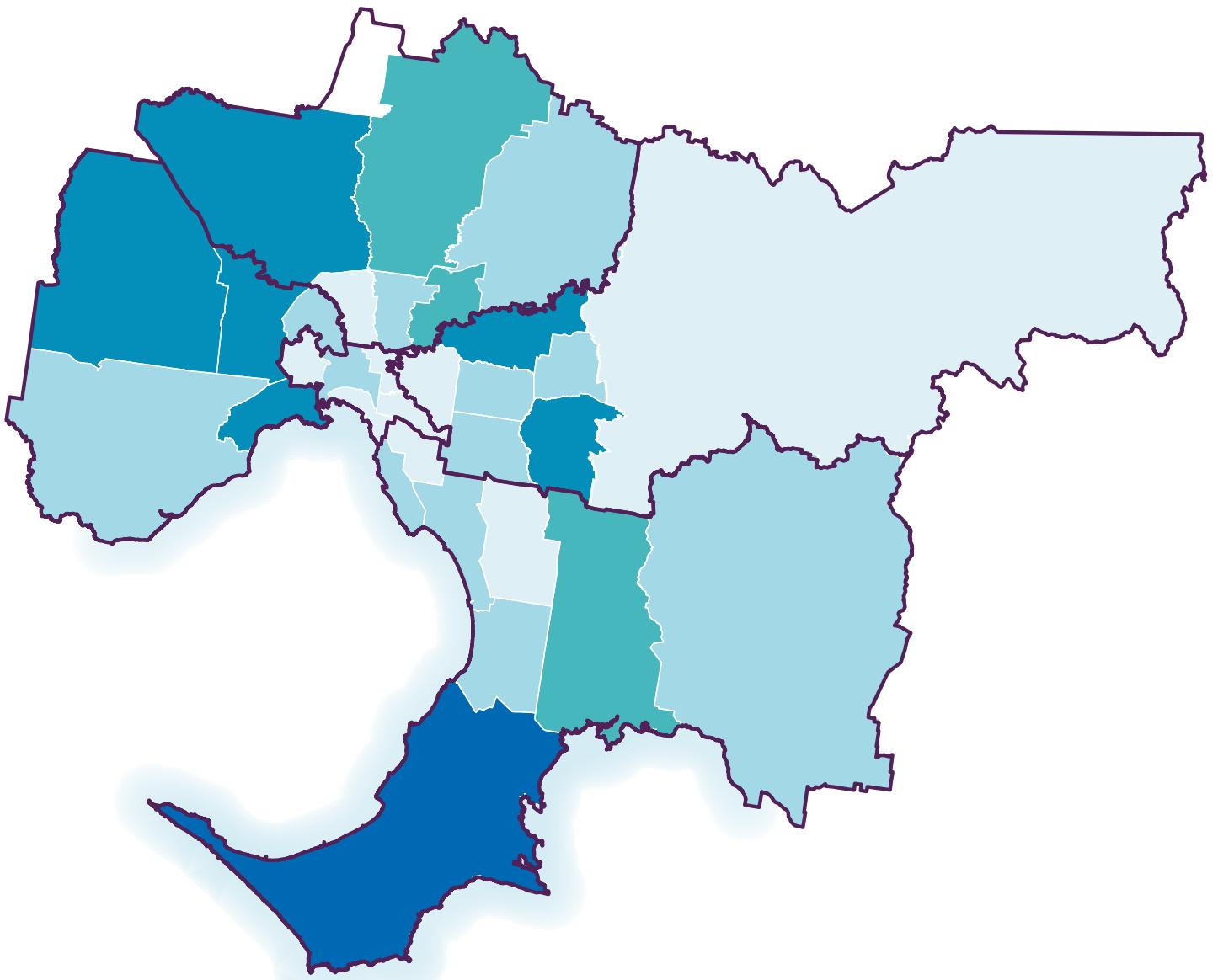
- improving walkability, cycling and safety to provide healthier communities
- improving housing choice and diversity
- increasing the usability of, and access to, safe open space
- improving local economic opportunities
- encouraging adequate local services and infrastructure
- ensuring access to public transport.

The needs of local neighbourhoods vary across Melbourne and local governments are best placed to understand and apply local solutions. This is evident in the many projects already undertaken by local governments to achieve this central plank of Plan Melbourne, with further effort focused on targeted pilot projects.

In the short term

- Investigate options for a 20-minute neighbourhood fund to support local governments to undertake projects with their community that demonstrate 20-minute neighbourhood principles.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)



MAP 24 – PUBLIC OPEN SPACE PER CAPITA BY LOCAL GOVERNMENT AREA

SOURCE: VICTORIAN ENVIRONMENT ASSESSMENT COUNCIL, 2012

— Metropolitan subregions

Public open space (ha) / 1000 people

- [Dark Blue] More than 11
- [Medium Dark Blue] 8 to 11
- [Medium Blue] 6 to 8
- [Light Blue] 4 to 6
- [Very Light Blue] 0 to 4
- [White] No data

Note: data calculated on public open space land within the urban growth boundary.

“ GOOD SOCIAL OUTCOMES MUST BE AT THE HEART OF MELBOURNE’S METROPOLITAN PLANNING STRATEGY IF WE WANT A CITY THAT MEETS THE NEEDS OF ITS CITIZENS INTO THE FUTURE. ”

VICTORIAN COUNCIL OF SOCIAL SERVICE

DIRECTION 4.2 PROTECT MELBOURNE AND ITS SUBURBS FROM INAPPROPRIATE DEVELOPMENT

Input received from Melbourne's residents and businesses has highlighted the importance placed on protecting Melbourne's suburbs from inappropriate development. In response, Plan Melbourne provides mechanisms to ensure greater certainty about where development will be directed and which areas will be protected. The core of this plan is to focus on delivering density only in defined locations. This approach will help direct new development to areas with appropriate infrastructure, to support greater density and optimise the value of existing infrastructure in supporting Melbourne's growing population.

INITIATIVE 4.2.1

PROTECT OUR UNIQUE NEIGHBOURHOODS FROM RESIDENTIAL DENSIFICATION

Melbourne can generally be described as a suburban city, with much of the change in the established areas being characterised as suburban renewal. However, if we are to have a more sustainable city and retain our liveability in future, we will need to supply housing in the right locations, and at the same time protect neighbourhoods that have created suburban Melbourne's image and provided so many family-friendly homes.

In the short term

- Deliver the Neighbourhood Residential Zone across at least 50 per cent of Melbourne's residential-zoned land.
- DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING AND LOCAL INFRASTRUCTURE)**
- Ensure municipal housing strategies address the need to protect neighbourhoods.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.2.2

PROTECT MELBOURNE'S NEIGHBOURHOOD CENTRES, INCLUDING PROVISION FOR MANDATORY CONTROLS

The attributes of, and opportunities for, neighbourhood centres at the small scale vary considerably across the metropolitan area, which is one reason why local communities should lead the planning of their own centres. In some instances, where centres are already well-developed or communities are seeking to protect the unique character of their centres (such as by protecting heritage buildings or access to open space), they should be assisted in determining the desired built form outcomes.

Under Plan Melbourne, local governments, after preparing a local housing strategy and consulting with the community, will be able to prepare and exhibit a planning scheme amendment to introduce mandatory height controls for neighbourhood centres.

In the short term

- Update the practice note and prepare and implement planning tools to support local governments to introduce mandatory building height and local-character controls in neighbourhood centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate options for a fund to support local governments to plan and manage neighbourhood centres, including assessing building height and local character to inform the application of local mandatory controls.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING AND LOCAL INFRASTRUCTURE)

INITIATIVE 4.2.3

PROTECT UNIQUE CITY PRECINCTS

Melbourne's expanded central city area houses a range of important industrial and commercial activities that are critical to the city's competitiveness and efficiency. These areas are increasingly integrated with medium- and high-density housing to meet demand for inner-city living. As we move forward, it is important that we maintain an effective balance between Melbourne's central city area business locations (that allow for a wide range of employment, commercial and business activities) and areas where housing and liveable communities can develop.

More intensive development of the central city area ensures that suburban local residential areas are not placed under pressure for higher density development. However, increasing the density of parts of the expanded central city must be balanced by protecting areas that are sensitive from development which may compromise the values held by the community for those areas.

In the short term

- Implement planning provisions for mandatory height controls in and around appropriate central city locations such as the Bourke Hill precinct and East Melbourne.
- DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)**
- Implement planning provisions that allow for the strategic redevelopment of the Queen Victoria Market and immediate surrounding area that provides for a low scale market that fits within a backdrop to the south and south east of higher density development, with appropriate building spacing, commercial and employment opportunities, community infrastructure and community facilities.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

HEALTHY TOGETHER WYNDHAM

CREATING A HEALTHY CITY



Good planning of neighbourhoods can increase the numbers of people who walk or cycle to shops, schools, parks, services, facilities and public transport. This means healthier lifestyles for local residents and socially vibrant local communities. It also delivers economic and environmental benefits.

Healthy Together Victoria is a comprehensive preventive health initiative designed to improve people's health and wellbeing. Under the initiative a number of "healthy together communities" have been established across Victoria. To address increasing obesity rates and chronic disease, the Healthy Together Wyndham team has been:

- working where people live, work and play – in workplaces, schools, kindergartens, child-care centres and sports clubs
- helping create the conditions for good health by ensuring all residents have access to healthy food, recreation opportunities, employment, housing, community services, education and transport; by reducing social exclusion; and by limiting the availability of alcohol
- helping to deliver statewide health campaigns and programs (such as Jamie's Ministry of Food)
- delivering healthy eating and exercise programs
- increasing access to community wellbeing services.

Wyndham City Council is currently reviewing its city plan, municipal strategic statement and municipal public health and wellbeing plan to ensure they promote community health and wellbeing.

The council is also addressing health and wellbeing in precinct structure plans, and looking for opportunities to address health in local planning policies and laws, particularly to encourage healthy eating and physical activity.

HEALTHY TOGETHER WYNDHAM SHOWS HOW TO CONNECT THE DIFFERENT STRANDS OF PLANNING TO CREATE A HEALTHIER FUTURE

- Implement planning provisions to ensure that development does not compromise open and public spaces.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.2.4

PROTECT WATERWAYS FROM INAPPROPRIATE DEVELOPMENT

Port Phillip Bay, Yarra River, Maribyrnong River and other significant rivers and streams are important assets to the state and are highly valued by the community in a number of ways. There is a need to balance the tourism, recreational and cultural values of Melbourne's foreshore and waterways with development opportunities. It is also important that we protect our waterways from inappropriate development.

The government has recently brought forward new, mandatory controls to protect the banks of the Yarra and Maribyrnong rivers, our city's two iconic waterways.

These controls should be offered to local governments and waterway authorities to protect other iconic waterways and coasts across Melbourne, including Port Phillip Bay.

In the short term

- In partnership with local governments, stakeholders and water authorities prepare and implement planning provisions for height controls for medium- and high-density development (or inappropriate uses and development) in sensitive locations around Port Phillip Bay.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with local governments, stakeholders and water authorities, work toward the protection of Melbourne's waterways from inappropriate development through the use of mandatory controls similar to those in place for the Yarra and Maribyrnong rivers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.2.5

MEASURE AND MONITOR THE LIVEABILITY OF OUR NEIGHBOURHOODS

The government will produce an interactive website for people to find information about each of Melbourne's suburbs, including their population characteristics and attributes that reflect their liveability and housing affordability. Information like this helps people understand the positives and negatives of different areas.

There are factors we can measure that shape the liveability of neighbourhoods and help local governments and communities identify what needs to be done to enhance liveability. Transferring liveability indicators into a metropolitan-wide geographic information system database will help local governments and communities understand the liveability issues affecting particular areas.

This database, which will be regularly updated, will also provide a valuable resource to inform future local service delivery, local area improvements and other initiatives at the neighbourhood scale.

In the short term

- In partnership with local governments, publish an interactive liveability index and map for Melbourne, which draws on local knowledge and is updated annually.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

MONASH MEDICAL CENTRE CLAYTON – VICTORIA'S FIRST HEALTH PRECINCT

Melbourne has a world-class system of health services, ranging from large public and private hospitals to GP practices and community-based care. Integrating the provision of these health services in strategically located and well-defined areas would provide Victorians with coordinated care close to their homes and contribute to better health outcomes.

Removing the barriers to development for health facilities through streamlining planning controls would enable the right services to be provided in the right locations at the right times, while also providing certainty to communities around major hospitals.

Monash Medical Centre Clayton is a 640-bed teaching and research hospital in south-east Melbourne providing a comprehensive range of specialist surgical, medical, allied health and mental health services, as well as research and education. It is within the Monash Employment Cluster and is well-served by bus and train.

Over time, private hospitals and a broad range of medical practitioners and services have grown organically around the hospital, as needs and opportunities have arisen. The establishment of a health precinct around Monash Medical Centre Clayton will allow both public and private health services to expand in a consistent and structured manner, so the community not only receives the best-possible care but also has certainty on the location and scale of development in the immediate vicinity of the hospital.

The government is using Monash Medical Centre Clayton as an exemplar for the establishment of health precincts, after which it will develop and strengthen the health precincts in Parkville, Dandenong South, La Trobe, East Werribee and Sunshine. It will also identify other potential health precincts across the state, including within urban growth and renewal areas.

DIRECTION 4.3 CREATE NEIGHBOURHOODS THAT SUPPORT SAFE COMMUNITIES AND HEALTHY LIFESTYLES

As Melbourne grows, we will work with local governments and other stakeholders to create healthier communities, where people of all ages have the opportunity to lead active and healthy lifestyles, and have access to high-quality health and community facilities.

INITIATIVE 4.3.1

IMPLEMENT DESIGN GUIDELINES TO PROMOTE WALKING AND CYCLING NEIGHBOURHOODS FOR HEALTHY LIVING

In Victoria, initiatives that highlight the benefits of integrating health into planning (such as the National Heart Foundation's *Healthy by Design* guidelines) are increasingly being used by local governments to increase opportunities for people to be physically active.

Internationally, New York City's *Active Design Guidelines* and the World Health Organisation's *Age Friendly Cities* guide reflect the strong movement towards building health and wellbeing principles into urban design. The National Heart Foundation is also developing tools to help local governments plan for better health and community wellbeing across a range of local government policy areas. These encourage walking and cycling through good footpaths and connectivity, opportunities for physical activity, neighbourhood amenity, sustainability, accessibility, transport and community safety. These tools will enable the updated guidelines to form part of the assessment of planning approvals and the design of new neighbourhoods.

In the short term

- Update the State Planning Policy Framework to support design guidelines that promote walking and cycling in new and existing neighbourhoods. This should be done in consultation with groups that promote walking and healthy living.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Enhance the *Precinct Structure Planning Guidelines* to ensure that walking and cycling are promoted in the design of new suburbs.

METROPOLITAN PLANNING AUTHORITY

- Ensure that urban renewal structure plans address walking, cycling and healthy living.

METROPOLITAN PLANNING AUTHORITY

- Using the Central Subregion and inner-northern suburbs as case studies, examine how the benefits of walking and cycling connectivity can lead to a healthier community, and plan for new links across natural barriers that will enhance the walking and cycling capacity of these areas.

METROPOLITAN PLANNING AUTHORITY

- Review policies for the application of the Residential Growth Zone to ensure that well-located neighbourhoods that are walking and cycling-friendly can accommodate an appropriate level of new housing, so that more Melburnians can benefit from the healthy lifestyle available.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 4.3.2

ENSURE THAT MUNICIPAL PUBLIC HEALTH AND WELLBEING PLANS INFORM AND SHAPE MUNICIPAL STRATEGIC STATEMENTS

In Victoria, all local governments are required to prepare council plans, municipal public health and wellbeing plans (MPHWP) and municipal strategic statements (MSSs). A local government's MPHWP, which it must prepare every four years, must:

- be consistent with its council plan and the land-use plan required by its MSS
- have regard to the current Victorian public health and wellbeing plan
- be reviewed annually.

Currently, a MPHWP must show how it aligns with a MSS. However, there is no requirement for a MSS to align with a MPHWP. We must give planning for health and wellbeing more prominence, by clearly expressing its place in council plans, and by ensuring that concern for community health and wellbeing is integrated into a MSS.

In the short term

- Identify an appropriate mechanism to ensure that municipal public health and wellbeing plans inform and shape strategic planning and decision making to promote community health and wellbeing.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

“ IF A DISTINCTIVE MELBOURNE IS TO BE CREATED, THE GOVERNMENT MUST TAKE THE LEAD ROLE IN IMPLEMENTING URBAN DESIGN PRINCIPLES VIA A COORDINATED PLACE MAKING AND URBAN-RENEWAL PROGRAM THAT WILL SUPPORT LESS-DEVELOPED AREAS OF THE CITY TO TAKE ON A MORE-DISTINCTIVE AND MEMORABLE QUALITY. ”

HOUSING INDUSTRY ASSOCIATION

DIRECTION 4.4

PLAN FOR FUTURE SOCIAL INFRASTRUCTURE

Planning for healthy communities also needs to consider the provision of appropriate facilities and resources for people in need. As community needs grow and change we will plan for new neighbourhoods and renew existing suburbs to ensure that social facilities and resources are accessible by public transport and provided where they are needed most. The co-location of health and community services provides Victorians with coordinated care close to their homes and enables health and education facilities to expand and grow with certainty.

We will reduce impediments in the delivery of health and community services and facilities by strengthening planning for health and education precincts to encourage the co-location of these services.

The coordination of investment for social infrastructure is essential if it is to be well-located and in close proximity to allied services and facilities. We will ensure the planning system supports development that helps local governments attract services into growth area communities and established areas undergoing significant demographic change and urban renewal, providing certainty to guide public and private investment.

INITIATIVE 4.4.1

CREATE HEALTH AND EDUCATION PRECINCTS TO MEET THE NEEDS OF RESIDENTS ACROSS MELBOURNE

The delivery of health and education precincts allows for more tailored planning of community services at a local level. We will develop tailored solutions to better plan at a neighbourhood level and encourage the co-location of services and investment adjoining major public and private facilities. Currently, nearly 70 per cent of health services to Victorians are provided by the private sector.

To improve access to local health services and improve certainty for health providers, we will facilitate the co-location of general practitioners and a range of public, private and not-for-profit medical and community-based services. These will be located close to public transport and other community infrastructure. We will do this by amending the *Precinct Structure Planning Guidelines* to include planning for health precincts located in, or close to, town centres in new growth-area suburbs. As part of the master planning of urban-renewal precincts, we will identify and include opportunities for health precincts close to other community and private infrastructure, and public transport.

We will identify metropolitan health precincts in planning schemes and work with the Department of Health and local governments to prepare structure plans for priority precincts. We will also review planning controls to facilitate investment in healthcare facilities and services closer to existing private and public hospitals and health services, and the establishment and clustering of a mix of health and health-related services and education and training facilities.

These solutions will be available to local governments and the Metropolitan Planning Authority as part of master planning, precinct structure planning and planning for major urban-renewal sites to deliver the appropriate services in these precincts.

In the short term

- Amend the *Precinct Structure Planning Guidelines* to ensure planning for health and/or education precincts is undertaken in the preparation of precinct structure plans.

METROPOLITAN PLANNING AUTHORITY

- Update the State Planning Policy Framework to clarify and strengthen the government's policy approach to health and education precincts, including within the new policy on urban renewal and in growth areas. This is intended to provide certainty for investment in the provision of public and private health care services and the benefits of co-location with education and training services.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with government agencies and the private sector, identify potential locations and impediments to the development of health, health and education and health-related precincts in metropolitan and regional Victoria.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING) AND DEPARTMENT OF HEALTH

- Prepare and implement planning provisions to support the establishment of health services and the clustering of public, private and not-for-profit health services, including possible streamlined planning processes within health precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Establish streamlined decision making on applications for major private hospitals and health providers in identified health precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare precinct structure plans for priority health and/or education precincts for greater future private and public investment in health, education and related services.

METROPOLITAN PLANNING AUTHORITY

POINT COOK TOWN CENTRE

CREATING A STREET-BASED TOWN CENTRE



Like Melbourne's favourite shopping strips, Point Cook Town Centre has a main street that links with the town square. But unlike Melbourne's favourite shopping strips, Point Cook Town Centre is a new development.

Point Cook Town Centre is on a 10-hectare site, 23 kilometres south-west of Melbourne's CBD in a growing area. The town centre has a 'main street' theme, with both sides of the street having small retailers with an undercover walkway. Stage one of the centre opened in mid-2008 with Coles, Target, Aldi and 90 specialty stores. Stage two opened in late 2010 with a Harris Scarfe store, a food court and over 40 more speciality stores.

The streetscape encourages shopper interaction with low-rise architecture, open spaces and access to the local nature reserve through a wetlands plaza. With convenient access by bike or car, easy parking, integrated essential services, retail stores and public and commercial space, Point Cook Town Centre is a dynamic retail and commercial hub. It has become the heart of the community, an environmental gateway and a focal point for entertainment, walking, gathering and enjoyment.

The centre provides a focal point for commercial and community infrastructure for the rapidly developing residential area. Servicing more than 60,000 households in Wyndham, it is the largest retail development in the area. The centre provides undercover parking with direct access to shops by travelators and escalators.

Dedicated community facilities include Giant Leaps Childcare Centre, Point Cook Superclinic medical centre and the Point Cook Community Learning Centre. This centre comprises public library facilities, community learning rooms, occasional-care facilities, a toy library, a community kitchen, a kindergarten and maternal and child health consulting rooms.

POINT COOK TOWN CENTRE SHOWS HOW TO BLEND MELBOURNE'S ALFRESCO DINING AND COFFEE CULTURE WITH CONVENTIONAL SUBURBAN SHOPPING

INITIATIVE 4.4.2

A COORDINATED APPROACH TO THE DELIVERY OF EDUCATION, HEALTH, RECREATION AND CULTURAL FACILITIES

All neighbourhoods need good access to primary, secondary and tertiary education institutions (including special education services), arts infrastructure, hospitals and specialist medical services. These major regional and subregional services and facilities must be conveniently located.

Growth corridor plans have identified locations for education institutions in our developing suburbs. However, it is essential to coordinate investment so that all types of social infrastructure are well-located, and co-located with allied services and facilities. There is also scope to explore more innovative types of education and health facilities, including 'vertical schools', mixed-use health precincts and higher education campuses.

In the short term

- In partnership with government agencies, provide advice on how government proposals (such as for health, arts and education infrastructure) align with land-use and transport objectives.

METROPOLITAN PLANNING AUTHORITY

- In partnership with government agencies and the private sector, establish models for multi-storey education and lifelong learning campuses and health and arts precincts.

DEPARTMENT OF EDUCATION AND EARLY CHILDHOOD DEVELOPMENT

INITIATIVE 4.4.3

REMOVE PLANNING IMPEDIMENTS TO NOT-FOR-PROFIT COMMUNITY SERVICES IN THE PLANNING SYSTEM

Key community services are often delivered by not-for-profit community organisations. These organisations offer services and support, build social capital and strong communities, and create education and local work opportunities. The work of not-for-profit organisations provides many long-term benefits, such as reducing the future costs of disadvantage and poor health.

However, the ability of not-for-profit organisations to operate in both established and growing neighbourhoods is limited by the lack of affordable space, by building costs, and in some instances by planning barriers to establishing services and delivering integrated responses with other service providers.

In the short term

- Review the *Precinct Structure Planning Guidelines* to consider options for creating space for not-for-profit organisations in activity centres, and shared space in community centres.

METROPOLITAN PLANNING AUTHORITY

- Provide guidance and update the planning provisions, where appropriate, to support not-for-profit activities.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 4.5 MAKE OUR CITY GREENER

INITIATIVE 4.4.4

IDENTIFY AND SECURE SUITABLE LOCATIONS FOR CEMETERIES

While there is some suitable land in the form of undeveloped reserves for cemeteries in Melbourne, the Department of Health reported in 2012 that some local government areas no longer have land capacity for burials, and others are expected to exhaust their capacity before 2035. The report identified the need for additional land for cemetery purposes in some designated growth areas, and in the Eastern Subregion.

There is also a need to cater for all faiths when planning for cemeteries – different faiths may have different needs.

Consideration also needs to be given to the selection of suitable sites for future cemeteries and crematoria, particularly in growth areas and outer-metropolitan areas.

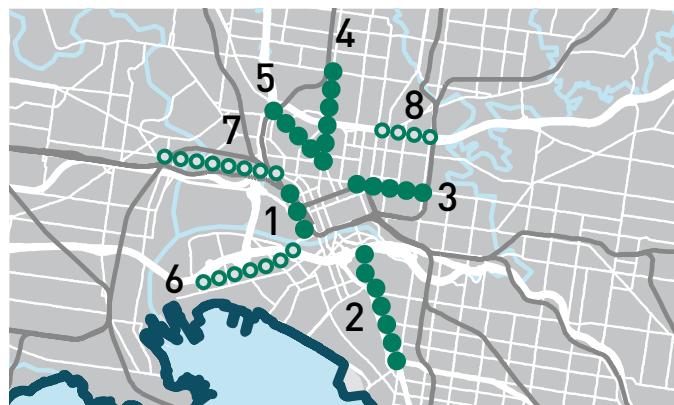
In the short term

- Work with the Department of Health and cemetery trusts to determine the need for additional land for cemeteries and crematoria (including at existing cemeteries) and to identify possible new locations.

METROPOLITAN PLANNING AUTHORITY

MAP 25 – EXISTING AND POTENTIAL BOULEVARDS

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



Metropolitan Region

Urban Area

Road Network

Rail Network

Waterway

Existing Central City Boulevards

- 1 - Harbour Esplanade
- 2 - St Kilda Road - Brighton Road
- 3 - Victoria Parade
- 4 - Royal Parade
- 5 - Flemington Road

Boulevards to be investigated/implemented in short term

- 6 - Plummer Street (Fishermans Bend)
- 7 - Dynon Road (West Melbourne)
- 8 - Alexandra Parade (Collingwood - Fitzroy)
- Nepean Highway (Frankston) - Not shown
- Maroondah Highway (Ringwood) - Not shown
- Plenty Road (Bundoora) - Not shown
- Sneydes Road (East Werribee) - Not shown

Melbourne is not just bricks and mortar – it contains an urban forest of trees and vegetation on our properties, lining our streets and on public lands. Increasing tree and vegetation cover across an urban area results in many environmental, social and economic benefits. These include cooling to reduce heat and UV impacts, reduced air pollution and energy costs, enhanced liveability, improved physical and mental wellbeing, protected biodiversity and enhanced visitor appeal.

Our city's green spaces are under increasing pressure from drought, climate change and the increasing cost of water. Growth and increasing density are reducing the size and number of private gardens and opportunities for street trees and landscaping in our newer suburbs. Adopting water-sensitive design approaches in our urban areas, expanding our street tree coverage and making our available open space healthier and greener will help offset these pressures and add to the city's liveability.

INITIATIVE 4.5.1

DEVELOP A NEW METROPOLITAN OPEN SPACE STRATEGY

Responsibility for providing open space is currently shared by a number of government agencies and local governments. This creates a lack of overall direction in strategic planning for open space across Melbourne and can lead to confusion about who is responsible for funding, planning and delivering open space.

There are limited opportunities to provide new open space in Melbourne's established areas. Better designing and using existing assets, and developing innovative approaches to open-space delivery at a local level, will provide valuable future local open-space additions. This will include identifying opportunities for new or enhanced open space in urban-renewal precincts along waterways, on surplus government-owned land and as part of precinct-wide redevelopment plans.

In the short term

- Prepare a metropolitan open space strategy. The strategy will include measures to improve the provision and protection of open space, and determine the need for new open space in areas that are expected to grow substantially; and will update regulations outlining the role of all levels of government.

METROPOLITAN PLANNING AUTHORITY

- Publish information about open space to help guide planning, building on the Victorian Environmental Assessment Council's open space database.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 4.5.2

PROVIDE NEW NEIGHBOURHOOD PARKS AND OPEN SPACE

As our city grows and we accommodate more people, we will need to increase the quantity and quality of public open space and of leisure, recreation and sporting facilities. Melbourne has a long legacy of open-space planning. Many local governments have prepared open-space strategies. Precinct structure plans in growth areas identify where local parks and sports grounds will be located. However, there is scope to explore more innovative ways of increasing local open space at the neighbourhood level and funding its ongoing maintenance. Redevelopment of urban-renewal precincts and of surplus underutilised government land will provide opportunities to plan for new open space. In some areas, practical solutions (such as using school grounds out of school hours) will also help add to the availability and accessibility of public open space and of sport and recreation facilities.

In the short term

- Use the new standard development contributions system to provide greater certainty in the provision of local open space in Melbourne's growth areas.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate options for a pocket park fund – to be used in established areas to fill identified local open space gaps.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

- Work with government agencies to prepare shared-use plans of open space and recreation facilities for government schools.

DEPARTMENT OF EDUCATION AND EARLY CHILDHOOD DEVELOPMENT

INITIATIVE 4.5.3

EXTEND THE LANDSCAPE AND VEGETATION COVER OF METROPOLITAN MELBOURNE

The greening of Melbourne is already under way. We have committed to planting 1.5 million trees across parklands and other public open spaces in the city by 2014, as part of the 2 Million Trees Project. There are other significant greening programs under way. Greening the West is a regional initiative to deliver positive health and social outcomes in the city's western suburbs through urban greening. The program is facilitated by City West Water in partnership with local governments, water utilities, government agencies and industry and community groups. VicRoads is currently investigating design features to allow for tree planting. Its review will address the potential to design road space to allow for tree planting without compromising road safety standards.

In the short term

- Address impediments to planting canopy trees along roads, including identifying priority roads (such as boulevards) where removing overhead power lines can be considered.

METROPOLITAN PLANNING AUTHORITY

- Investigate extending City West Water's Greening the West initiative to other subregions of Melbourne.

OFFICE OF LIVING VICTORIA

- Encourage local governments to undertake community tree-planting programs by building on the success of the 2 Million Trees Project beyond 2014.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

DIRECTION 4.6

CREATE MORE GREAT PUBLIC PLACES THROUGHOUT MELBOURNE

Plan Melbourne aims to raise the standard of urban design of public places throughout the entire metropolitan area. Improvements to public spaces and more-thoughtful integration of new developments into their surroundings can make a measurable difference to the amenity and economic vitality of suburban communities. They also enrich the civic, cultural and social life of Melbourne.

All kinds of different locations in Melbourne – larger precincts, mixed-use areas, activity centres and streets – have the potential to become distinctive and appealing places that can add to the city's overall character and sense of place. We will adopt a more focused place-making approach to deliver our city's next generation of urban infrastructure, and seek to achieve a consistently high standard of design quality of our public spaces. A major component of Melbourne's international reputation for public design lies in its cultural, educational and sporting precincts. Many of its iconic venues are located in the heart of the city including the MCG, Melbourne Tennis Centre, Melbourne Arts Precinct, Federation Square and National Gallery of Victoria. Other important venues (such as our suburban racecourses, sand-belt golf courses and art galleries) are distributed across the metropolitan area. Sport and culture also thrive at the community level in Melbourne. The city's suburbs have public sporting venues and community arts facilities that give residents opportunities to participate in various sporting and cultural activities. Plan Melbourne aims to ensure that Melbourne's distinctiveness as a leading cultural and sporting city is maintained, and that more facilities are provided at a suburban and subregional level.

INITIATIVE 4.6.1

PREPARE A DISTINCTIVE MELBOURNE POLICY

Metropolitan Melbourne is a mosaic of diverse natural landscapes and urban places. This variety gives rise to a range of locally distinctive settings, which need to be reflected in the design of new developments. The Victoria Planning Provisions contain clauses to protect aspects of distinctiveness, but they do not specify what Melbourne's distinctive aspects are or how they should influence new development. More guidance is provided at the local level by individual planning schemes. While local variations are essential to Melbourne's identity, a metropolitan-wide policy is needed to clearly identify Melbourne's distinctive and iconic elements. This policy will encourage the creation of memorable, well-designed places that build on our city's legacy of distinctiveness and liveability.

In the short term

- Update the State Planning Policy Framework to include explicit policy on Melbourne's distinctiveness.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.6.2

DEVELOP MELBOURNE'S NETWORK OF BOULEVARDS

Melbourne's grand boulevards are a proud and distinctive feature of the city's urban fabric. A legacy of the gold rush, boulevards like St Kilda Road, Victoria Parade and Royal Parade are wide, generous, tree-lined spaces that serve multiple uses and can accommodate relatively tall buildings, thanks to the width of the road and the softening visual role of the trees (Map 25). More recent major roads were developed to cater primarily for through-traffic and trees and other architectural features were minimised for safety reasons. While safety remains a paramount consideration, we should aim to create contemporary boulevards that build on this aspect of Melbourne's physical distinctiveness.

Many local governments have been working to create local boulevards. These have taken different forms and use different styles such as bush boulevards or avenues of honour.

We will extend this practice to progressively develop new boulevards as part of planning for the urban growth areas, and transform a network of selected existing road corridors to become boulevards across Melbourne. In some cases, this will mean providing greater tree coverage for shade and enhancing the attractiveness of major through-roads. We will also consider creating boulevards in low-speed environments with low through-traffic, primarily for pedestrians and public transport. Any potential boulevard will need to consider the cross-section available and appropriate treatments (whether that be canopy tree planting or sculptural treatments) in balance with safety and the needs of the local community.

We will work in close consultation with local governments and relevant stakeholders to identify potential or redeveloped boulevards that can be integrated with other improvements to public space or place-making initiatives.

In the short term

- Work with VicRoads and local governments to prepare a long-term metropolitan boulevard strategy and implementation plan that identifies possible new boulevards.

METROPOLITAN PLANNING AUTHORITY

- Investigate boulevard treatments for Nepean Highway, Frankston; Maroondah Highway, Ringwood (as part of the Ringwood Station and Interchange Upgrade); and Plenty Road, Bundoora.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Transform Sneydes Road, East Werribee into a boulevard as part of the delivery of the emerging East Werribee Employment Cluster.

METROPOLITAN PLANNING AUTHORITY

- Improve the amenity of Alexandra Parade following completion of East West Link.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate boulevard treatments for Plummer Street, Fishermans Bend Urban Renewal Area and Dynon Road, West Melbourne, as part of urban renewal projects.

METROPOLITAN PLANNING AUTHORITY

- Establish a pipeline of future boulevards.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 4.6.3

FUND SUBREGIONAL CULTURAL AND SPORTING FACILITIES

One of the benefits of Melbourne’s growth is its increasing capacity to develop and sustain significant subregional cultural and sporting facilities. Developments such as the Darebin International Sports Centre, Monash Gallery of Art, Casey Fields sports complex and the Cranbourne Botanic Gardens highlight this trend.

At the subregional level, redevelopment of larger urban renewal precincts and surplus underutilised government land will provide opportunities to plan for regionally significant cultural and sporting facilities. Where future opportunities arise, we will work with local governments – through the new metropolitan subregion arrangements – and with other stakeholders to coordinate the delivery of these regional-level facilities.

In the short term

- Consider a contribution towards the cost of regionally significant cultural and sporting facilities through Government grants such as the metropolitan Community Infrastructure Fund and other means.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

INITIATIVE 4.6.4

SUPPORT CULTURAL EVENTS, PRECINCTS AND PROGRAMS

Plan Melbourne commits to continuing the support of our dynamic arts culture to reinforce Melbourne’s multicultural and creative identity. We will ensure the provision of spaces and facilities that encourage cultural innovation and new forms of artistic expression, not just in the inner city but throughout the metropolitan area. This initiative will support Victoria’s cultural precincts to remain sustainable and attractive for investment, including cultural and tourism activities, and reinforce Melbourne’s multicultural diversity through a commitment to cultural events and programs and associated infrastructure.

Examples of designated cultural precincts that have been funded to date include the Lonsdale and Little Bourke Street precincts in the CBD; Lygon Street, Carlton; Victoria Street, Richmond; Oakleigh’s Eaton Mall; and the Thomas Street Afghan Bazaar in Dandenong. Examples of community infrastructure that have been funded to date include the Chinese Museum in Melbourne’s Chinatown; the Greek Cultural Centre in Melbourne’s Greek precinct; the African Australian Community Centre in Footscray; the Islamic Museum of Australia in Thornbury; the National Jewish Library in Caulfield; and the African House in Shepparton.

These facilities will provide a capacity for culturally and linguistically diverse communities to support their members as well as engage with the broader community, showcase creative projects, incubate entrepreneurial arts- and multicultural-related enterprises, establish larger audiences, and enable communities from different cultures to participate in events and programs that reflect and support their traditions, lifestyles and beliefs.

In the short term

- Provide guidance and update regulations, where appropriate, for the use of open spaces, streets and parks for a range of community and cultural events.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

- Examine ways to simplify planning requirements for new cultural and arts events and facilities, including small start-ups.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

ROYAL BOTANIC GARDENS CRANBOURNE

CREATING STATE-SIGNIFICANT GARDENS IN A SUBURBAN LOCATION



In the 1960s, the Royal Botanic Gardens Board recognised the need for a satellite garden to promote the cultivation of Australian plants. With funding from the Maud Gibson Trust, it purchased land at Cranbourne, south-east of Melbourne, and established the Royal Botanic Gardens Cranbourne in 1970. It acquired additional parcels of land in later years, and the Royal Botanic Gardens Cranbourne now covers 363 hectares.

The Australian Garden is an award-winning native plant garden at Cranbourne. It showcases Australian flora, landscapes, art and architecture. The first stage opened in 2006. After 20 years of planning, construction and planting, this vibrant garden is now complete.

Water is the main storyteller in the Australian Garden. It leads visitors through the garden, expressing the main design themes and water's historic and future relationship with the Australian landscape.

In the first half of the Australian Garden, the journey of water begins in the red desert heart of Australia, represented by the Red Sand Garden. Here, it is dry – there is no water. The journey continues – the Dry River Bed and the Ephemeral Lake Sculpture illustrate the transient nature of water leaving the desert in drought, arriving with unpredictable flooding at the Rockpool Waterway.

In the second half of the Australian Garden (the northern half), the Rockpool Waterway becomes a river bend at the River Walk.

The Royal Botanic Gardens aimed, by creating the Australian Garden, to share with visitors the beauty and diversity of Australian plants. The Australian Garden is a place to explore the evolving connections between people, plants and landscapes. It is also a place where Melburnians and visitors can be inspired to use Australian plants in home gardens, and get information about how to do so.

ROYAL BOTANIC GARDENS
CRANBOURNE SHOWS THE
POSSIBILITIES AND BENEFITS
OF DEVELOPING STATE-
SIGNIFICANT FACILITIES IN
SUBURBAN LOCATIONS

DIRECTION 4.7 RESPECT OUR HERITAGE AS WE BUILD FOR THE FUTURE

Melbourne's heritage provides a tangible link to our past and helps us to understand the lives and aspirations of past generations. The city's history encompasses all aspects of Aboriginal and post-European settlement up to the present day, and is central to our sense of identity.

Managing the tension between development and conservation is an important task for the government and one that needs to be streamlined, to make heritage management and planning more effective and supportive of efficient planning and development outcomes. We also need to adopt innovative approaches to the creative reuse of heritage places, where good urban design can both preserve and re-energise historic buildings and places.

INITIATIVE 4.7.1

VALUE HERITAGE WHEN MANAGING GROWTH AND CHANGE

With all three levels of government sharing responsibility for protecting Melbourne's heritage, decision making must be consistent and credible, and based on a clear and widely accepted understanding of the city's history. Plan Melbourne aims to protect the city's heritage, and improve heritage management processes within the Victorian planning system.

In the short term

- Work with local governments to enhance and improve heritage planning and assessment, including closer engagement with affected landowners.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review and modernise the *Victorian Heritage Act 1995* with a stronger focus on proactive heritage identification and preservation.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.7.2

RESPECT AND PROTECT OUR CITY'S ABORIGINAL HERITAGE

Throughout Victoria, even in the most intensively developed areas, the landscape holds the imprint of countless generations of Aboriginal occupation. With the arrival of Europeans in Victoria, new and very different sites of Aboriginal heritage significance came into being. They include places of first contact between European and traditional owners, missions, properties where Aboriginal pastoral workers played vital roles and, in more recent times, places associated with the Aboriginal rights movement, as well as contemporary places with ongoing uses and associations.

In 2012, the Victorian Parliamentary Inquiry into the Establishment and Effectiveness of Registered Aboriginal Parties recommended development of a statewide program of country mapping to improve the available knowledge about areas of cultural heritage sensitivity.

In the short term

- Continue an ongoing program of country mapping to improve understanding and recognition of Aboriginal cultural heritage values in metropolitan planning processes.

DEPARTMENT OF PREMIER AND CABINET

- Update the State Planning Policy Framework to link to Aboriginal country mapping.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.7.3

CREATE INCENTIVES FOR HERITAGE CONSERVATION

Melbourne's heritage is a significant tourism drawcard and an important part of our city's cultural economy. To ensure that this continues, we must invest in our heritage, and particularly in those places that contribute to Melbourne's identity and distinctiveness.

The government recognises that, in some instances, public benefits flow from private-sector developments that involve significant heritage assets. This can include the conservation and adaptive reuse of heritage assets that would otherwise deteriorate and cease to contribute to Melbourne's economic development. Examples of this include the conversion of Melbourne's former GPO into a landmark retail complex, and the conversion of the former Abbotsford Convent into a community and arts precinct. Regeneration of heritage assets through adaptive reuse can deliver unique and exciting places that can be used well into the future. Rehabilitating old buildings and places also creates opportunities for new investment and jobs.

In the short term

- Investigate the potential of transferable development rights for significant heritage conservation and development projects, including by examining the experience of other jurisdictions with this approach.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

MELBURNIANS SAID...



ANGUS WITHERBY, MORDIALLOC

“ Change should be adaptive and progressive, rather than radical. ”



CHERI HUGHES, BALACLAVA

“ I love how we have everything here. I can go into the city and enjoy a variety of activities without planning. [But] there aren't a lot of festivities in general during the winter in Australia and it would be nice if there could be a new winter festival we can come up with to take us through the winter season. ”



FIONA FIELD, HAWTHORN

“ We must ensure that the green wedges are retained and that where redevelopment occurs it is in character with the existing amenity of the area. ”



PAUL JANE, PARKS AND LEISURE AUSTRALIA

“ Melbourne's parks and open spaces and natural areas are a vital part of the economic health of Melbourne. They are also important socially and environmentally. Parks contribute strongly to all five outcome principles outlined in the discussion paper. ”



IAN BRYANT, CLYDE NORTH

“ Public transport should be put in place before estates and schools are built, especially with the population being older, getting older, and needing to get to appointments, and not everybody's got two cars. ”

DIRECTION 4.8 ACHIEVE AND PROMOTE DESIGN EXCELLENCE

INITIATIVE 4.7.4

ENCOURAGE PLACE NAMES THAT HONOUR LOCAL IDENTITY AND HISTORY

Many Melburnians are proud of their local suburb and its unique identity. Localised suburb names can honour an area's history, notable past residents, indigenous heritage, or early settler history; and also make navigating our city easier. Some very expansive and large suburbs are more difficult to navigate given their size. In recent decades, some areas have been formally renamed, such as Cremorne, Travancore, South Wharf and Docklands.

In the short term

- Amend the *Precinct Structure Planning Guidelines* to ensure that new suburbs are named in an appropriate way, taking into account history, heritage and ease of navigating the area in future.

METROPOLITAN PLANNING AUTHORITY

- Create guidelines for communities and local governments to rename sections of larger suburbs to enhance the local sense of community, improve navigability and recognise local heritage.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Update place-naming guidelines to ensure that Aboriginal heritage can be more easily acknowledged in new place names.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

Melbourne has a well-deserved reputation for quality design, particularly in regard to its built environment and creative industries. There is now a body of evidence that shows quality urban design and architecture add value by increasing the economic viability of development, and deliver social and environmental benefits. The best means of achieving quality design outcomes is less clear-cut and can involve a range of strategies, including those below.

HAVE A CLEAR COMMITMENT TO QUALITY DESIGN

OUTCOMES – As the largest procurer of design services in Victoria, the State Government can set a high design standard in its own projects. It can lead by example. There are also opportunities to improve its design procurement practices.

INCLUDE A DESIGN REVIEW IN ASSESSMENTS OF

SIGNIFICANT DEVELOPMENT PROJECTS – An independent, expert, design review can add significantly to the quality of project outcomes. Embedding a formal and accountable design review process from the earliest stages of projects has been proven to improve outcomes, ensure best value, expedite decision making and ensure that all relevant interests are taken into consideration.

STRENGTHEN DESIGN CAPABILITY AT ALL LEVELS OF

GOVERNMENT – More sophisticated design understandings and capabilities will help support local governments in their capacity to act as design advisers and assessors in the development approvals process.

Plan Melbourne aims to extend the emphasis on good design, apparent in the inner-city's built environment, across the whole metropolitan area and embed it in the planning process.

INITIATIVE 4.8.1

PROMOTE URBAN DESIGN EXCELLENCE

While heritage sites and buildings are integral parts of Melbourne's identity, the quality of Melbourne's built environment also depends on high design standards.

In the short term

- Expand the Victorian Design Review Panel process to include, where appropriate, voluntary, fee-for-service reviews of:
 - significant state-government and state-funded projects
 - significant projects affecting places on the Victorian Heritage Register
 - significant projects referred by local government.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (OVGA)

MELBURNIANS SAID...



JEN SMITH, COUNCIL TO HOMELESS PERSONS

“ While overall housing supply is fundamental to both the social and economic functioning of Melbourne, the provision of affordable rental housing is the first step towards ending homelessness in Victoria. ”



THOMAS GUERNAY, FOOTSCRAY

“ It's clichéd, but I like the food and the drink. I live out at Footscray and there's just amazing fresh food out there and cheap. I like the weather. I prefer the cold. I'm sick of the humidity up north. ”



MATT PALMEN, EVANS AND PECK

“ Innovation is a crucial function of the economy that will contribute to Melbourne's competitiveness and productivity and shore-up future prosperity and well-being for its residents. ”



SUE NOBLE, VOLUNTEERING VICTORIA

“ A '20 minute city' would promote a greater sense of community and potentially higher rates of volunteering. ”



LIZA COFFEY, CAMBERWELL

“ I like the vibrant city centre, the neighbourhood high streets, the food, the shopping, the arts and culture... but most importantly, the amazing quality coffee. ”

INITIATIVE 4.8.2

IMPROVE ACCESS TO INFORMATION AND TECHNOLOGY TO SUPPORT PLANNING PROCESSES

Major developments are increasingly challenging in terms of their scale and relationships with their surroundings.

Planning permits can remain live for many years, so it is essential to factor them in when considering any nearby proposals. The impact of proposed development should be considered not only in its current spatial context but also in the context of likely future development nearby.

Three-dimensional modelling is a valuable tool for testing and evaluating the impacts of alternative development proposals. This technology allows planners to visualise an existing site, as well as other possible future developments they may need to consider and assess. It enables communities and decision makers to explore proposed projects clearly and in detail, and therefore fully understand potential options and their ramifications.

To encourage this, we will engage with the design and architecture industries to foster an ongoing conversation with Melburnians, Victorians, investors and visitors about the design and form of our city. Representative bodies such as the Victorian Chapter of the Australian Institute of Architects, and the Building Designers Association of Victoria will be consulted by the Office of the Victorian Government Architect about ways to improve the design of Melbourne's built form, particularly for notable projects and strategies.

In the medium term

- Investigate extending the government's existing three-dimensional modelling to encompass the Central Subregion and other key precincts (such as national employment clusters and/or metropolitan activity centres) and invest in cross-government access to the model as a tool for visual assessment and planning of the city's future development.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate the costs, benefits and opportunities of establishing a publicly accessible Melbourne Planning and Design Centre to display a three-dimensional model and provide information about urban design and development issues.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)





ENVIRONMENT AND WATER

PROTECT OUR NATURAL ASSETS AND BETTER PLAN OUR WATER, ENERGY AND WASTE MANAGEMENT SYSTEMS TO CREATE A SUSTAINABLE CITY.

ENVIRONMENT AND WATER

WE WILL

PROTECT OUR NATURAL ASSETS AND BETTER PLAN OUR WATER, ENERGY AND WASTE MANAGEMENT SYSTEMS TO CREATE A SUSTAINABLE CITY.

ISSUES

SUMMARY

Our city's sustainability is defined by the strength, health and beauty of our natural environment and the resilience of our built environment.

Key to sustainability will be the way in which we manage our water, energy and waste resources.

Sustainability will also be reinforced through an urban structure that aligns housing and commercial development with public transport, and locates jobs closer to where people live.

Melbourne depends on a range of natural processes to function. As the city grows, it will be important to maintain the health of urban waterways, enhance our biodiversity values and ensure a balanced approach to coastal protection.

We need to change the way we plan and manage both urban development and water services, to enable a more comprehensive and innovative approach to using stormwater and recycled water.

Demand for energy in Melbourne will continue to grow, presenting challenges in terms of managing electricity prices and improving energy efficiency.

Improving our energy efficiency and developing local energy solutions will become more important, not only for reasons of price and sustainability but also because of rising aspirations within local communities to have more control over their own energy supply and consumption.

OUR PLAN

DIRECTIONS

- 5.1** Use the city structure to drive sustainable outcomes in managing growth
- 5.2** Protect and restore natural habitats in urban and non-urban areas
- 5.3** Enhance the food production capability of Melbourne and its non-urban areas
- 5.4** Improve noise and air quality to improve human and environmental health
- 5.5** Integrate whole-of-water-cycle management to deliver sustainable and resilient urban development
- 5.6** Protect our significant water and sewerage assets
- 5.7** Reduce energy consumption and transition to clean energy
- 5.8** Plan for better waste management and resource recovery

SOLUTIONS

Accommodate the majority of new dwellings in established areas within walking distance of the public transport network and ensure settlement planning in growth areas and peri-urban regions responds to natural hazards.

Address threats to the health of Melbourne's waterways as part of the whole-of-water-cycle management planning process including protecting and restoring biodiversity areas, the values of our waterways and the coastlines and waters of Port Phillip Bay and Western Port.

Protect high-quality agricultural land in Melbourne's non-urban areas for food production, and assess and protect strategically significant agricultural land through the development of appropriate planning provisions.

Integrate noise and air-quality guidelines into land-use and transport planning provisions and strengthen mechanisms (such as clearer standards and guidance) to protect separation, buffer and interface distances for existing facilities and uses which create noise and air quality issues.

Develop and implement whole-of-water-cycle management plans in Melbourne's subregions.

Protect our water and sewerage assets and open-space waterway corridors from inappropriate development.

Facilitate the delivery of clean-energy projects.

Establish our city's long-term needs for waste management sites, work in consultation with local governments and key stakeholders to identify areas where these sites may be located and, through planning, secure adequate sites for these purposes by rezoning land in planning schemes.

Protect waste management and resource recovery facilities from urban encroachment and assess opportunities for new waste facilities to meet the logistical challenges of medium- and higher-density developments.

ISSUES

OUR PRECIOUS NATURAL ENVIRONMENT

The government will position Melbourne as a world-leading sustainable city that values and enjoys its natural assets; is innovative in the way that it manages its water, energy and waste resources; and is resilient to environmental changes.

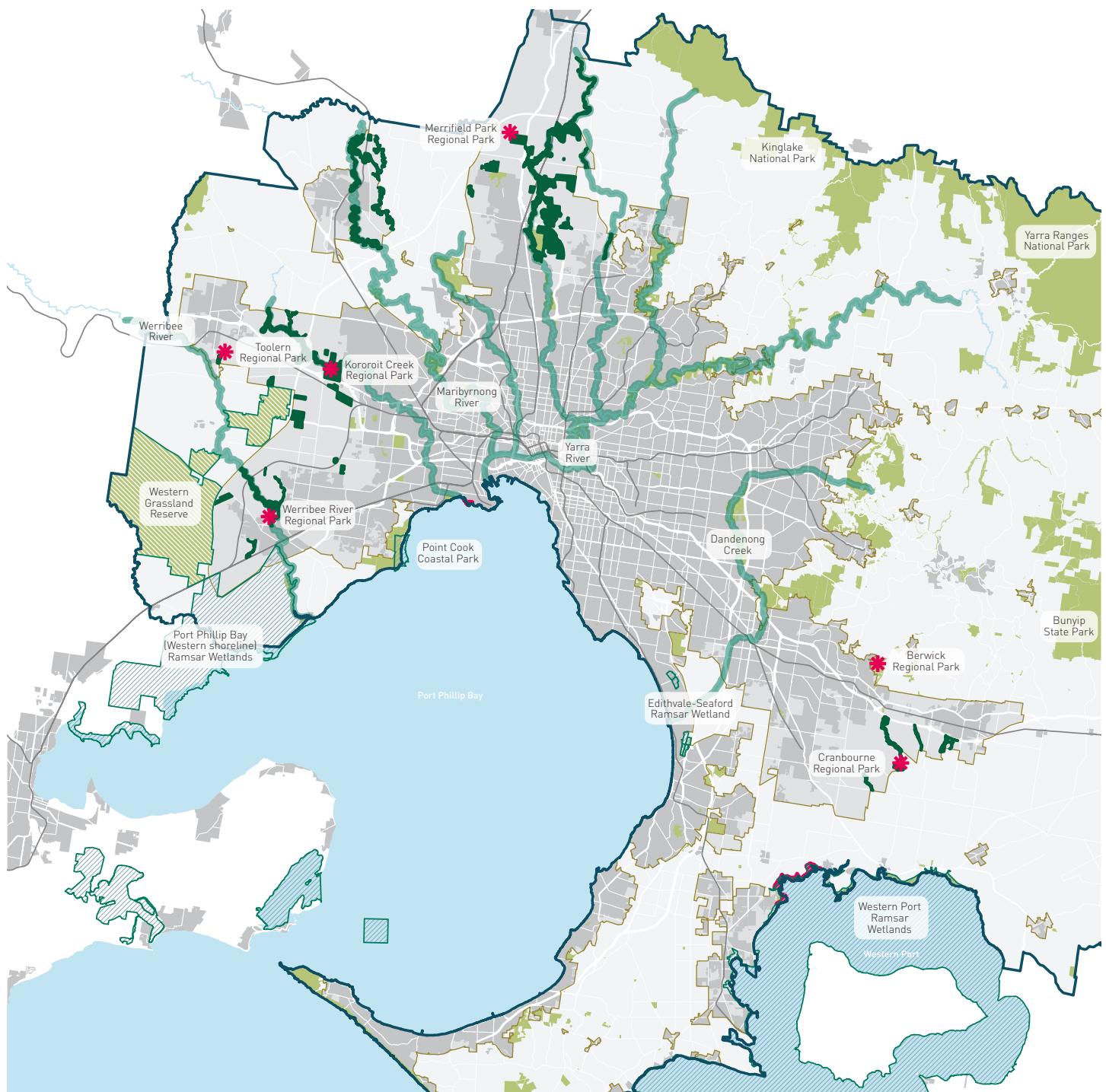
Our city's sustainability is defined by the strength, health and beauty of our natural environment and the resilience of our built environment.

There are many things that we can do to enhance the beauty and liveability of Melbourne's urban areas, as well as its green wedges and environmentally diverse peri-urban regions. Locking in an urban boundary is crucial. This will also secure the future use of green wedges and the peri-urban regions for agriculture and agribusiness, biodiversity, recreation and open space, tourism, heritage and landscape conservation.

A more sustainable Melbourne will also be innovative in the way it manages its water, energy and waste resources.

The way these resources are secured and managed will have a range of impacts on Melbourne's competitiveness, amenity, environmental sustainability and resilience to extreme climatic conditions. A growing population creates an imperative to manage our resources in a more integrated and efficient way, and to plan them coherently with all other components of the city.

Water, energy and waste resources are often viewed simply as inputs or products of the functioning of a city. This underestimates their potential.



MAP 26 – OPEN SPACE, NATURAL FEATURES AND BIODIVERSITY CONSERVATION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014;
VICTORIAN ENVIRONMENT ASSESSMENT COUNCIL, 2012; GROWTH AREAS AUTHORITY, 2012



- [Teal Box] Metropolitan region
- [Light Brown Box] Metropolitan urban boundary
- [Grey Box] Urban area
- [White Box] Road network
- [White Box] Rail network
- [Dark Green Line] Waterway corridor
- [Light Green Area] Major open space
- [Dark Green Area] Conservation area (as identified in the Biodiversity Conservation Strategy for Melbourne's Growth Areas)
- [Red Asterisk] Marine national park sanctuary
- [Hatched Box] Ramsar sites
- [Red Asterisk] Regional Open Space – future
- [Yellow Hatched Box] Western Grassland Reserve
- [Blue Line] Waterway

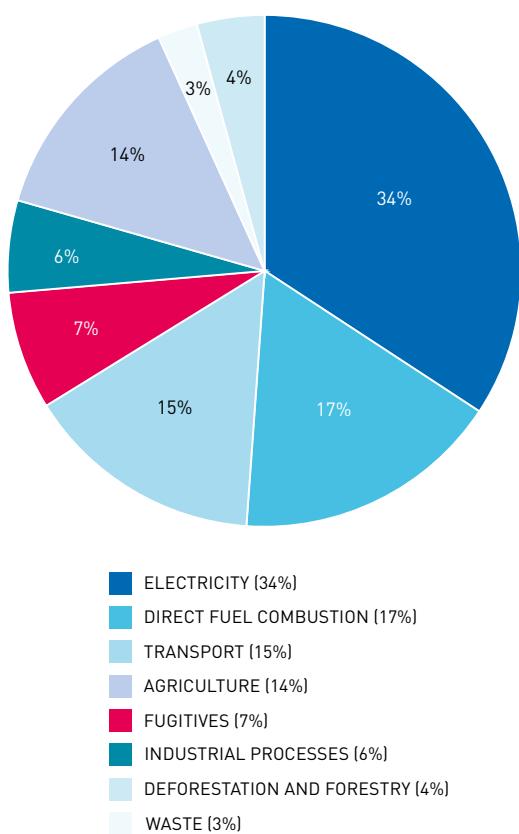
TRANSFORMING TO A MORE SUSTAINABLE CITY

Adapting to a changing climate is about taking deliberate steps to manage the potential impacts of climate variations on our lifestyles, our health and wellbeing, our environments, our infrastructure and our economy. Projections suggest an increased risk of extreme weather events. The nature of the Victorian climate and landscape is such that some neighbourhoods in Melbourne and its peri-urban regions will continue to be threatened by natural disasters.

It is recognised that Australia must reduce its greenhouse gas emissions in line with international efforts to mitigate the risks of climate change. Figure 15 shows the main sources of Australia's greenhouse gas emissions³¹.

FIGURE 15 – NATIONAL GREENHOUSE GAS INVENTORY 2011

SOURCE: AUSTRALIAN GOVERNMENT, DEPARTMENT OF CLIMATE CHANGE AND ENERGY EFFICIENCY, AUSTRALIA'S EMISSIONS PROJECTIONS 2012



A SUSTAINABLE URBAN STRUCTURE

A city's level of greenhouse gas emissions is partly a function of its urban structure. In compact cities with shorter travel distances, walking and cycling are easier and the provision of transport infrastructure is more economical.

A number of initiatives in Plan Melbourne will help transform Melbourne into a more sustainable city. We want to reinforce an urban structure that aligns housing, jobs and public transport through urban renewal, transit-oriented development and residential growth zones in close proximity to the public transport network. This has both environmental and economic benefits by reducing trip lengths, travel times and costs. Urban renewal and growth in designated precincts can create a more energy-efficient city.

MAINTAINING HEALTHY ECOSYSTEMS AND BIODIVERSITY FROM CATCHMENT TO COAST

Melbourne, like all cities, depends on a range of natural processes to function. At the same time, the natural systems around the city depend on us caring for the condition of our land, waterways and vegetation, and supporting healthy habitats. This will become more challenging as the city grows. It will be important that we maintain the health and amenity of urban waterways, enhance our biodiversity values, and ensure a carefully balanced approach to our coastal areas that safeguards the environment while allowing a variety of land uses.

Melbourne's peri-urban regions are ecologically diverse and encompass areas of local, state, national and international environmental significance. They include the natural temperate grasslands of the Victorian Volcanic Plain and grassy eucalypt woodland, a number of national parks including the Yarra Ranges, Dandenong Ranges, Point Nepean and Mornington Peninsula national parks, and coastal parks such as Point Cook Coastal Park. They also include internationally recognised wetlands under the Ramsar Convention, such as Western Port and the Western Treatment Plant at Werribee.

REDUCING THE IMPACTS OF POLLUTION

Pollution of our air, water and soil affects our lives, health and wellbeing. Motor vehicles are a major source of air pollution in our city. Emissions from industry can also pose a health risk, with children and the elderly particularly sensitive to air pollution.

Further, environmental noise can impact on people's quality of life through sleep disturbance, reduced productivity at work or school, stress, anxiety and other physical effects. Stormwater pollution is a significant problem for our city's rivers and creeks. Stormwater washes 14,000 tonnes of sediment and 650 tonnes of nutrients (such as nitrogen from fertiliser) into the Yarra River each year, as well as litter, heavy metals and bacteria.

A denser, more contained and compact city will need more water and more innovative ways of capturing and reusing it. At the same time, we need to enable greater permeability of rainwater into the ground to reduce run-off, which pollutes our urban creeks.

USING AND REUSING ALL SOURCES OF WATER

Melbourne's water supply system comprises 157,000 hectares of protected catchments in the Yarra Ranges, which provide some of the best water quality in the world.

In July 2013, the government released for consultation *Melbourne's Water Future*, a new approach to managing the urban water cycle in Melbourne. One of Plan Melbourne's key objectives is to make better use of all available water sources including recycled water, rainwater and stormwater.

The volume of stormwater runoff from Melbourne's rainfall is greater than the amount we actually use from our dams. This volume of water is more than enough to provide both an alternative supply for non-drinking purposes and a healthy flow to our waterways and bays. We need to value and use Melbourne's rainfall to minimise water price increases, improve the health of waterways and bays, reduce urban flooding, enhance our liveability and amenity, and build Melbourne's expertise in whole-of-water cycle management – a key capability of the 21st century.

GETTING ECONOMIC VALUE OUT OF WASTE

The first objective of any citywide waste management strategy should be to avoid or reduce the amount of waste produced. The second is to find ways to recover and productively reuse the waste we do generate. These are the objectives of *Getting Full Value: the Victorian Waste and Resource Recovery Policy*.

These objectives are critical in a land-use context. They minimise the need to find suitable landfill sites to store waste as the city grows, and reduce the transport task of moving waste across the city.

Attracting investment for the right mix of waste management and resource recovery infrastructure is vital for maintaining the environmental resilience and long-term productivity of Melbourne.

But even with greater waste reduction and recovery, there will still be waste products to manage.

The amount of waste we create is increasing and its composition is changing. Despite efforts to recycle more of our waste, technological advances mean that new waste products (such as computers and mobile phones) are now entering the waste system in increasing volumes.

Planning for waste management and resource recovery infrastructure needs to strike the right balance between securing the land and waste streams needed to underpin the commercial viability of infrastructure investment, while providing industry with the flexibility it needs to identify and act on new and emerging markets for recovered resources.

DIRECTION 5.1 USE THE CITY STRUCTURE TO DRIVE SUSTAINABLE OUTCOMES IN MANAGING GROWTH

Plan Melbourne proposes an urban structure that will meet the needs of a growing population and a changing economy. We will use our urban structure to ensure that jobs are located closer to where people live. It also proposes urban renewal and new housing in defined areas that improve accessibility. These combine to produce a more sustainable city by reducing trip lengths and travel times and by improving opportunities for walking, cycling and public transport.

By reforming the public transport fare zones, we can change travel behaviour to alleviate pressure on zone boundary stations. Applying Zone 1 fares across the entire metropolitan network will increase travel choices for commuters and reduce congestion around zone boundary stations. Zone 2 will be retained for travel entirely within that zone.

Melbourne's urban structure and settlement planning also needs to take account of natural hazards and the *Victorian Climate Change Adaptation Plan*.

INITIATIVE 5.1.1

ACCOMMODATE THE MAJORITY OF NEW DWELLINGS IN ESTABLISHED AREAS WITHIN WALKING DISTANCE OF THE PUBLIC TRANSPORT NETWORK

Plan Melbourne seeks to ensure that new dwellings within established areas are located near existing and planned transport network. The plan includes a number of proposals to deliver on this, such as municipal housing strategies to manage population growth and guide the application of reformed zones; delivering housing close to jobs and transport; and designating priority urban-renewal precincts and sites along rail corridors.

In the short term

- Reform and expand the Urban Development Program to report on the application of residential growth zones, urban renewal precincts and sites, national employment clusters, metropolitan activity centres and activity centres within walking distance of the public transport network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 5.1.2

ENSURE SETTLEMENT PLANNING IN GROWTH AREAS AND PERI-URBAN REGIONS RESPONDS TO NATURAL HAZARDS

The *Victorian Climate Change Adaptation Plan* outlines arrangements to prepare risk-management strategies for public assets and services. It ensures that disaster-resilience strategies are being implemented, and that government policies and programs encourage climate resilience and adaptive capacity. By implementing that plan, and through other strategies, we can continue to strengthen our resilience and responses to climate risks.

In the short term

- Continue to apply planning provisions in growth area precinct structure plans and settlement planning in peri-urban regions that best manage natural hazards.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 5.2

PROTECT AND RESTORE NATURAL HABITATS IN URBAN AND NON-URBAN AREAS

Melbourne enjoys a rich natural amenity in its landscapes, waterways, foreshores and bays. This legacy exists because earlier generations understood the importance of open space and the relationships between nature, liveability and people's health and wellbeing. As our city continues to grow and change, it is critical that we continue to plan and deliver an integrated network of accessible open space and natural habitats that meets the needs of residents, workers and visitors, while adequately protecting native flora and fauna.

The government's *Biodiversity Conservation Strategy* aims to manage the impacts of development of Melbourne's urban growth corridors for the next 30 to 40 years³². It protects species and provides certainty for developers in their planning and decision making.

In addition to implementing the *Biodiversity Conservation Strategy*, there are opportunities to increase connections between natural areas to facilitate species movement and greater genetic diversity within our native flora and fauna populations, and to improve their persistence in areas beyond the metropolitan urban boundary.

INITIATIVE 5.2.1

INCREASE THE PROTECTION AND RESTORATION OF BIODIVERSITY AREAS

There are many areas across the metropolitan area where vegetation can be protected and restored. On public land, these include parks, waterways, road verges and wetlands (such as the western shoreline of Port Phillip Bay, the Edithvale-Seaforth Wetlands and at Western Port). On private land, landholders in Melbourne's non-urban areas are already permanently conserving the biodiversity values of their land through voluntary statutory covenants. Over 3000 hectares are already protected and the number of landholders wishing to covenant their land is growing.

The government's *Biodiversity Conservation Strategy* identifies large, permanently protected areas outside the growth corridors and a network of smaller, permanently protected areas both within and outside the growth corridors. It includes objectives to prevent any further deterioration of threatened flora and to maintain sustainable populations of threatened fauna. It also streamlines environmental approvals processes to improve housing markets in these outlying locations.

In the medium term

- Undertake an evidence-based review of the Biodiversity Conservation Strategy in Melbourne's growth corridors.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

INITIATIVE 5.2.2

PROTECT THE VALUES OF OUR WATERWAYS

The health of Melbourne's 8,400 kilometres of waterways and our bays, and the biodiversity and ecosystems that rely on them, are crucial to our liveability and environment. Increasing urbanisation poses a significant threat to the environmental condition of waterways and hence to key waterways values such as the presence and health of platypus, fish, frogs, birds, invertebrates and vegetation. The condition of our waterways is primarily a consequence of the quantity, velocity and quality of urban stormwater run-off, and the discharge of wastewater. The more effectively stormwater and wastewater are managed, the cleaner and healthier our waterways will be.

In 2012, the government released *A Cleaner Yarra and Port Phillip Bay*, which outlines priorities to achieve a healthier Yarra River and Port Phillip Bay.

One of the five objectives of *Melbourne's Water Future* is to protect the environmental health of our urban waterways and bays. For many Melburnians, our relationship with the city is defined, at least in part, by our relationship with our coastal waters and waterways.

In the short term

- Prepare and implement new stormwater requirements to ensure that stormwater in new developments is managed in a cost-effective manner that protects the health and amenity of downstream waterways and our bays.

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INITIATIVE 5.2.3

PROTECT THE COASTLINES AND WATERS OF PORT PHILLIP BAY AND WESTERN PORT

With over 600 kilometres of coast, Port Phillip Bay and Western Port, possess a range of environments including bay and ocean; sand, rock, mangrove and cliff; public land; private land; and different land uses. They include places of significant environmental value (such as Ramsar sites), and places of significant social value (such as recreational beaches).

Coasts contribute to the health and resilience of both marine and terrestrial ecosystems. However, due to our society's propensity to live near water, coasts will continue to be under pressure from metropolitan development.

We will ensure that the environmental quality of Western Port and Port Phillip Bay is protected in the Victoria Planning Provisions.

In the medium term

- Investigate ways that the Victoria Planning Provisions can ensure appropriate protection for the coast and waters of Melbourne's bays.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

ALTONA RECYCLED WATER PROJECT

SAVING A PRECIOUS RESOURCE



The Altona Recycled Water Project involved designing, constructing and operating an ultra-filtration and reverse-osmosis plant to produce two grades of recycled water from secondary treated water produced at the Altona Treatment Plant.

The Altona Recycled Water Project supplies about 2.5 gigalitres a year of recycled water to industry, golf courses and public open spaces in the Altona area. Nearby plastics manufacturer Qenos uses up to 6 megalitres a day for boiler and cooling tower water. Kooringal Golf Course, Sanctuary Lakes Golf Course and Altona Green use up to 3 megalitres a day, mainly for irrigation.

The project is one of Australia's most complex recycling projects because it produces both industrial-grade and irrigation-grade water. It is uncommon for one plant to produce several grades of recycled water.

The irrigation-grade water (for the golf clubs and open spaces) is demineralised using a single-pass, reverse-osmosis system. This involves using pressure to force the secondary treated water through a semi-permeable membrane or filter to remove excess salt. Industrial-grade recycled water is treated using a two-pass, reverse-osmosis system.

To develop the project, City West Water worked closely with the customers to understand and satisfy their expectations about the quality and availability of the recycled water. It also had to integrate the project plant into the existing Altona Treatment Plant, and implement modelling, monitoring and dispersion measures to minimise the impact of discharges on the environment.

During the project monitoring period, City West Water saw that the quality of the secondary treated water coming into the project plant varied significantly for short periods. This was due to particular discharges into the sewerage system upstream passing through it and contaminating the water that was received by the project plant. This meant that on occasions the water leaving the project plant did not meet agreed standards. City West Water changed the design and management of the plant so its recycled water met required quality standards at all times.

ALTONA RECYCLED
WATER PROJECT SHOWS
THE BENEFITS OF LOCAL
WATER RECYCLING

DIRECTION 5.3 ENHANCE THE FOOD PRODUCTION CAPABILITY OF MELBOURNE AND ITS NON-URBAN AREAS

Together, Port Phillip Bay and Western Port constitute the second-most-productive agricultural area in Victoria, with output-per-hectare roughly four times the state average. Close proximity to Melbourne puts this area in a strong position to take advantage of niche markets and allows for significant local food production close to where most of it is consumed. Many Melburnians now want to source food that is grown locally³³.

A number of global trends are creating new opportunities for Melbourne's food producers. The growing middle classes of Asia are likely to become significant and fast-growing markets for high-quality produce. Melbourne's green wedges and peri-urban regions are well-placed to take advantage of these opportunities, due to a temperate climate, high-quality soils, clean water supply, agricultural skills and quality standards.

INITIATIVE 5.3.1

PROTECT HIGH-QUALITY AGRICULTURAL LAND IN AND AROUND MELBOURNE FOR FOOD PRODUCTION

Some areas around Melbourne with very fertile soil, essential for highly productive agricultural land uses, are under threat from competing land uses such as urban encroachment and rural residential development. There is also the need to support other efficient and resilient food-production techniques (such as intensive greenhouse agricultural production) in addition to traditional open-field agriculture. We must carefully consider the long-term value and environmental sensitivity of high-quality land for food production in Melbourne's non-urban areas and the economic value of these areas for Victoria's food industries into the future. Important areas need to be protected to ensure strategically significant agricultural land is not permanently lost.

In the short term

- Investigate a high-value agricultural food overlay for particular use in protecting high-value agricultural land.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)
- Prepare and implement planning provisions to better identify, protect and manage strategically significant agricultural land. These provisions should acknowledge different land-management requirements and food-production methods.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Ensure localised planning statements for Mornington Peninsula, Bellarine Peninsula, Macedon Ranges and the Yarra Valley acknowledge areas that are important for food production.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 5.4 IMPROVE NOISE AND AIR QUALITY TO IMPROVE HUMAN AND ENVIRONMENTAL HEALTH

Our city's environmental quality is greatly valued by both residents and visitors. It gives Melbourne a competitive edge as a location of choice, both regionally and globally.

In the coming decades, it will become more important to manage pollution so that it does not exceed the environment's capacity to absorb it. Melbourne's air quality compares well with cities worldwide but there are occasional days of poor air quality. The Council of Australian Governments sets emission standards through national environment protection measures, which are designed to minimise the potential pollution impacts of urban living (such as motor-vehicle emissions). Victoria will work to ensure that these national measures set emissions requirements to manage pollution levels. The *Environment Protection Act 1970* establishes standards for the management of air emissions and noise through state environment protection policies. Land-use planning controls are another mechanism we can use to minimise urban noise and air pollution.

INITIATIVE 5.4.1

INTEGRATE NOISE AND AIR QUALITY GUIDELINES INTO LAND-USE AND TRANSPORT PLANNING PROVISIONS

As urban renewal progresses, more people could be exposed to air and noise pollution in mixed-use areas, along major roads, at intersections, in popular entertainment areas and near industrial areas. In addition, predicted higher temperatures and more frequent bushfires and dust storms will add to the pressures on air quality that Melbourne faces.

Some sensitive land uses – such as child-care centres – can be located too close to busy roads. Emissions from businesses can also pose health risks unless they are treated or properly dispersed. Co-location of these businesses with residential areas and community facilities requires careful consideration and technical guidance, which is often not readily available.

The Environment Protection Authority is responsible for working with local governments to monitor air and noise emissions, and enforce limits. However, small businesses are generally not licensed through the Environment Protection Authority. Clear guidelines are necessary to ensure that small-scale polluting activities are not located near sensitive uses (such as residential buildings).

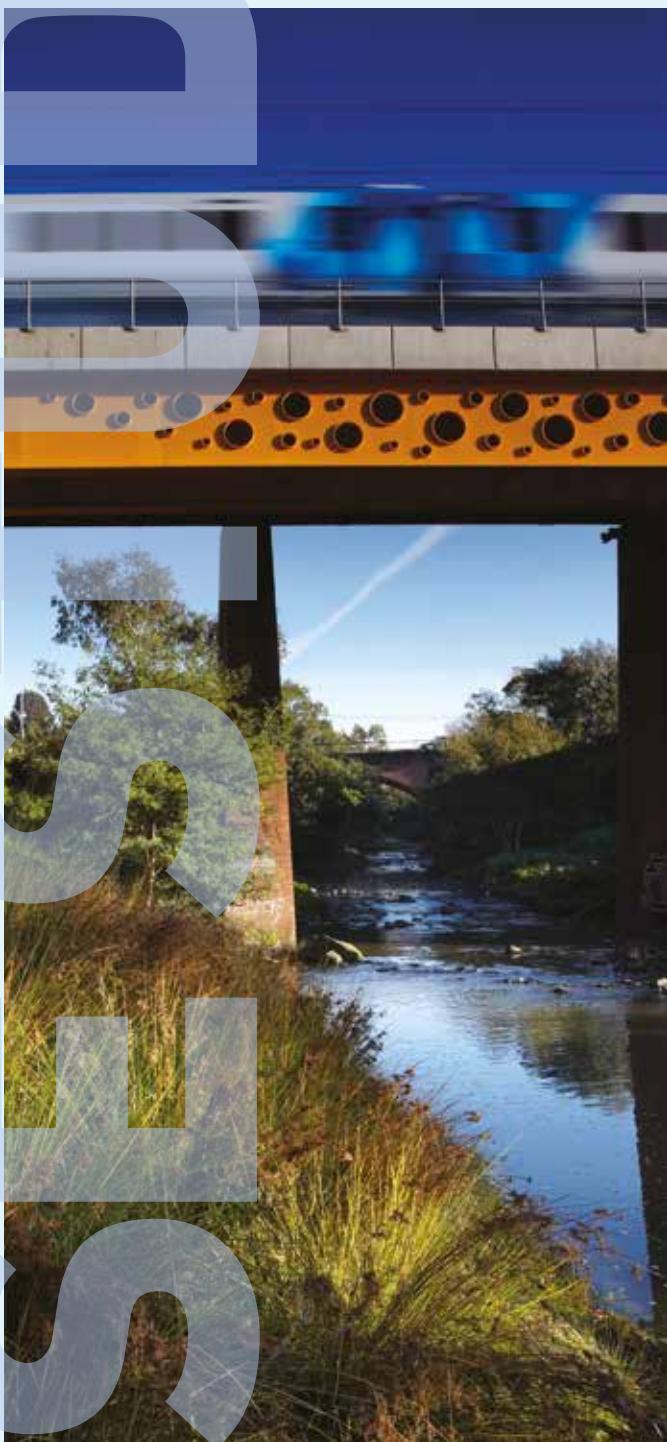
Adopting measures to control excessive noise through planning, building and urban design will help to safeguard community health and amenity.

In the medium term

- Review and update relevant guidelines to inform the location of and separation distances for sensitive uses, and provide planning, building and urban design advice about how air emissions and noise exposure can be reduced.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

RESTORING THE MERRI CREEK

COMMUNITY ACTION FOR A LOCAL WATERWAY



The Merri Creek flows through the northern suburbs of Melbourne. It begins at Wallan, north of Melbourne, and flows south for 70 kilometres to join the Yarra River at Dights Falls.

The landscape around Merri Creek has great spiritual significance to the Wurundjeri people. Before Melbourne was founded and the area developed, the landscape was a complex mosaic of grasslands, grassy woodlands, freshwater meadows and streams, and was home to a multitude of plants and animals. The Merri Creek valley formed a north-south transit route. Wurundjeri elders believe that a journey through this region was important for educating younger members of the tribe about Wurundjeri culture.

Traditionally, the Wurundjeri gathered at places along Merri Creek to perform men's and women's initiation ceremonies, tanderrum (welcome to country) and gaggip (farewell) ceremonies, as well as more secular corroborees. One reference in 1843 records that up to 290 Woi wurrung (Wurundjeri), Taungurong and Bunurong clan members met to collectively participate in a dancing ceremony on the banks of Merri Creek that went on for seven days.

Throughout much of the 20th century, heavy industry, quarries, landfills and factories dominated the creek area, and it became degraded. However, in recent decades the local government and the community have done much to regenerate the creek's ecology and improve its condition.

There are still patches of remnant native vegetation along the creek and weed control and ecological burning has improved their quality. The Merri Creek Management Committee and the volunteer group Friends of Merri Creek have replanted a lot of native vegetation. The Waterways Alliance, on behalf of Melbourne Water, has run a major project to remove invasive weeds including willow trees, desert ash and blackberry. At times of low flow, the creek receives treated water from the Craigieburn Sewage Treatment Plant.

When the state government built a new bridge over the creek, duplicating the rail line between Clifton Hill and Westgarth, work was done below and around the bridge to dramatically improve the landscape. The work included improved cyclist and pedestrian connections, careful revegetation and creating Bridge Park, a play space underneath the bridge.

The improvements won an Australian Institute of Landscape Architects urban design award.

It appears that native wildlife is returning to the creek. Until recently, it was thought that the water quality was not good enough for re-population by platypus but, in September 2010, one was sighted at Coburg.

RESTORING MERRI CREEK SHOWS HOW A LONG-TERM VISION, BACKED BY COMMUNITY AND GOVERNMENT ACTION, CAN RESTORE A NATURAL ENVIRONMENT

DIRECTION 5.5 INTEGRATE WHOLE-OF-WATER-CYCLE MANAGEMENT TO DELIVER SUSTAINABLE AND RESILIENT URBAN DEVELOPMENT

Melbourne has made advances in whole-of-water-cycle management in recent years. For instance, 5 gigalitres per year of stormwater and rainwater is harvested for use in Melbourne, including water collected from the 30 per cent of new households with rainwater tanks. The urban development process is an important means of supporting how we manage and make use of water to improve liveability, protect waterways and minimise the impact of flooding. Plan Melbourne supports implementation of *Melbourne's Water Future* by influencing how urban development occurs across new and established urban areas.

INITIATIVE 5.5.1

PREPARE AND IMPLEMENT WHOLE-OF-WATER-CYCLE MANAGEMENT PLANS IN MELBOURNE'S SUBREGIONS

Whole-of-water-cycle management will need to be carried out at three levels: metropolitan, regional and local. The long-term metropolitan water-cycle planning framework will outline current and future citywide infrastructure requirements.

Regional water-cycle plans will be based on catchments and groupings of local governments (such as the growth areas and inner-city local governments). These plans will be consistent with the metropolitan framework and be informed by detailed examination of the particular characteristics of each region. Plans will have a 10-year timeframe, with detailed implementation plans to be updated every three years.

Our new approach to water-cycle management will secure the water supply needed to keep our city's parks, gardens and street trees thriving; improve the amenity of our suburbs; and protect the ecological health of rivers, creeks and waterway parklands. Local whole-of-water-cycle plans will also be developed consistent with citywide infrastructure planning and relevant subregional plans. These will be based on examination of the characteristics of the municipality, as outlined in *Melbourne's Water Future*.

In the short to medium term

- Update planning provisions to recognise the strategic intent of *Melbourne's Water Future*.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Deliver five demonstration local water-cycle plans, to inform the rollout of additional plans in subsequent years.

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- Examine the costs and benefits of implementing new building controls to improve the water performance of new buildings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Encourage the use of whole-of-water-cycle management approaches in Melbourne's urban renewal precincts.

METROPOLITAN PLANNING AUTHORITY

DIRECTION 5.6 PROTECT OUR SIGNIFICANT WATER AND SEWERAGE ASSETS

There are some 7,000 kilometres of waterways in metropolitan Melbourne, and they form an essential component of our city's open-space network. They provide a sense of place and important habitat for maintaining biodiversity. The rivers and creeks of Port Phillip Bay and Western Port are popular recreational destinations for residents and tourists, with around 90 million visits each year³⁴.

Melbourne's drinking water is sourced from a combination of closed, forested catchments and open catchments that receive water from land in private ownership. Parts of Melbourne's catchments are vulnerable to changes in land use and development. These changes could contribute to pollution of source waters used for Melbourne's drinking water supply if they are not appropriately managed.

These risks may also apply to the drainage catchments of drinking water storage reservoirs such as Greenvale, Silvan and Cardinia reservoirs, located within our green wedges.

INITIATIVE 5.6.1

PROTECT OUR WATER AND SEWERAGE ASSETS

Significant metropolitan infrastructure assets, including Greenvale Reservoir and the Eastern Treatment Plant, are being pressured by encroaching sensitive and incompatible land uses. Some sewerage assets could also be subject to urban encroachment, resulting in risks to urban amenity and health.

In the short term

- Work with water authorities to determine land-area and buffer requirements for significant water and sewerage infrastructure and review planning provisions to ensure the ongoing protection of public health and safety.

OFFICE OF LIVING VICTORIA

INITIATIVE 5.6.2

PROTECT OUR OPEN SPACE WATERWAY CORRIDORS FROM INAPPROPRIATE DEVELOPMENT

The government has introduced significantly stronger planning protections for Melbourne's two main river corridors, the Yarra and Maribyrnong rivers. These include mandatory height controls; controls in relation to site coverage, vegetation removal and drainage requirements; and discouraging development that intrudes on existing public and private open space adjacent to the rivers.

This approach to protecting rivers from inappropriate development will be extended to other rivers in Melbourne.

In the short term

- In partnership with local governments and stakeholders, prepare and implement planning provisions for major metropolitan waterway corridors, consistent with the approaches adopted for the Yarra and Maribyrnong rivers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 5.7 REDUCE ENERGY CONSUMPTION AND TRANSITION TO CLEAN ENERGY

Clean energy – also known as green energy – is energy obtained from renewable or natural resources and does not create environmental debt. Clean energy can also be energy that creates less pollution, or no pollution at all, or that uses resources that can be easily renewed.

While national energy policy settings and action in national markets for energy generation will largely determine how we reduce energy consumption, state and local initiatives are also important. Such initiatives can provide integrated solutions to water, waste and energy issues and include converting waste to energy, reducing atmospheric emissions and reducing demand for landfill facilities.

However, the main path to clean energy locally is through energy efficiency and local energy generation. This is happening in innovative ways in Melbourne and around the world. Dandenong's Cogeneration Precinct Energy Project is producing low-carbon electricity and thermal heating and cooling for building owners and tenants. The Doncaster Hill Smart Energy Zone includes an energy-efficient facility that will supply heating, cooling and power to the Manningham City Square building and the Manningham Civic Centre via a micro-grid.

INITIATIVE 5.7.1

SUPPORT LOCAL GOVERNMENTS AND THE PRIVATE SECTOR IN THEIR EFFORTS TO PROMOTE ENERGY EFFICIENCY

Many local governments are highly innovative in their approach to energy efficiency and, importantly, adopt the innovations of other local governments. This is common where local government partners with the private sector to pilot innovative ideas. The City of Melbourne has won international recognition for an ambitious program of energy efficiency upgrades to existing commercial buildings. Its environment upgrade agreements provide secure, low-cost finance for building upgrades, with the city acting as an intermediary. We will ensure that other local governments can adopt a similar approach.

In the short term

- Review recently undertaken precinct scale distributed generation projects to identify key barriers to their development.

DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

In the medium term

- Amend the *Local Government Act 1989* so that local governments can use environment upgrade agreements as has occurred with the *City of Melbourne Act 2001*.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

- Investigate ways to facilitate the private sector to voluntarily undertake energy-efficient building upgrades.

DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

DIRECTION 5.8 PLAN FOR BETTER WASTE MANAGEMENT AND RESOURCE RECOVERY

Victoria has increased its annual waste generation from roughly 8 million tonnes in 2000 to 11.9 million tonnes in 2011, with Melbourne accounting for about 80 per cent of Victoria's solid waste production. As Melbourne grows, we will need to manage waste production and disposal. Our primary objectives will be to reduce the amount of waste produced, get value out of waste by recovering and reusing as much waste as possible and minimise the environmental and public health risks associated with waste disposal.

Getting Full Value: the Victorian Waste and Resource Recovery Policy outlines the government's approach to reducing waste generation and making better use of the resources available from materials that are currently being sent to landfill. It also highlights that waste management and resource recovery facilities need secure, long-term sites and secure, long-term supplies of waste materials to remain commercially viable. They need access to existing freight corridors between transfer stations, recovery facilities and landfills and markets for end products; and to be buffered from incompatible and sensitive land uses.

The planning system must ensure that waste management and resource recovery sites and infrastructure are protected from incompatible nearby land uses. It must also ensure that waste management and resource recovery systems provide adequate infrastructure for new urban developments in a way that ensures the health and amenity of residents are protected.

INITIATIVE 5.8.1

SEPARATE WASTE MANAGEMENT AND RESOURCE RECOVERY FACILITIES FROM URBAN ENCROACHMENT AND ASSESS OPPORTUNITIES FOR NEW WASTE FACILITIES

Waste management and resource recovery facilities are essential parts of our urban infrastructure. Historically, planning for our city's waste and resource recovery infrastructure has been medium-term, focusing on the opportunistic use of old quarries for landfills. This has not always matched the timeframes of urban land-use planning and, as a consequence, conflicts between landfills and residential land uses have occurred.

A lack of long-term land certainty is a barrier to infrastructure investment. Waste and resource recovery facilities need to remain fully operational and productive over the life of the investment. This relies on land and separation distances being secured, and on appropriate zoning of land within designated separation distances surrounding landfill sites and resource recovery sites.

We will create direct links between waste and resource recovery infrastructure planning and land-use planning by applying a combination of statutory measures and clearer guidance to identify and protect waste and resource recovery sites and separation distances.

Co-locating new waste-related infrastructure with complementary activities provides an opportunity to share existing separation distances and facilitate the integration of waste, water and energy management.

Waste-to-energy technologies are an example of advanced resource recovery infrastructure that can be co-located with other complementary infrastructure. The government welcomes investments in waste-to-energy and other alternative reuse technology that can convert waste into useful products and create new business opportunities in reprocessing and reusing waste.

In the short term

- Determine the capacity of existing landfill and waste management sites, and identify potential new locations for additional facilities, if required.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Prepare and implement planning provisions to clarify separation distances for all landfill and resource recovery sites listed in the Municipal Solid Waste Infrastructure Schedule and the Metropolitan Landfill Schedule of the *Metropolitan Waste and Resource Recovery Strategic Plan* under the *Environment Protection Act 1970*.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Prepare and implement planning provisions to support co-location of allied and non-sensitive industries on or near waste and energy precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Encourage co-location of new resource recovery infrastructure with complementary infrastructure (such as wastewater treatment and other industrial activities). High-priority areas for immediate action include organics processing to service the south-east metropolitan area.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Ensure precinct structure plans provide for waste and resource recovery infrastructure identified in the *Metropolitan Waste and Resource Recovery Strategic Plan*.

METROPOLITAN PLANNING AUTHORITY

- Encourage best practice establishment and operation of resource recovery centres and transfer stations. High priority areas include the south-east metropolitan area and the growth areas.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

INITIATIVE 5.8.2

DEVELOP NEW WASTE SYSTEMS TO MEET THE LOGISTICAL CHALLENGES OF MEDIUM-AND HIGHER-DENSITY DEVELOPMENTS

Most high-rise residential and mixed-use developments, and some medium-density residential developments, lack comprehensive waste and resource recovery infrastructure and services which were not designed into the developments. Owners' corporations currently contract for the provision of waste services on an individual-site basis, with waste services often more costly and not as integrated and comprehensive as waste services provided by local governments. There are also additional costs with the collection of hard waste and recyclable materials from these sites, which often means recycling services are not contracted for, and all waste collected goes to landfill.

At a precinct level, individual-site contracting results in many different waste-collection service providers, bin types and collection schedules, and hence many different vehicles entering the precinct to collect waste.

We will ensure that waste infrastructure and waste service requirements are appropriately dealt with in planning provisions for medium-and-higher-density residential and mixed use developments.

In the short term

- Ensure the new 'good planning guide' better defines the need for, and provision of, waste infrastructure for all multi-unit residential developments.

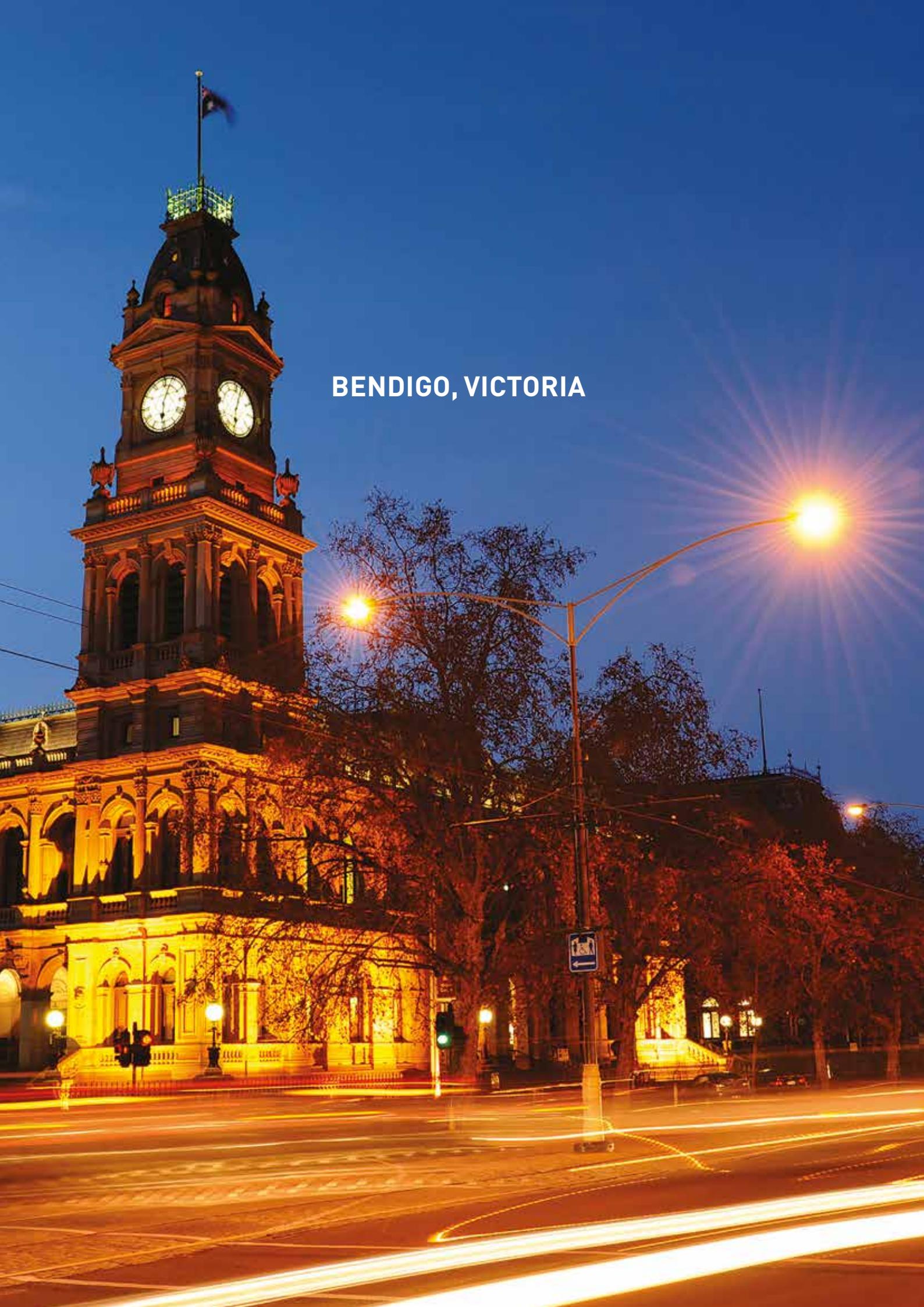
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING) AND DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Review and streamline regulations and planning provisions for waste and recycling storage and collection in apartment buildings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING) AND DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Investigate and encourage precinct-wide innovations in waste management and recycling.

DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES



BENDIGO, VICTORIA



A STATE OF CITIES

MAXIMISE THE GROWTH POTENTIAL OF VICTORIA BY DEVELOPING A STATE OF CITIES WHICH DELIVERS CHOICE, OPPORTUNITY AND GLOBAL COMPETITIVENESS.

A STATE OF CITIES

WE WILL

MAXIMISE THE GROWTH POTENTIAL OF VICTORIA BY DEVELOPING A STATE OF CITIES WHICH DELIVERS CHOICE, OPPORTUNITY AND GLOBAL COMPETITIVENESS.

ISSUES

SUMMARY

Victoria's economy and liveability depend on strong connections between Melbourne and the state's regional cities.

Victoria is a relatively compact state and, with improving transport and communication links, our regional cities are increasingly within commuting distance of Melbourne.

While Victoria's population has increased by 18 per cent in the last decade, 86 per cent of this growth has occurred in Melbourne.

With Victoria's population projected to rise to around 10 million by 2051, regional cities will need to take a greater share of population growth. This will enable regional cities to offer more opportunities to their residents and mitigate some of the population pressure on Melbourne.

In the context of Melbourne's continued domination of state population growth, it is important to consider an alternative state growth scenario whereby the regions begin to capture a greater share of Victoria's overall population growth. Research has confirmed that in many cases the cost of servicing residents in regional centres is significantly below the cost of servicing residents in the growth areas of capital cities.

Eight regional growth plans have been developed across regional Victoria. These provide 20–30 year land-use strategies and set out how each region can accommodate a greater share of the state's growth.

OUR PLAN

DIRECTIONS

- 6.1** Deliver a permanent boundary around Melbourne
- 6.2** Rebalance Victoria's population growth from Melbourne to rural and regional Victoria over the life of the strategy
- 6.3** Integrate metropolitan, peri-urban and regional planning implementation
- 6.4** Improve connections between cities

SOLUTIONS

Establish a permanent metropolitan urban boundary, having regard to input from local governments and the report of the Logical Inclusions Advisory Committee of November 2011.

Better manage Melbourne's peri-urban region, including designating towns for growth.

Strengthen the economic, social and amenity roles of the regional city CBDs by encouraging increased business and residential densities as well as social, civic and cultural facilities in these locations.

Identify a pipeline of renewal and infill opportunities in regional cities and centres that optimise infrastructure investment and surplus government land.

Identify a pipeline of new rural village-style developments to attract growth out of Melbourne and into the peri-urban area and regional Victoria.

Bring together planning strategies for metropolitan Melbourne and regional Victoria.

Continue to provide road and rail upgrades between Melbourne, the peri-urban areas and regional cities.

Develop long-term plans for freight and logistics infrastructure along key corridors linking Melbourne and regional Victoria (such as the Hume Highway, between Geelong and the South Australia border, the Western and Midland highways and in Gippsland).

ISSUES

VICTORIA'S FUTURE

Victoria's economy and liveability are based on strong connections between Melbourne, its peri-urban and green-wedge areas, and the state's regional and rural population centres.

These people and business connections are the legacy of Victoria's past as an agricultural, mining and manufacturing state, the enjoyment we get from our state's diverse landscapes and coastal regions, the state's relatively compact size, and the easy access Melburnians have to many of the state's larger regional cities and tourism centres.

This settlement pattern provides many benefits to Victorians. Many regionally based people and businesses have good access to metropolitan-based business, health, educational, cultural and sporting facilities and opportunities including access to national road, rail, port and airport gateways.

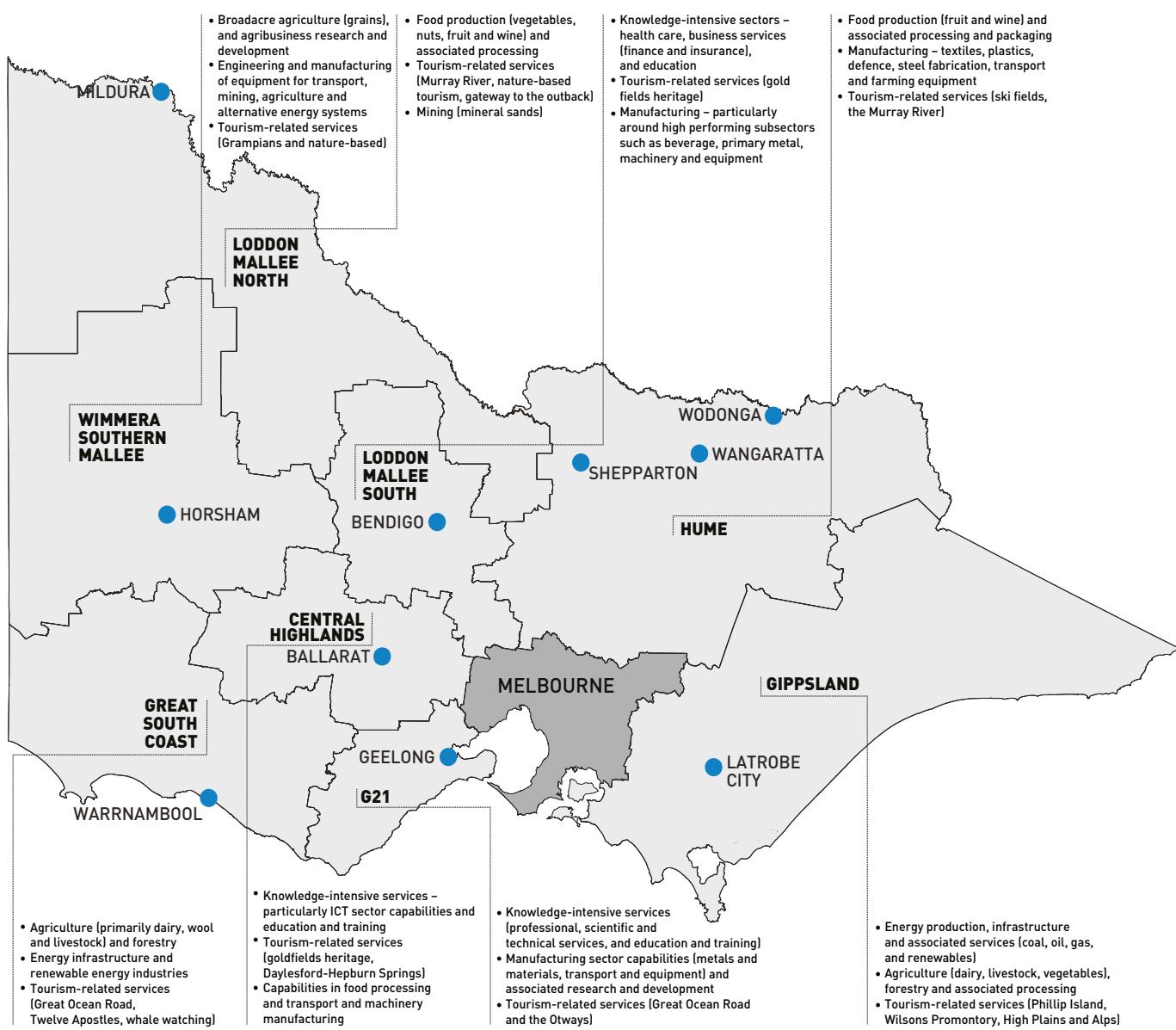
With improving transport and communications links, Victoria's major regional cities are increasingly within commuting distance of Melbourne, opening up more employment opportunities for regionally based Victorians and more housing and lifestyle options for metropolitan residents. These links also help regionally based businesses access larger labour pools and improve their productivity, market access and competitiveness.

Over the past decade, Victoria's population has increased by 18 per cent, from 4.9 million in 2003 to 5.7 million in 2013. This growth has been concentrated in Melbourne's established suburbs and growth areas which together account for 86 per cent of the state's growth. Regional Victoria's population growth has predominantly been in regional cities and Melbourne's peri-urban regions (as shown in Figure 16).

The majority (36 per cent) of the inward migration into regional cities came from regional Victoria, 26 per cent from metropolitan Melbourne, and 24 per cent from interstate. Of the regional cities, the three centres most proximate to metropolitan Melbourne (Geelong, Ballarat and Bendigo) have contributed the most to population growth in regional Victoria.

With Victoria's population projected to rise to around 10 million by 2051, regional areas will need to be prepared to take a greater share of future growth. Particularly, regional cities and selected towns within the peri-urban region can prepare to attract people who may otherwise settle in metropolitan Melbourne.

MAP 27 – REGIONAL GROWTH PLANS – A STATE OF CITIES

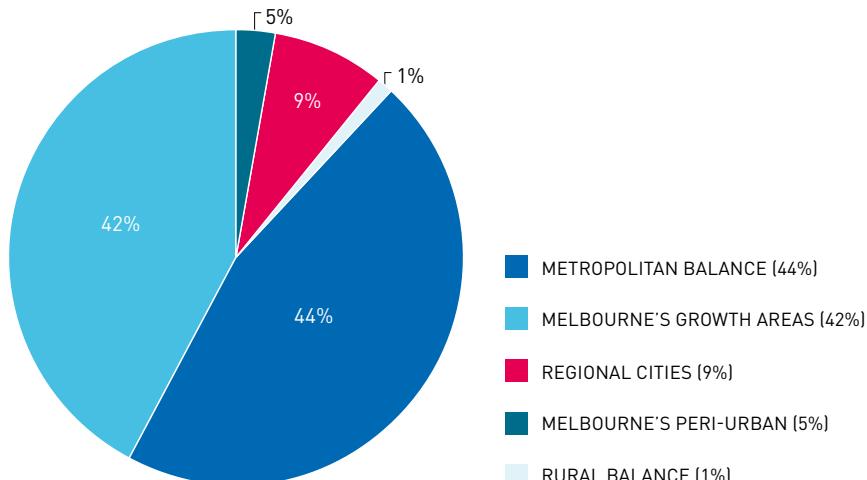


Note: Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill.

FIGURE 16 – DISTRIBUTION OF POPULATION GROWTH WITHIN VICTORIA, 2001–2011

SOURCE: AUSTRALIAN BUREAU OF STATISTICS, 2001 AND 2011

NOTE: PERCENTAGES DO NOT SUM TO 100 DUE TO ROUNDING



By providing opportunities for decentralised population and employment growth in regional cities, we can help regional cities become larger and their regions more independent. As they grow, they will be able to provide better employment opportunities and better local health and educational services to their residents and to surrounding rural populations. They will also provide Victorians with more choices about where they live and work.

Smaller towns in the peri-urban and regional areas also offer the opportunity for an attractive country lifestyle. Attracting more growth to some of these strategic towns will not just take pressure off Melbourne, but also attract greater provision of services to these towns as populations grow. Development in and around these towns should not be an imitation of Melbourne's growth areas, but should offer a less-crowded, lower-density housing product, with larger housing lots that will particularly cater for families.

Within these regions, residential development will need to be balanced with the protection of the productive land, economic resources and biodiversity assets that are critical to the state's economic and environmental sustainability.

VICTORIA'S REGIONS

Victoria's regions vary from Gippsland's coastal plains and the High Country in the east, to the open plains of the Mallee in the north, the Wimmera in the west and the coastal cliff country in the south-west.

They are home to the state's agricultural and horticultural industries and associated agribusiness services and manufacturing, as well as major environmental and tourism-related assets and services, such as the Goldfields region, the Great Ocean Road, the Gippsland Lakes and High Country and the Murray River.

The regions are also resource-rich, with significant resources of brown coal, oil, gas, mineral sands and timber, and contain many of the state's energy, water and transport infrastructure assets, as shown in Map 27.

Development in regional Victoria is increasingly positioned around a network of larger regional centres. These operate not only as service hubs to their rural hinterlands but as important urban settlements with diverse economies and strong communities.

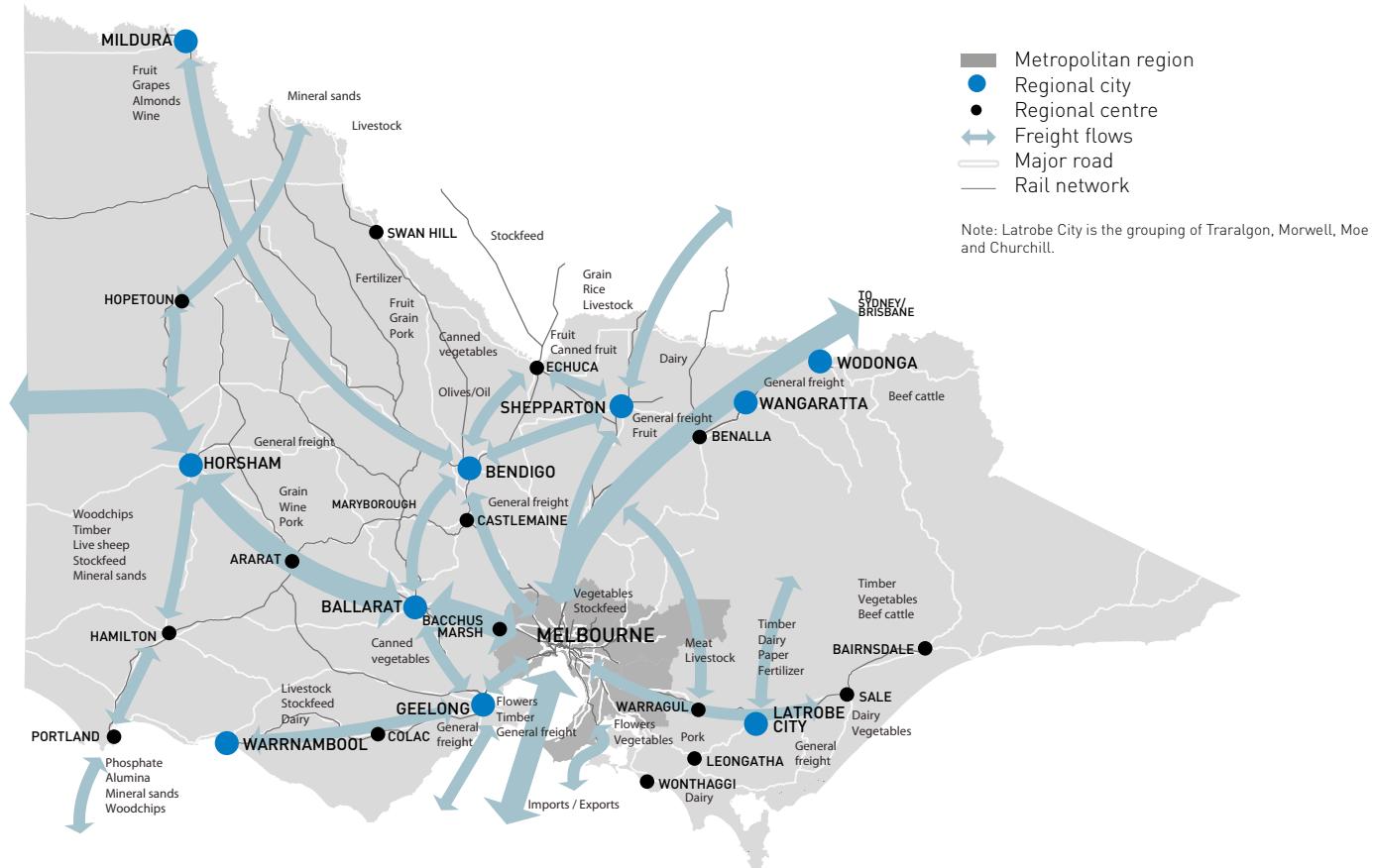
Eight regional growth plans have been developed across regional Victoria. Each plan provides a 20-to-30 year land-use strategy that sets out how each region can accommodate a greater share of Victoria's growth. Plans will be supported by regional investment strategies to identify opportunities to unlock future growth potential.

The regional growth plans identify land-use and infrastructure initiatives to accelerate growth such as:

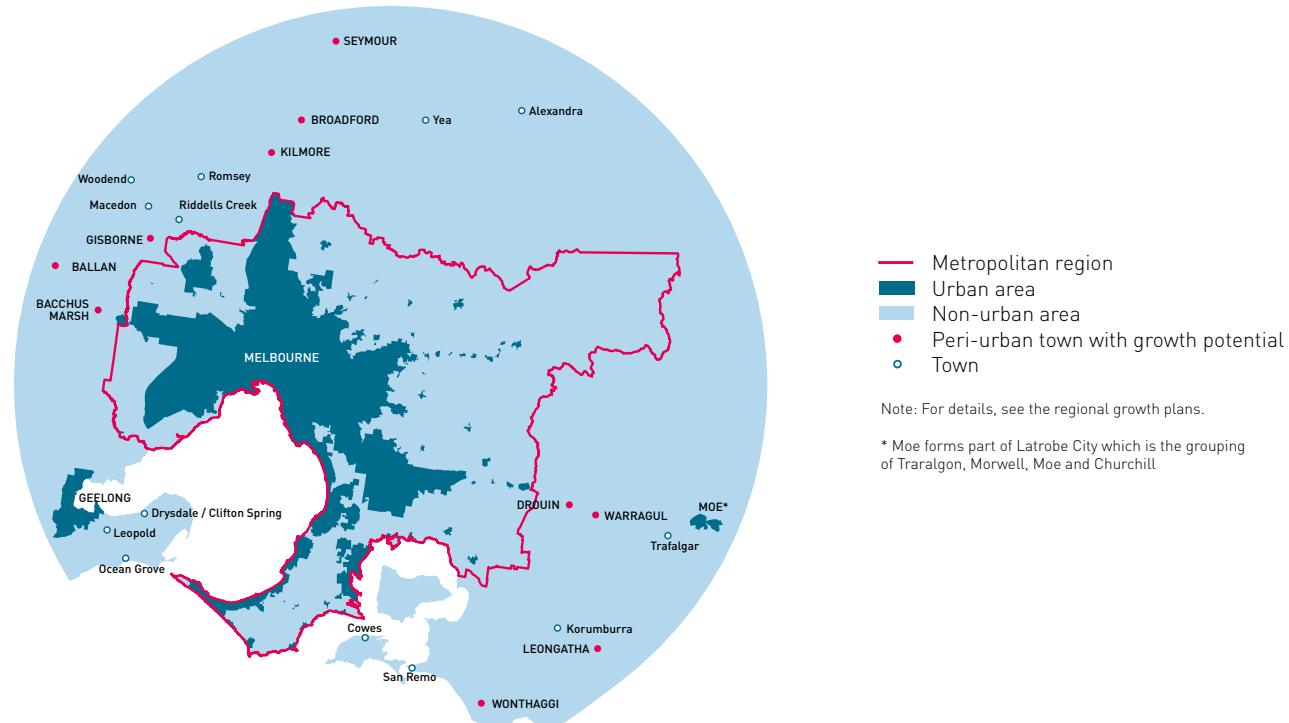
- working to provide settlement options in a broad range of peri-urban and regional towns, to attract population growth away from Melbourne, and ensure that this growth is in an appropriate form that is different from Melbourne's growth areas
- identifying opportunities to revitalise regional city CBD areas to encourage the growth of knowledge-economy jobs
- identifying health and education precincts (such as Waurn Ponds, Ballarat University and La Trobe University Bendigo) and developing strategies to protect, grow and diversify jobs in these precincts
- identifying land-use and infrastructure requirements to facilitate the growth of export-based industrial areas (such as the Logic distribution centre near Wodonga, GV Link in the Goulburn Valley, the Ballarat West growth area and Marong Industrial Park in Bendigo)
- prioritising actions to address supply-chain bottlenecks and enhance regional connections identified in the government's long-term freight and logistics plan *Victoria – The Freight State*
- working with regional city councils to unlock their growth potential and achieve accelerated growth outcomes including developing an integrated infrastructure planning and delivery model for these cities
- applying metropolitan-type planning tools (such as a principal public transport network, a principal bike network and a SmartRoads operating framework), initially in Geelong, Ballarat and Bendigo
- auditing land in regional cities and centres to identify land suitable for urban renewal and strategic redevelopment (including surplus government land) and barriers to redevelopment
- providing support to strategic planning initiatives such as Vision 2 in Geelong and precinct structure planning in other locations.

MAP 28 – KEY COMMODITIES AND FREIGHT FLOWS

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

**MAP 29 – PERI-URBAN REGION TOWNS WITH GROWTH POTENTIAL**

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



POSITIONING REGIONAL INDUSTRIES FOR GROWTH IN ASIA

Regionally based industries (including agriculture, mining, forestry, higher education and research, manufacturing and tourism) are well-positioned to take advantage of the centre of the global economy shifting to Asia. Asia is projected to represent more than half of global output within 40 years with GDP-per-capita rising from \$6,600 in 2010 to \$38,600 in 2050³⁵. Businesses in Victoria are already engaging with these opportunities through agribusiness, tourism and education. The value of Victorian food exports to China alone has increased by over 200 per cent in the last four years³⁶.

Long-term growth in Asia is expected to accelerate demand for beef, lamb, wheat and dairy products, and for processed foods. Victoria is well-placed to capitalise on these opportunities³⁷. Increasing growth and urbanisation in the Asian region will also present opportunities for the state's significant brown coal and mineral sands deposits.

There are five major regional transport corridors linking metropolitan Melbourne to its hinterland by road and rail. These link primary industries to national and international markets: with many of the state's national transport gateways located in metropolitan Melbourne, improving them will be critical to delivering on this goal. Further investment in this connecting infrastructure will improve the competitiveness of Victoria's export-oriented industries. Map 28 shows Victoria's transport links and key commodities moved by freight.

TABLE 2 – POPULATION GROWTH RATES IN SELECTED PERI-URBAN TOWNS OF MELBOURNE

SOURCE: TOWNS IN TIME, DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

PERI-URBAN TOWN	POPULATION		AVERAGE ANNUAL GROWTH RATE 2006-2011
	2006	2011	
BACCHUS MARSH	13,051	14,779	2.5%
BALLAN	1,770	2,008	2.6%
BROADFORD	2,999	3,342	2.2%
DROUIN	6,652	9,108	6.5%
GISBORNE	6,283	7,906	4.7%
KILMORE	4,703	6,189	5.6%
LEONGATHA	4,298	4,697	1.8%
SEYMOUR	5,913	5,871	-0.1%
WARRAGUL	11,345	12,966	2.7%
WONTHAGGI	6,361	7,252	2.7%

MELBOURNE'S PERI-URBAN REGIONS

Plan Melbourne emphasises the notion of giving value to Melbourne's non-urban areas, which was first identified by the Melbourne and Metropolitan Board of Works in *Planning Policies for the Metropolitan Region* (1971). To reinforce this long-standing policy concept, we will define a permanent boundary for metropolitan (urban) Melbourne. This will allow the protection of key assets and economic opportunities in non-urban areas (often referred to as the peri-urban regions).

The peri-urban regions consists of major transport corridors and a variety of townships and agricultural areas with significant biodiversity, recreational and tourist values. There are also important functions within the peri-urban regions that Melbourne relies on, including intensive food production, critical transport infrastructure, water catchments and waste management infrastructure (including organic waste composting facilities). Figure 17 shows some of the iconic places that make up Melbourne's peri-urban regions, and the types of infrastructure, environmental and recreational assets they provide for Melbourne's residents and visitors.

The peri-urban regions have the potential to attract more agribusiness activities, food production and tourism, as well as develop alternative energy sources (such as wind and solar farms). The development of the Port of Hastings, of Avalon as our city's second international airport, and of a possible third airport to the south-east of Melbourne will help strengthen these economic advantages and provide more local job opportunities and new business enterprises. With the right support and long-term planning for resilient communities, towns in peri-urban regions, and especially along the regional transport corridors, can also continue to provide affordable options for living and working locally.

Over time, different planning controls have managed activities in the peri-urban regions. Just over a decade ago, green wedge zones were introduced to manage that part of the peri-urban regions within metropolitan Melbourne (as defined in the Victoria Planning Provisions). In some areas, green wedge management plans have been developed to provide further direction about how this part of the peri-urban region is managed. Plan Melbourne seeks to ensure that the values of the whole peri-urban region are appropriately managed.

There are several towns in the peri-urban regions with higher annual growth rates (1.8 per cent) than Victoria as a whole (1.6 per cent) and regional Victoria (0.9 per cent). Table 2 shows growth rates in selected peri-urban towns from 2006 to 2011.

FIGURE 17 – MELBOURNE'S PERI-URBAN REGIONS

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



GREAT OCEAN ROAD

Stretching from the Bellarine Peninsula to Apollo Bay, this area is characterised by contained townships separated by rural and coastal areas. It is highly valued for its scenic attributes, tourism role, environmental quality and lifestyle appeal.



BELLARINE PENINSULA

Located to the east of Geelong, this area has scenic landscapes and significant environmental values, including part of a Ramsar wetland site of international significance. The area plays an important tourism role, offering a range of coastal recreation activities and food and wine experiences. A ferry connects this area to the Mornington Peninsula.



AVALON

The stretch of land between Werribee and Geelong contains state and nationally-significant economic assets and infrastructure, including Avalon Airport, major road and rail infrastructure, Port of Geelong, and Melbourne Water Western Treatment Plant. It has significant environmental and landscape values, including part of a Ramsar wetland site of international significance.



WESTERN PLAINS

This area is characterised by undulating volcanic plains, steep gorges formed by the Little and Werribee Rivers, nationally listed grasslands and high-quality wetlands, important for many threatened fauna species. Two major grassland reserves are planned. Other significant land uses include extractive industry and agricultural production.



BALLARAT CORRIDOR

This area sits between the edge of metropolitan Melbourne and Ballarat. It is a major transport corridor supported by the Western Freeway and the Melbourne - Ballarat rail corridor, linking two major economic centres and tourism destinations.



CENTRAL GOLD

This area has a rich goldfields history, rural production areas, forests and natural landscapes. It has settlements ranging from small historic townships to the large regional cities of Ballarat and Bendigo, popular tourist destinations. It includes parts of the upper and middle reaches of the Campaspe, Coliban and Loddon rivers, important catchment areas.



MACEDON RANGES

Located to the north-west of Melbourne, the area contains valued environmental and cultural features. It has tourism assets such as the iconic Hanging Rock, historic townships, and equine and wine industries that attract tourism and economic activity.



HUME CORRIDOR

This area provides a national and international gateway to Melbourne. It includes the national Hume Freeway/ Highway (linking Melbourne to Shepparton, Bendigo, Albury-Wodonga, Canberra, Sydney and Brisbane) and Melbourne Airport.



UPPER GOULBURN VALLEY

This area sits within the Goulburn River catchment and has significant landscape and natural values. Although the catchment comprises only two per cent of the Murray Darling Basin's land area, it generates 11 per cent of water. Lake Eildon is a major water storage in the area and is used for irrigation, stock and domestic supply, power generation and recreation.



THE RANGES

This forested landscape is rich in biodiversity and stretches across significant conservation reserves found in the Kinglake National Park, Yarra Ranges National Park, Lake Eildon National Park, the Cathedral Ranges State Park, Bunyip State Park and Baw Baw National Park. Approximately 80 per cent of Melbourne's drinking water comes from closed water catchments in the Yarra Ranges. The area is also important for timber production, recreation and tourism purposes.



YARRA VALLEY

Located on the eastern fringe of metropolitan Melbourne, the Yarra Valley contains a mix of urban and rural communities. The climate, soils, rainfall and proximity to markets make this area an intensively farmed areas in the state. Each year, over 2.2 million tourists visit the area which is recognised locally and internationally as a fine food and wine producing area.



DANDENONG RANGES

The thick temperate rainforest of the Dandenong Ranges is high in biodiversity and a large portion of the area is set aside for conservation as part of the Dandenong Ranges National Park. The area's natural beauty attracts many visitors and is popular for walking, picnicking, bed and breakfasts, restaurants, cafes and boutique shopping. Heavy rainfall and rich volcanic soils support farming activities such as nursery plants, floriculture, berries and orchard fruit.



CENTRAL GIPPSLAND BROWN COAL DEPOSITS

Gippsland's brown coal resource and electricity generation infrastructure produce around 90 per cent of the state's electricity. It is one of the world's largest deposits of brown coal.



SOUTH EAST PRODUCTION

This area contains high quality agricultural soils, good climatic conditions, major road and rail infrastructure and is in proximity to metropolitan markets, making it an important food production area. The Bunyip Food Belt project, which aims to secure a reliable water source for the area, will further strengthen its role as a food production area. The Stzeleki Ranges are high in natural values. There are water supply catchments throughout west Gippsland that make a significant contribution to Melbourne's water supply.



WESTERN PORT AND SOUTH EAST COAST

A major feature of the area is Western Port, a Ramsar wetland site of international significance and listed on the Register of the National Estate. The beautiful coastline and beaches attract many holiday makers, one of the most popular attractions being the iconic Phillip Island penguin parade. Other key assets for the state include Victoria's first desalination plant at Wonthaggi and valuable wind energy resources.



PORT OF HASTINGS

The Port of Hastings has operated as a commercial facility for over 100 years and is now planned to be expanded as a major Victorian container port. The Port of Hastings is located within Western Port, a Ramsar wetland site of international significance and listed on the Register of the National Estate.



MORNINGTON PENINSULA

Often described as Melbourne's playground, the Mornington Peninsula is one of Victoria's most popular tourism and recreation areas and is well known for its fine food and wine. It contains high environmental value, scenic landscapes, coastal villages and highly productive farm land, including some of the land within the Bunyip Food Belt (recycled water project) area.



LEGEND

- AIRPORT
- BIODIVERSITY
- EXTRACTIVE INDUSTRIES
- FERRY FACILITIES
- FORESTRY
- PORT FACILITIES
- PRODUCTIVE AGRICULTURE
- MAJOR ROAD & RAIL INFRASTRUCTURE
- SCENIC LANDSCAPES
- TOURISM AREA
- WATER INFRASTRUCTURE & RESOURCES
- WIND ENERGY RESOURCES

CREATING A STATE OF CITIES

Integrated land-use and transport planning can help regional cities achieve a greater share of the state's growth. The experience of cities such as Geelong demonstrates the benefits of renewing and redeveloping CBD areas. At the Geelong Waterfront, infrastructure investments, land acquisition and rezoning have catalysed urban development that maximises the value of the land and has had a positive transformative effect on the whole city. Victoria's metropolitan and regional planning can be aligned in a way that builds on the interdependence of our urban settlements and facilitates their development as a networked 'state of cities'.

Unlocking the growth potential of these cities – so they can accommodate a greater proportion of the state's future growth, with good transport connections between them and with Melbourne – will create a state of cities where there are greater choices for people about where to live, work or start a business.

The government will help create a state of cities by:

- working with local governments to support the growth of housing and employment in regional cities
- ensuring we have the right infrastructure to support the growth and competitiveness of regional industries and their access to markets, and in particular Asian markets
- ensuring peri-urban regions are protected where they should be, and productive where they can be, so that the outward growth of Melbourne does not impinge on our high-value hinterland.

DELIVERING A PERMANENT BOUNDARY AROUND MELBOURNE

Previous plans for Melbourne have established the direction for outward growth. The 1954 plan reinforced a tendency to grow to the south-east. The 1971 plan adopted a 'corridor' approach to urban growth. Land between the corridors was called 'non-urban', and we have come to call them green wedges.

Melbourne 2030 introduced the concept of limits to urban expansion formalised through the Urban Growth Boundary, which excluded landscape and conservation areas from urban development.

A permanent boundary will provide a clear policy signal about long-term development options and protect the values of non-urban land, opportunities for productive agricultural land and significant landscapes.

As Melbourne reaches its natural limits, there is an opportunity to rebalance the distribution of population to support active growth in rural and regional Victoria.

WHAT TO DO NEXT:

The Metropolitan Planning Authority will investigate options for a mechanism to lock in a permanent boundary for Melbourne's contiguous metropolitan built-up area. The Metropolitan Planning Authority will work with local governments to confirm an appropriate permanent boundary having regard to:

- the report of the Logical Inclusions Advisory Committee of November 2011
- Melbourne's natural values and topographic features
- boundaries formed by major infrastructure.

OUR PLAN

DIRECTION 6.1 DELIVER A PERMANENT BOUNDARY AROUND MELBOURNE

Melbourne's outward growth has generally reached its natural boundaries of mountains, floodplains, productive agricultural areas and important natural habitats; or it is stretched to the point where access to jobs, goods and services is increasingly constrained.

There is now an opportunity to make a clear statement on Melbourne's metropolitan urban boundary. This will have a range of benefits. It will provide long-term certainty to the planning objectives originally set out in the early 1970s, which sought to protect the non-urban values of the land surrounding Melbourne's urban areas. It will also provide a clear policy signal about long-term urban development options, which, together with active support for growth in regional Victoria, should provide an opportunity to rebalance the distribution of Victoria's population over the long term.

INITIATIVE 6.1.1 CONFIRM THE MECHANISM AND LOCK IN A PERMANENT BOUNDARY

In the short term

- Confirm a mechanism to lock in a permanent settlement boundary around Melbourne's built-up metropolitan area.

METROPOLITAN PLANNING AUTHORITY

- Establish a permanent metropolitan urban boundary to replace the Urban Growth Boundary, having regard to:
 - input from local governments
 - the report of the Logical Inclusions Advisory Committee of November 2011
 - Melbourne's natural values and topographical features
 - boundaries formed by major infrastructure.

METROPOLITAN PLANNING AUTHORITY

DIRECTION 6.2 REBALANCE VICTORIA'S POPULATION GROWTH FROM MELBOURNE TO RURAL AND REGIONAL VICTORIA OVER THE LIFE OF THE STRATEGY

Increasing the growth of regional Victoria will help improve the state's competitiveness by strengthening regional labour markets, expanding markets for local goods and services, and providing a greater diversity of affordable housing and employment opportunities. To achieve this goal over the life of Plan Melbourne, government will enact a broad range of policies designed to clarify Melbourne's future suburban expansion, better link Melbourne to its peri-urban regions and regional areas, and optimise the potential of regional areas to attract new investment and population growth.

Regional growth plans identify cities and towns in regional Victoria with the capacity to accommodate growth, and include growth frameworks for larger centres. Map 29 identifies a number of towns in Melbourne's peri-urban regions that have potential for housing and employment development, attracting population growth out of Melbourne.

INITIATIVE 6.2.1 BETTER MANAGE MELBOURNE'S PERI-URBAN REGIONS, INCLUDING DESIGNATING TOWNS FOR GROWTH

The peri-urban regions include major state infrastructure assets including water catchments and waste management and recycling facilities. More particularly, the peri-urban regions encircle metropolitan Melbourne with townships on or close to the major transport corridors attracting considerable population growth. We need to manage future growth in the peri-urban regions to optimise their potential to accommodate additional housing and employment, while protecting their productive land, strategic economic resources and biodiversity assets. Consistent with regional growth plans, planning schemes should:

- define land areas within the peri-urban regions that are strategically important to the metropolitan area, and the state, for agriculture, natural resources, housing growth and recreation
- coordinate planning across the peri-urban regions, and between local governments
- safeguard the interests of the state in the development and conservation of local resources
- assist in implementing the directions of Plan Melbourne, and regional growth plans.

In the short term

- Support local governments to prepare and implement policy statements for the peri-urban region and their potential growth centres and small towns.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with local governments, develop peri-urban town plans to increase the supply of land for housing and attract population growth out of Melbourne. Potential towns include Ballan, Bacchus Marsh, Kilmore, Broadford, Warragul-Drouin and Wonthaggi.

METROPOLITAN PLANNING AUTHORITY

- Determine whether any areas (such as parts of the Mornington Peninsula) should no longer be considered to be part of metropolitan Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)**INITIATIVE 6.2.2****REVIEW REGIONAL CITY GROWTH OPPORTUNITIES**

Accelerating regional city growth will require proactive actions by government to foster the growth of higher-income jobs and the diversification of industries operating in these cities. It will also be dependent on the timely provision of infrastructure that reduces transport costs and builds the human capital endowment of these cities, and proactive efforts to attract private investment that better integrate local businesses into state, national and global markets.

The experience of cities such as Geelong shows the benefits of facilitating renewal and redevelopment of CBD areas.

The Geelong Waterfront redevelopment demonstrates that targeted infrastructure investments, land acquisition and rezoning can catalyse urban development that maximises land value, and has a transformative effect for these cities. In response to the important role our regional cities can play in attracting a greater percentage of the state's future population growth, we will implement metropolitan-type development strategies to optimise their growth potential.

In the short term

- Work with the Department of State Development, Business and Innovation and local governments to facilitate development of potential state and regionally significant employment precincts in regional cities.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Support increased business and residential densities as well as social, civic and cultural facilities in regional city CBDs to strengthen them economically and socially.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with the Department of State Development, Business and Innovation to identify a pipeline of renewal and infill opportunities in regional cities and centres that optimise infrastructure investment and the use of surplus government land.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 6.2.3

UPDATE OUR LONG-TERM POPULATION PROJECTIONS FOR RURAL AND REGIONAL VICTORIA AND ASSESS IMPLICATIONS FOR REGIONAL GROWTH PLANS

The population of Victoria is significantly influenced by Commonwealth policy decisions on migration. The Australian Bureau of Statistics released new national population projections for Australia, its states and territories and the capital cities in November 2013³⁸. These latest projections anticipate substantially higher levels of immigration and natural increase, and hence overall population growth, compared to previous projections³⁹. The availability of updated data on the underlying components of population growth will allow an update of Victoria's population projections (Victoria in Future) to be completed in 2014.

Plan Melbourne proposes a number of policy outcomes which are likely to influence local population patterns over the medium-to-long term.

The new ABS data, together with new Victoria in Future projections, will allow scenarios to be prepared which can provide insights on the implications of the proposed policy positions for metropolitan and regional planning.

In the short term

- Prepare updated Victoria in Future population and housing projections.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with the Department of State Development, Business and Innovation to prepare a number of population and housing scenarios for rural and regional Victoria which reflect the impacts of the spatial policy initiatives in the regional growth plans and Plan Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 6.2.4

PROTECT AND ENHANCE VALUED ATTRIBUTES OF IDENTIFIED DISTINCTIVE AREAS

The distinctive areas of the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and Yarra Valley have significant geographic and physical features which contribute to the quality of life of Victorians, and are a distinctive part of our state. These areas play an important role as tourist destinations and have strong economic bases driven by tourism, agribusiness and lifestyle, with all areas linking strongly with Melbourne.

Because of their attractiveness, accessibility and proximity to metropolitan Melbourne, these areas are increasingly coming under pressure for growth and change. This could potentially undermine the long-term natural or non-urban uses of land in these areas and needs to be carefully managed. Planning for these areas needs to identify the key values and activities important to these areas and ensure that they are preserved and enhanced for ongoing use by present and future generations.

In the short term

- Work with local governments to finalise localised planning statements for the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and Yarra Valley.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 6.3 INTEGRATE METROPOLITAN, PERI-URBAN AND REGIONAL PLANNING IMPLEMENTATION

The joint development of Plan Melbourne and regional growth plans creates a unique opportunity to align Victoria's metropolitan and regional planning in a way that builds on, and leverages, the interdependence of our urban settlements to create a state of cities.

Plan Melbourne, in conjunction with the eight regional growth plans, will integrate strategic land-use and transport planning throughout Victoria. By maintaining a strong alignment of major infrastructure planning and decision making, and a consistent framework for monitoring the implementation of Plan Melbourne and the regional growth plans, we can channel future growth to take advantage of Melbourne's proximity to Victoria's regional cities and the employment, housing and lifestyle choices available in the peri-urban regions.

INITIATIVE 6.3.1

BRING TOGETHER PLANNING STRATEGIES FOR METROPOLITAN MELBOURNE AND REGIONAL VICTORIA

Plan Melbourne and the regional growth plans integrate land-use planning and transport priorities across the state. Together with the government's economic and fiscal strategy and *Victoria – The Freight State*, this provides a long-term framework for Victoria's sustained growth and prosperity. Implementing an integrated plan will require shared governance and resource allocation arrangements.

In the short term

- Establish a consistent monitoring framework and data sources for implementing Plan Melbourne and regional growth plans to aid integrated decision making and performance comparisons.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Support regional local governments experiencing growth pressures to update their municipal strategic statements to take account of directions in Plan Melbourne and regional growth plans.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 6.4 IMPROVE CONNECTIONS BETWEEN CITIES

The productivity and competitiveness of regional economies depend on infrastructure that can attract investment and reduce transport and communications costs. Infrastructure planning and delivery will protect and enhance key corridors linking our state of cities. Attracting more people to regional cities will require planning and infrastructure reforms that overcome these issues.

Victoria's primary industries are experiencing high growth in exports of commodities (such as woodchips, mineral sands, grain, dairy and meat). The domestic market for fresh food and agricultural products will grow as Victoria and Australia increase in population. Our export markets for this produce will also grow in the years ahead. Victoria's freight task is expected to triple by 2050. We will need well-planned land use and transport corridors that better connect Melbourne and regional Victoria if we are to maintain our pre-eminent national role in freight and logistics.

High-quality infrastructure that connects rural producers to key national and international gateways (such as the Port of Melbourne and Melbourne Airport) is critical to cost competitiveness. We will take action to identify and address supply-chain bottlenecks, and ensure ongoing maintenance and protection of the existing road and rail networks.

INITIATIVE 6.4.1

IMPROVE TRANSPORT CONNECTIONS BETWEEN MELBOURNE AND REGIONAL CITIES

All Victoria's regions have at least one high-capacity transport route. These routes connect regional cities to Melbourne, connect regional cities to each other, and connect Melbourne to the nation. Improvements to these routes are continually being made (such as the proposed new station at Grovedale in Geelong, improved rail services to Eaglehawk in Bendigo, and a new station at Epsom in Bendigo).

Continuing population growth and the changing economic role of regional cities will generate additional movements between regional cities, and to and from Melbourne.

Improving connectivity between key regional cities in response to these changes will open up new opportunities for growth in regional Victoria that can, in the long term, assist in reducing some of the growth pressures on Melbourne, particularly along the Midland Highway (which connects Geelong, Ballarat, Bendigo, Shepparton and Benalla), and the Hume Highway.

In the short term

- Continue to deliver road and rail upgrades between Melbourne, the peri-urban regions and regional cities.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 6.4.2

STRENGTHEN TRANSPORT LINKS ON NATIONAL NETWORKS FOR THE MOVEMENT OF GOODS BETWEEN REGIONAL CITIES, MELBOURNE, INTERSTATE AND INTERNATIONALLY

The ability to move goods efficiently by road and rail between key regional cities and markets in Melbourne, interstate and internationally is critical to Victoria's economy. *Victoria – The Freight State* highlights that a major component of regional Victoria's economic output is the value of agricultural production and exports.

Agricultural exports from Victoria account for 29 per cent of national agricultural exports, making Victoria the largest food and fibre exporting state, with exports worth \$9 billion. To retain this position, planning must ensure that goods are able to reach domestic and international markets reliably, and at the lowest possible cost. The great majority of product from regional Victoria is exported through the ports of Melbourne, Geelong and Portland; is staged through Melbourne for interstate export; or is consumed in Melbourne. Melbourne Airport also plays an important role in handling high-value, time-sensitive regional produce exports.

Nineteen regional transport plans and studies have been developed by local governments across Victoria. They provide valuable information about industry drivers, supply-chain trends and freight movements.

Through *Victoria – The Freight State*, planning will proceed in collaboration with the Commonwealth Government to ensure transport links on national networks connecting goods to their markets remain efficient and accessible. This planning will be informed by the 19 regional plans and studies.

The Avalon corridor between Werribee and Geelong contains existing and planned nationally significant economic assets including airport, road, rail and waste facilities. *The G21 Regional Growth Plan* identifies a need to retain a settlement break between Lara and Little River, to delineate Melbourne and Geelong and provide a gateway to both cities. There is also a need to protect areas of high biodiversity value, including Ramsar conservation areas, and land-use buffers for infrastructure and Avalon Airport. Given the range of constraints on the availability of land for development, it is important that this stretch of land be safeguarded for state infrastructure opportunities and complementary development in future.

In the short term

- Complete upgrades to the national network connecting key regional centres to export gateways, including Princes Highway West, Calder Freeway, Western Highway and Princes Highway East.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Identify the long-term economic freight and logistics opportunities related to Avalon Airport in the area between Geelong and Werribee.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue to strengthen regional freight networks consistent with industry drivers and supply-chain trends identified in *Victoria – The Freight State* and the 19 regional transport plans and studies.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence the Murray Basin Rail Project with upgrades on the Mildura to Maryborough and the Murtoa to Hopetoun rail lines, and standardisation between Mildura and Geelong.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Work with the Commonwealth to commence delivery of projects on the national network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

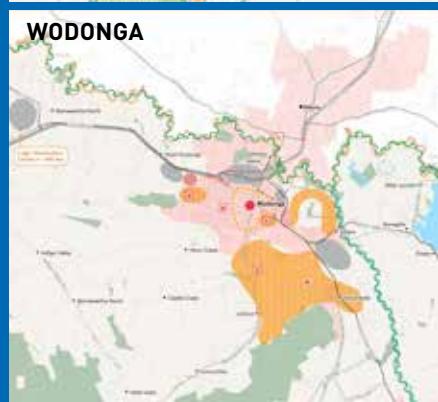
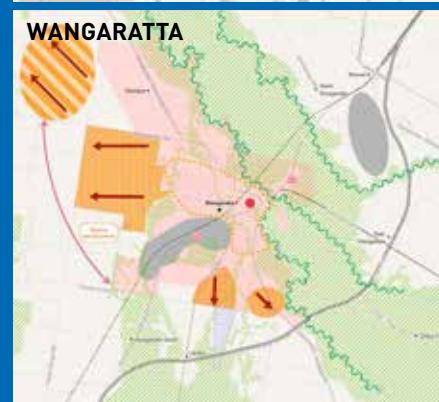
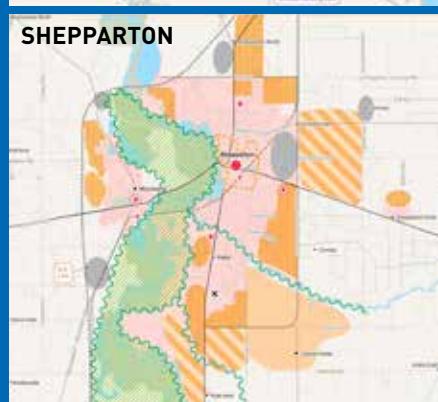
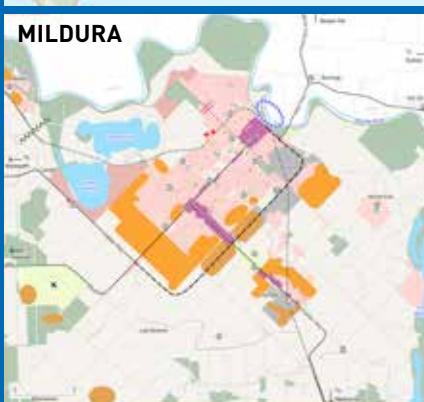
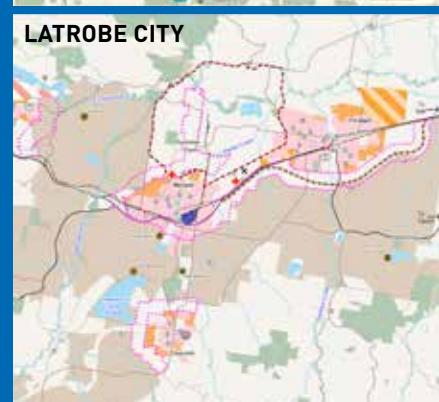
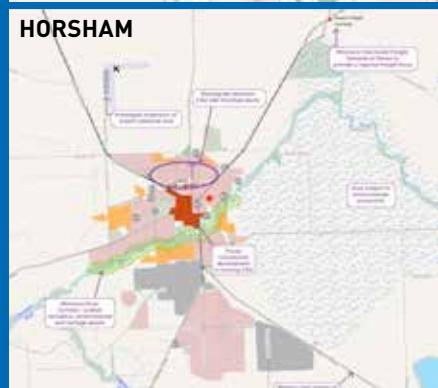
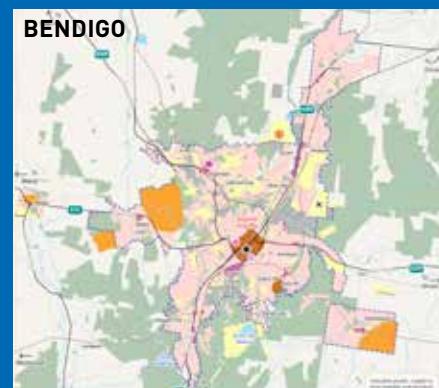
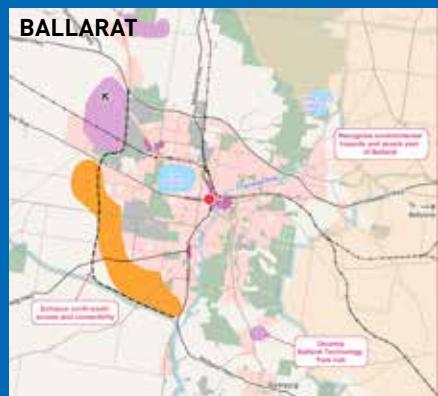
- Work with the Commonwealth, Australian Rail Track Corporation, other jurisdictions and industry to develop the proposal for the transcontinental link from Mildura.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FRAMEWORKS FOR REGIONAL CITIES

Regional growth plans include detailed planning frameworks for Victoria's regional cities. These frameworks will help to guide economic and employment growth through optimal land-use and infrastructure planning, while preserving the distinctive character, environment and liveability of our regions.

Together the eight regional growth plans provide the settlement framework for regional Victoria and inform revisions to the State Planning Policy Framework so that there is one cohesive strategy for Victoria that aligns with Plan Melbourne.



Note: Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill.

33
X

265

A photograph showing a woman in a black dress walking on a city street. She is carrying a white shopping bag. In the background, there is a modern building with a facade made of vertical blinds or louvers. A tram is visible, with its digital sign displaying "via Collins St 31" and "265".

IMPLEMENTATION: DELIVERING BETTER GOVERNANCE

ACHIEVE CLEAR RESULTS
AND DELIVER OUTCOMES
THROUGH BETTER
GOVERNANCE, PLANNING,
REGULATION AND
FUNDING MECHANISMS.

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IMPLEMENTATION: DELIVERING BETTER GOVERNANCE

WE WILL

ACHIEVE CLEAR RESULTS AND DELIVER OUTCOMES THROUGH BETTER GOVERNANCE, PLANNING, REGULATION AND FUNDING MECHANISMS.

ISSUES

Successful implementation will require a sustained and joint effort by all levels of government and the private sector.

A pipeline of infrastructure projects and investment opportunities provides confidence to the market and greater certainty for the community, investors and the construction and development industries.

The expansion of the central city will be a significant part of this pipeline. A well-planned roll-out of these urban renewal projects will help provide the certainty and confidence required to secure investment in the expanded central city.

Each of the five metropolitan subregions will, by 2050, have an economy shaped by over 1 million people, providing critical mass for stronger economic performance and spatial integration.

Implementation will be driven through the new Metropolitan Planning Authority which will work with government departments and agencies, local governments, land owners and development partners to plan for the future of Melbourne and Victoria's regional cities.

OUR PLAN

DIRECTIONS

- 7.1** Drive delivery and facilitate action
- 7.2** Better informed decision making and greater alignment of infrastructure delivery to growth
- 7.3** Make more efficient use of existing resources
- 7.4** Open up new funding sources
- 7.5** Monitor progress and outcomes

SOLUTIONS

Support the Metropolitan Planning Authority to implement Plan Melbourne.

Work with the five metropolitan subregional planning groups to inform collaborative planning and investment.

Reform the State Planning Policy Framework so it aligns and integrates with Plan Melbourne, regional growth plans and other recent state policies; and so it provides better guidance to decision makers such as local governments and the Victorian Civil and Administrative Tribunal.

Develop a consistent format for municipal strategic statements and further streamline planning controls.

Facilitate growth in major urban-renewal precincts around Melbourne to increase housing choices, encourage the productive use of infrastructure and support local governments to deliver infrastructure more quickly.

Identify underutilised government land, and introduce a system to manage it, capture its value and dispose of it.

Continue to improve infrastructure and community facilities in growth areas. This will include improving the coordination of funding between all levels and areas of government and the private sector, and investigating ways for the Victorian and Commonwealth governments to help local governments bring forward investment in priority infrastructure.

Reform development contributions, including implementing a new standard contributions system; and investigate the use of value capture to change the way we fund city-shaping infrastructure.

Require the Metropolitan Planning Authority to report annually to Parliament on its progress implementing Plan Melbourne, and report annually to the Minister for Planning to inform government decision making about implementation of the plan across the five metropolitan subregions.

ISSUES

WHAT WE WILL DO

Successful implementation of Plan Melbourne will require a sustained and joint commitment by all areas and levels of government and the private sector.

The State Government is making a whole-of-government commitment to the plan. It will support the Metropolitan Planning Authority to coordinate efforts across government departments and agencies to implement the plan's directions and initiatives, particularly through the five metropolitan subregional planning groups. The authority will also focus on activity in locations that Plan Melbourne identifies as strategically significant for Melbourne's growth and competitiveness.

The Metropolitan Planning Authority will work with government departments and agencies, local governments, landowners and development partners to plan for the future urban structure of significant precincts. It will focus on facilitating appropriate development and help to coordinate government investment. It will also work to speed up development processes and advise on opportunities to cut red tape in these areas. This will ensure that Victoria boosts its competitiveness by continuing to improve the planning system's efficiency and effectiveness.

The commitment of Melbourne's local governments is essential for the plan's success. They will work with the Metropolitan Planning Authority through the subregional planning groups to improve planning decision making and infrastructure coordination.

Plan Melbourne includes mechanisms to monitor its implementation. We will establish and report against a range of indicators of our performance in reshaping the city's future development, and publish data and information about the city's growth and change.

DECISION-MAKING PROCESSES TO SUPPORT THE DELIVERY OF PLAN MELBOURNE

Plan Melbourne has been developed in the context of the Victorian Government's economic and fiscal strategy. This was outlined in the 2014–15 Budget and addresses the challenges facing Victoria to drive future economic growth and prosperity by:

- rebuilding budget capacity
- improving productivity, including through the provision of major infrastructure, more responsive and productive service delivery and continuing to build the skills and capabilities of the Victorian workforce
- ensuring Victoria is a competitive and low-cost place to do business.

Importantly, the focus on rebuilding the budget's capacity includes the government's medium-term fiscal parameters. These target:

- infrastructure investment of 1.3 per cent of GSP (calculated as a five-year rolling average)
- reduced general government net debt as a percentage of GSP to 2022
- fully-funded superannuation liability by 2035
- net operating surplus of at least \$100 million a year, consistent with the infrastructure and debt parameters.

The government's commitment to responsibly manage the budget directly supports a sustained program of infrastructure development and continuing high-quality public services for Victorians, while avoiding excessive levels of debt.

Given this, final decisions about the implementation and timing of actions and infrastructure delivery will be made in a manner consistent with the government's economic and fiscal strategy, including the medium-term fiscal parameters. The government will continue its commitment to rigorous decision making about initiatives that require funding, statutory amendments or new regulations.

In particular, all projects and initiatives requiring budget funding will be carefully assessed in relation to budget capacity and will have rigorous business cases using cost-benefit analyses as part of their economic impact assessment. Where appropriate for infrastructure projects, this will include ensuring consistency with the government's *Investment Lifecycle and High Value/High Risk Guidelines*. For all other initiatives and actions, implementation and timing will be subject to consideration of their evidence base, and likely net benefits.

CREATING AN INVESTMENT PIPELINE OF INFRASTRUCTURE PROJECTS AND INVESTMENT OPPORTUNITIES

A pipeline of infrastructure projects and investment opportunities provides confidence to the market and greater certainty for the community, investors and the construction and development industries. Plan Melbourne highlights key infrastructure investments and identifies opportunities for investment across the city.

The Metropolitan Planning Authority will focus on unlocking areas of strategic value to metropolitan Melbourne including opportunities for land-use efficiency and productivity. Strategic locations include urban-renewal sites, land around railway stations and other transport infrastructure, level crossings, and areas prioritised through the new urban structure outlined in the plan.

The expansion of the central city will be a significant part of this pipeline and includes large precincts at Fishermans Bend Urban Renewal Area, E-Gate, City North, Dynon, the Flinders Street to Richmond station corridor and Arden-Macaulay.

A well-planned roll-out of these urban renewal projects will help provide the certainty and confidence required to secure investment in the expanded central city and to capture value to ensure appropriate returns to government. The Metropolitan Planning Authority will work with the government agencies responsible for these projects and contribute to advice for the government.

OUR VISION FOR MELBOURNE'S SUBREGIONS

The subregional planning groups will bring together state and local governments to collectively consider the actions required to effectively deliver on Plan Melbourne. By 2050, each subregion will have an economy shaped by over 1 million people, providing critical mass for stronger economic performance and spatial integration.

Plan Melbourne will help Melbourne grow over the next 40 years into the largest economic and demographic centre in Australia. The opportunities provided by the expanded central city will also help meet our vision of supporting the central city to become Australia's largest business services centre.

We will work with the subregional planning groups to improve economic performance. Each subregion will be anchored by a national employment cluster and leverage off an economic gateway (a port, airport or interstate freight terminal).

SUBREGIONS OF LOCAL GOVERNMENT TO DRIVE DELIVERY

Plan Melbourne establishes five metropolitan subregional planning groups of local governments to work with the Metropolitan Planning Authority to collectively plan for jobs, housing and investment in infrastructure and services.

The Metropolitan Planning Authority will chair the subregional planning groups. The groups will comprise local government chief executive officers and senior officers of the Department of Transport, Planning and Local Infrastructure. Each group will be supported by working groups of senior local government officers and officers from relevant state government departments.

The work of these groups will inform the annual report the authority will make to the Minister for Planning early in the annual state budget process. The report will identify barriers to implementing the plan, and possible solutions to them. This process will supplement the state budget process by providing a comprehensive picture of issues that are arising implementing the plan, and suggested potential solutions to them.

The new subregions are aligned to the current Regional Management Forum regions, but aim to distinctly focus on particular planning and infrastructure delivery needs.

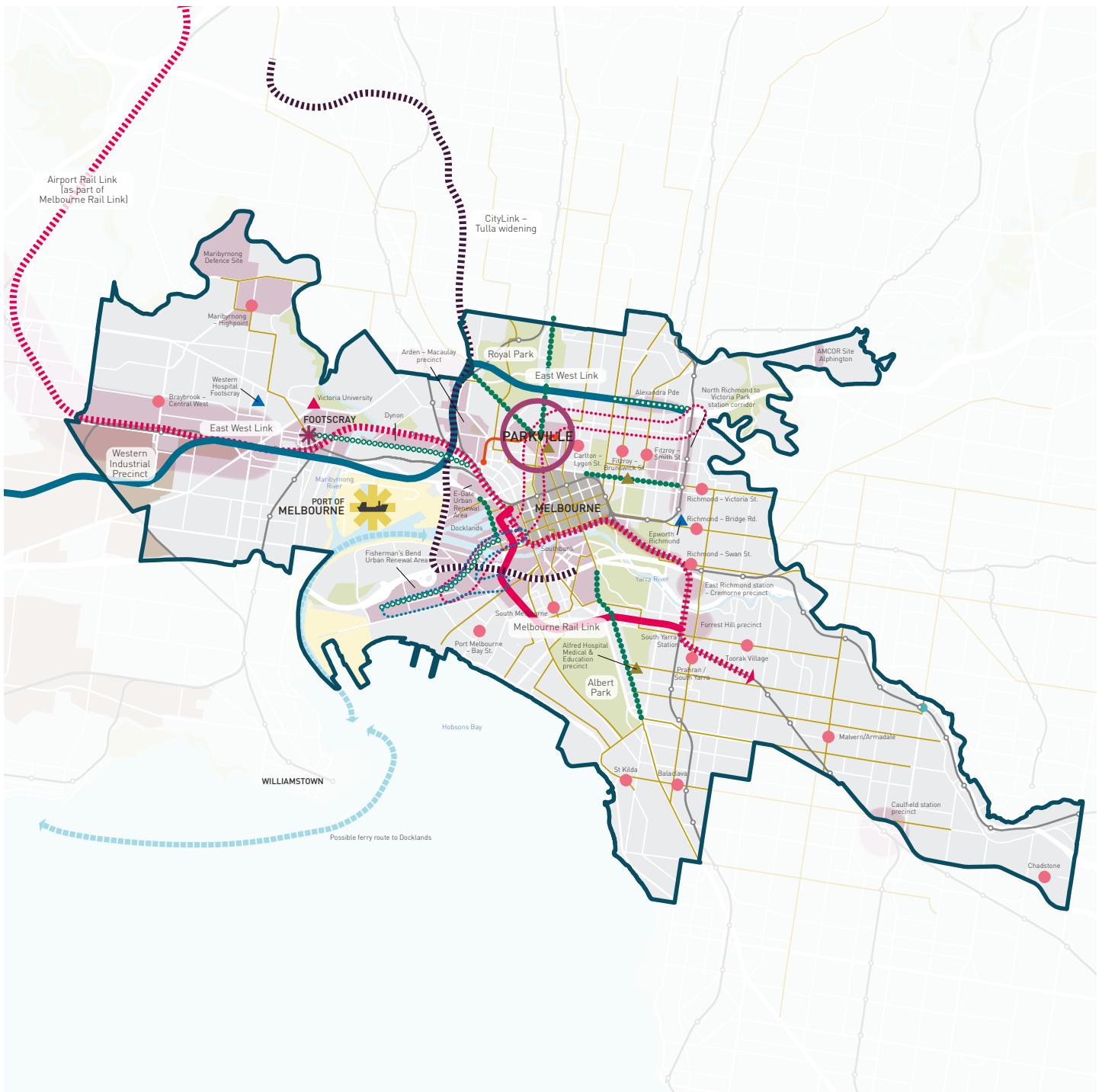
The Regional Management Forums will continue as the appropriate governance mechanism, for broader policy discussions.

The new subregions have been created to:

- reflect natural economic flows, and flows of people around the city
- reflect approximate communities of interest
- be of roughly similar numbers of people.

WHAT TO DO NEXT

- Continue the rollout of meetings with support of the subregional planning groups and their working groups.
- Work with the subregional planning groups to develop their understanding of the barriers to implementing Plan Melbourne in their subregion, and potential solutions to those barriers. For example, solutions may include planning activities, research to fill important gaps in data, subregional infrastructure investment opportunities and how they could be funded, and needed modifications to the delivery of services.



MAP 30 – CENTRAL SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.



- Central subregion boundary
- Melbourne Central Business District
- Metropolitan region
- Road network
- Rail network
- Level crossing removal
- Tram network
- East West Link
- CityLink-Tulla widening
- Melbourne Rail Link (final alignment not yet determined)
- Airport Rail Link (as part of Melbourne Rail Link)
- Potential rail
- Potential light rail (alignment not yet determined)
- Potential ferry route

- Parkville Employment Cluster
- ★ Transport gateway – existing
- State significant industrial precinct – existing
- * Metropolitan activity centre – existing
- Activity centre – existing
- ▲ Health/Education precinct
- ▲ Health precinct
- ▲ Education precinct
- Existing boulevard
- Boulevard to be investigated/implemented
- Key bus route
- Urban renewal area
- Major open space
- Waterway
- Seaport

CENTRAL SUBREGION

MUNICIPALITIES

Melbourne, Stonnington, Maribyrnong, Port Phillip, Yarra

CURRENT POPULATION

485,000

FUTURE POPULATION GROWTH TO 2031

230,000 TO 280,000

CURRENT NUMBER OF JOBS

567,200

FUTURE JOB GROWTH TO 2031

260,000 TO 320,000

PLACES OF STATE SIGNIFICANCE

Expanded central city

National employment cluster – Parkville

Metropolitan activity centre – Footscray

State-significant industrial precinct – Western

Transport gateway – Port of Melbourne

Health and/or education precincts – Alfred Medical

Research and Education Precinct (Prahran), Western Hospital (Footscray), Victoria University (Footscray), various health and education institutions in Parkville, St Vincent's Hospital Melbourne and other health institutions (Fitzroy/East Melbourne), Epworth Richmond

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Balaclava, Braybrook-Central West, Carlton-Lygon Street, Chadstone, Fitzroy-Brunswick Street, Fitzroy-Smith Street, Malvern/Armadale, Maribyrnong-Highpoint, Port Melbourne-Bay Street, Prahran/South Yarra, Richmond-Bridge Road, Richmond-Swan Street, Richmond-Victoria Street, South Melbourne, St Kilda, Toorak Village

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Fishermans Bend Urban Renewal Area, E-Gate Precinct, Arden-Macaulay Precinct, Collingwood, Docklands, Southbank, Footscray Precinct, Tottenham corridor, Dynon corridor, Flinders Street to Richmond Station corridor, City North Precinct, East Richmond Station-Cremorne Precinct, Flemington-Newmarket Precinct, North Richmond to Victoria Park Station, Forrest Hill Precinct, Amcor Site-Alphington, Maribyrnong Defence Site, Alexandra Parade

IMPORTANT FUTURE INITIATIVES

East West Link

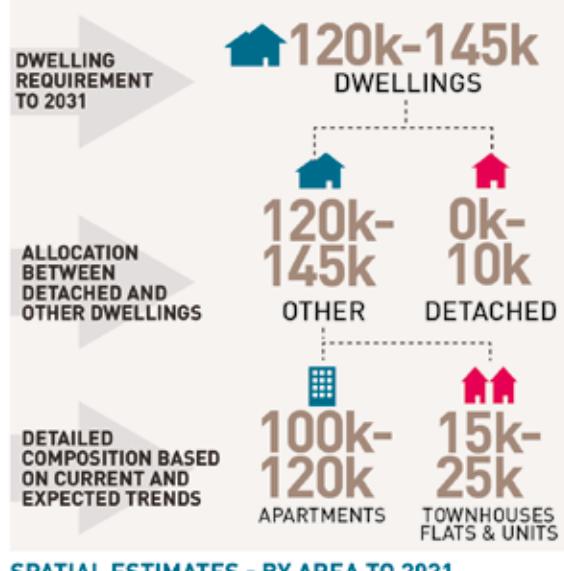
Melbourne Rail Link, including Airport Rail Link

CityLink-Tulla widening

Rail Project from Clifton Hill via Parkville to Fishermans Bend Urban Renewal Area

Based on a growing mix of capital city functions (including government, business, tourism, social, cultural and recreational institutions and assets) the central city 'core' now extends well beyond the Hoddle Grid into St Kilda Road, Southbank and Docklands. Our aim is to plan for growth and change in Melbourne's Central Subregion to consolidate Melbourne's position as a highly competitive global city and to maintain the high standards of liveability, distinctiveness and character that make Melbourne special.

HOUSING REQUIREMENTS - BY TYPE TO 2031

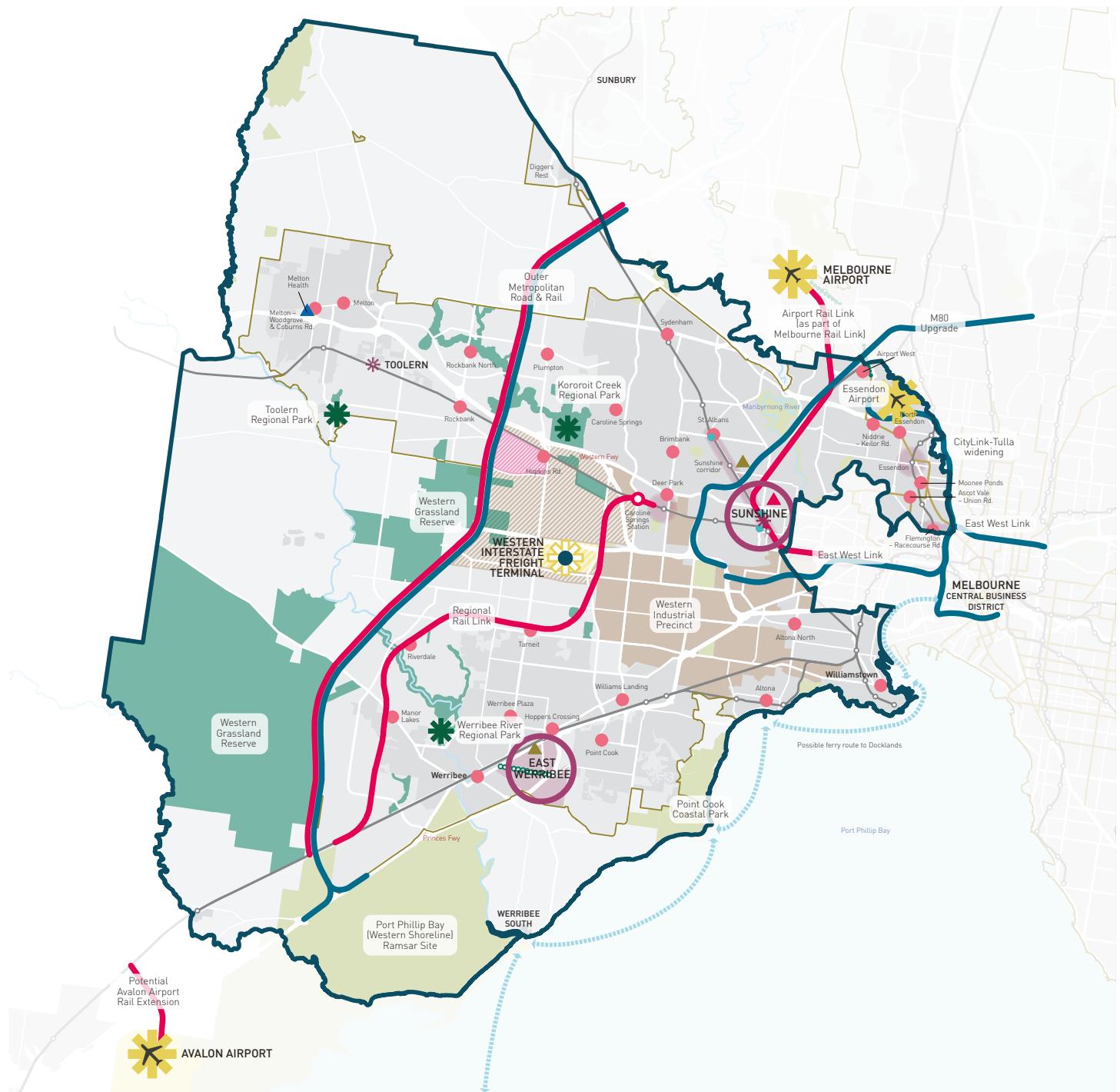


SPATIAL ESTIMATES - BY AREA TO 2031



FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY. THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.



MAP 31 – WESTERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.



- Western subregion boundary
- Light grey Metropolitan region
- Yellow Metropolitan urban boundary
- Grey Urban area
- White Road network
- Rail network
- Level crossing removal
- Tram network
- Road initiative
- Rail initiative
- New station
- Potential ferry route
- National employment cluster
- ★ Transport gateway – existing
- ★ Transport gateway – future
- Metropolitan intermodal system terminal
- State significant industrial precinct – existing
- State significant industrial precinct – future
- Business and residential (as shown in growth corridor plans)
- ▲ Health/Education precinct
- ▲ Health precinct
- ▲ Education precinct
- * Metropolitan activity centre – existing
- * Metropolitan activity centre – future
- Activity centre – existing and future
- Boulevard to be investigated/implemented
- Regional open space – future
- Urban renewal area
- Biodiversity conservation area
- Major open space
- Waterway
- ★ Airport

WESTERN SUBREGION

MUNICIPALITIES

Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham

CURRENT POPULATION

712,000

FUTURE GROWTH TO 2031

370,000 TO 430,000

CURRENT NUMBER OF JOBS

173,100

FUTURE JOB GROWTH TO 2031

90,000 TO 125,000

PLACES OF STATE SIGNIFICANCE

National employment clusters – Sunshine (emerging), East Werribee (emerging)

Metropolitan activity centres – Sunshine, Toolern (future)

State-significant industrial precincts – Western, and identified future industrial precinct

Transport gateway – Essendon Airport

Health and/or education precincts – Sunshine Hospital and Victoria University (St Albans), Werribee Mercy, Melton Health, Victoria University (Sunshine)

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Airport West, Altona, Altona North, Ascot Vale-Union Road, Brimbank, Caroline Springs, Deer Park, Flemington-Racecourse Road, Hopkins Road, Hoppers Crossing, Manor Lakes, Melton, Melton-Woodgrove and Coburns Road, Moonee Ponds, Niddrie-Keilor Road, North Essendon, Plumpton, Point Cook, Riverdale, Rockbank North, Rockbank South, St Albans, Sydenham, Tarneit, Werribee, Werribee Plaza, Williams Landing, Williamstown

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

East Werribee Employment Precinct, Tottenham corridor, Essendon station, Sunshine corridor, Deer Park station, Flemington-Newmarket Precinct

IMPORTANT FUTURE INITIATIVES

Completion of Regional Rail Link

CityLink-Tulla widening

East West Link

Potential Western Interstate Freight Terminal

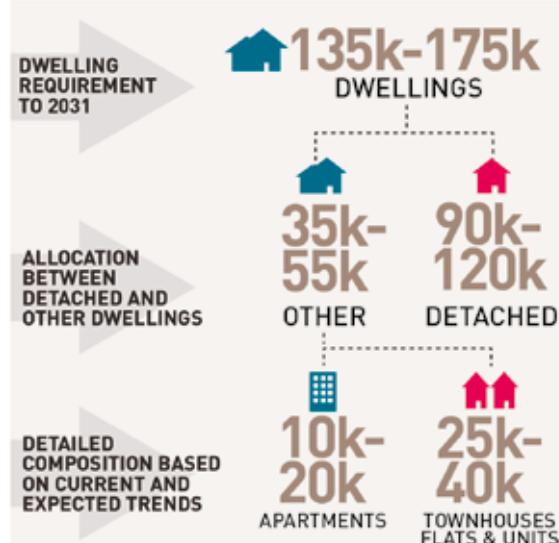
Melbourne Rail Link, including Airport Rail Link

Outer Metropolitan Ring Road

Caroline Springs station

With the provision of necessary infrastructure and support for development of new employment opportunities in Werribee and Sunshine, the Western Subregion can leverage off its existing strengths and better connect the residents of the west to employment and educational opportunities. We want to see Melbourne's west continue to develop its civic, cultural and environmental assets, and to be the city's fastest-growing region into the middle of this century. *Managing Melbourne's Growth* (June 2012) identifies that the area covered by the West Growth Corridor Plan will accommodate an additional 377,000 or more people and have the capacity to accommodate at least 164,000 jobs.

HOUSING REQUIREMENTS - BY TYPE TO 2031



SPATIAL ESTIMATES - BY AREA TO 2031

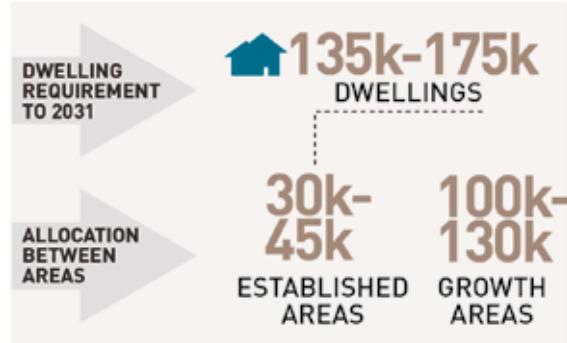
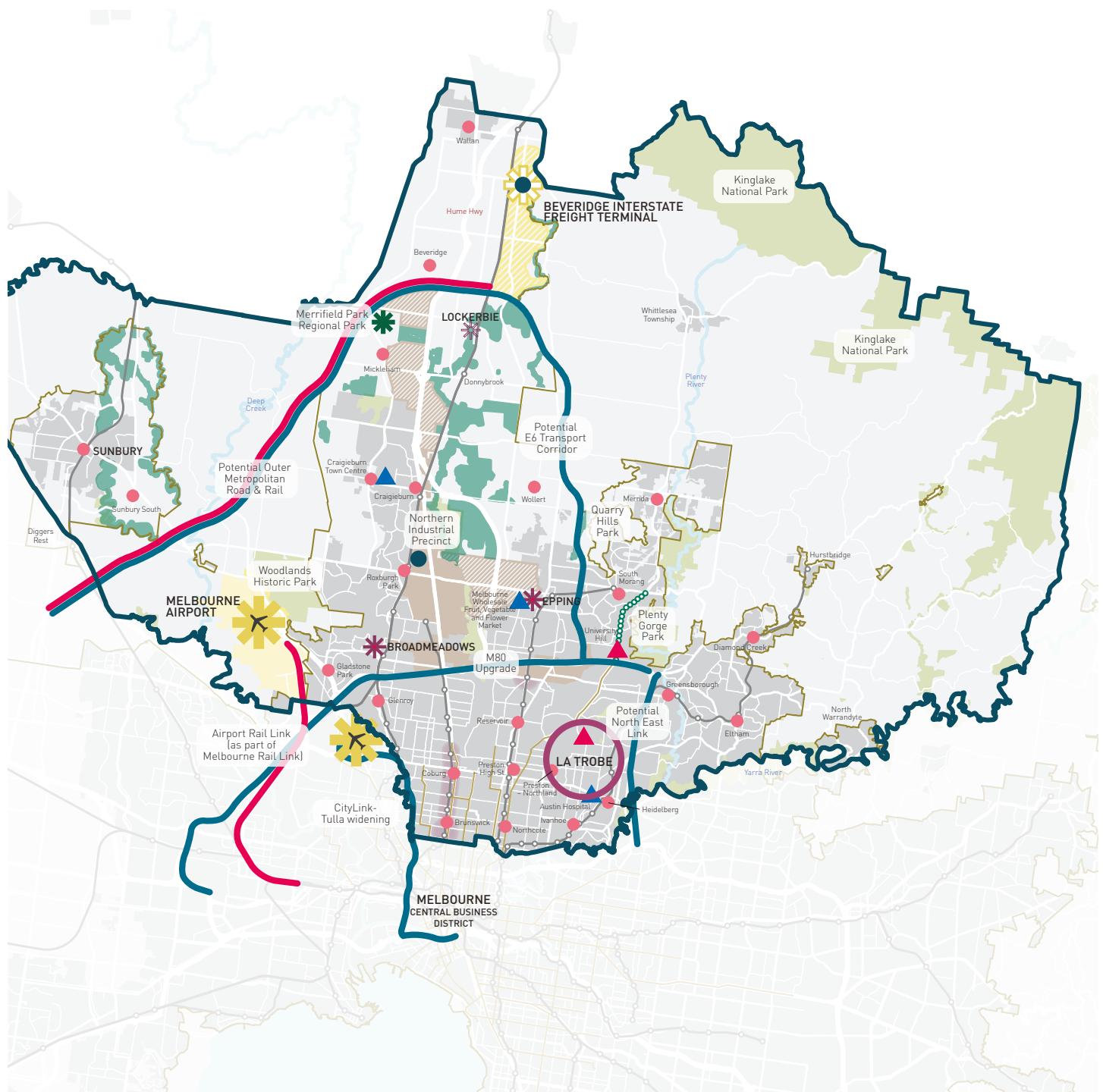


FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.

NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.



MAP 32 – NORTHERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.



Northern subregion boundary

Metropolitan region

Metropolitan urban boundary

Urban area

Road network

Rail network

Road initiative

Rail initiative

La Trobe Employment Cluster

Transport gateway – existing

Transport gateway – future

Metropolitan intermodal system terminal (indicative location)

State significant industrial precinct – existing

State significant industrial precinct – future

Metropolitan activity centre – existing

Metropolitan activity centre – future

Activity centre – existing and future

Health/Education precinct

Health precinct

Boulevard to be investigated/implemented

* Regional open space (future)

Urban renewal area

Biodiversity conservation area

Major open space

Waterway

Airport

NORTHERN SUBREGION

MUNICIPALITIES

Banyule, Darebin, Hume, Mitchell (part), Moreland, Nillumbik, Whittlesea

CURRENT POPULATION

869,000

FUTURE GROWTH TO 2031

400,000 TO 470,000

CURRENT NUMBER OF JOBS

231,500

FUTURE JOB GROWTH TO 2031

100,000 TO 140,000

PLACES OF STATE SIGNIFICANCE

National employment cluster – La Trobe (emerging)

Metropolitan activity centres – Broadmeadows, Epping, Lockerbie (future)

State-significant industrial precincts – Northern, and identified future industrial precincts

Transport gateway – Melbourne Airport

Health and/or education precincts – Austin Hospital, Northern Hospital, Craigieburn Health Service, La Trobe University, University Hill (includes RMIT Bundoora campuses)

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Beveridge, Brunswick, Coburg, Craigieburn, Craigieburn Town Centre, Diamond Creek, Eltham, Gladstone Park, Glenroy, Greensborough, Heidelberg, Ivanhoe, Mernda, Mickleham, Northcote, Preston-High Street, Preston-Northland, Reservoir, Roxburgh Park, South Morang, Sunbury, Sunbury South, Wallan, Wollert

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Keon Park station, Brunswick to Batman Station corridor, Jewell station, Watsonia station

IMPORTANT FUTURE INITIATIVES

Melbourne Rail Link, including Airport Rail Link

CityLink-Tulla widening

Potential North East Link

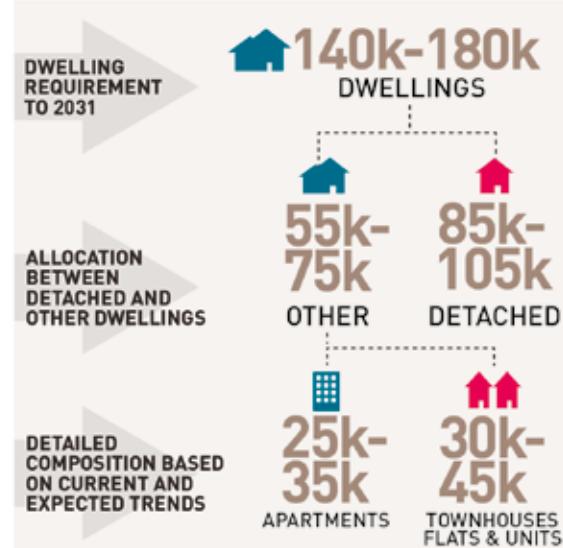
Outer Metropolitan Ring Road

Potential Beveridge Interstate Freight Terminal (future)

Potential E6 Transport Corridor

A key focus for the Northern Subregion will be to continue to develop a diverse industry base linked to its key transport infrastructure and educational, technology and research capabilities. It will grow its outer areas into vibrant, well-serviced communities including through the development of the North East Link and the new La Trobe Employment Cluster. *Managing Melbourne's Growth* (June 2012) identifies that the area covered by the North Growth Corridor Plan will accommodate an additional 260,000 or more people and have the capacity to accommodate at least 83,000 jobs. The Sunbury/Diggers Rest Growth Corridor Plan will accommodate an additional 71,000 or more people and have the capacity to accommodate at least 10,000 jobs.

HOUSING REQUIREMENTS - BY TYPE TO 2031



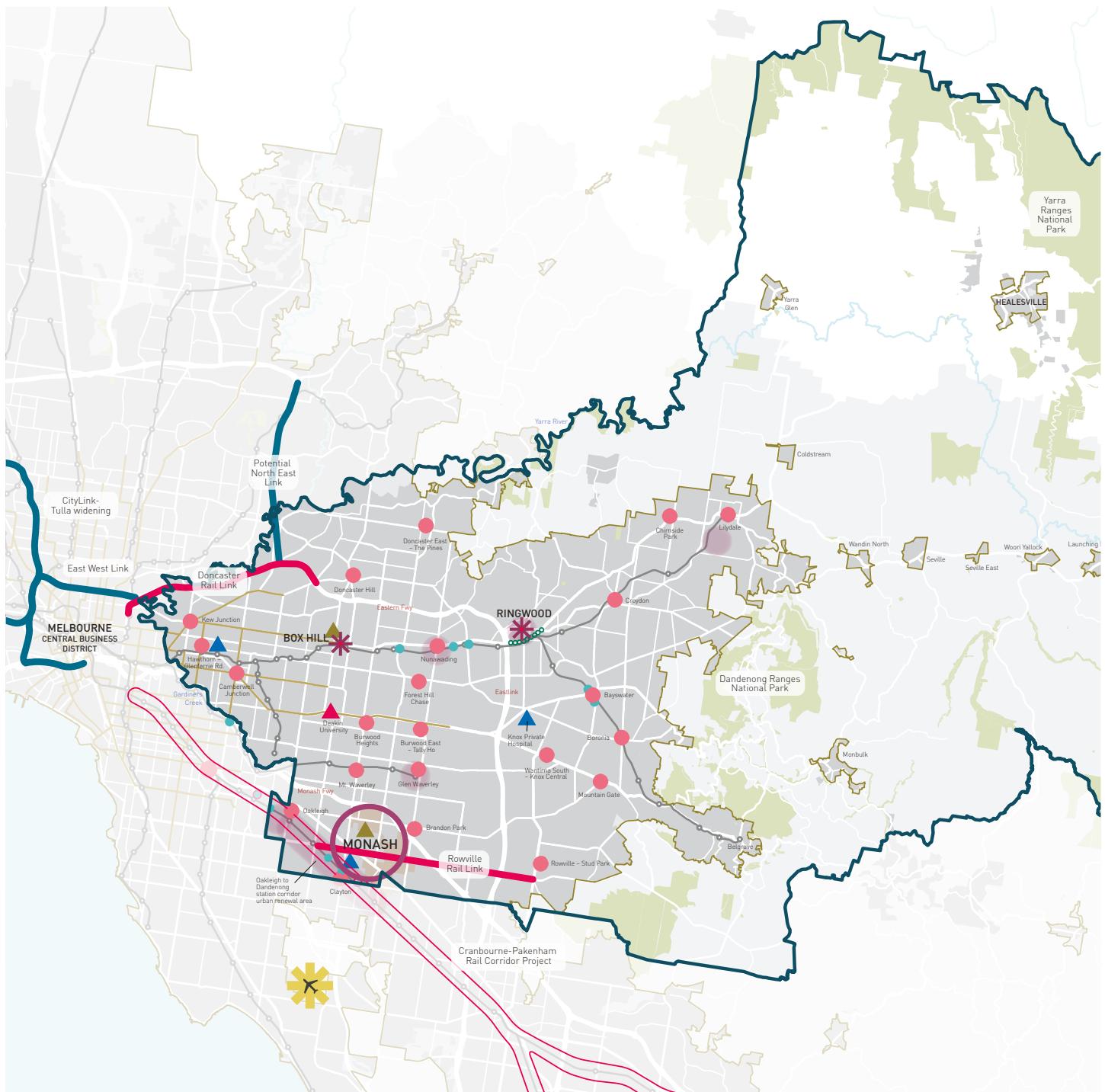
SPATIAL ESTIMATES - BY AREA TO 2031



FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.

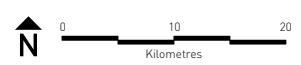
NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.



MAP 33 – EASTERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.



- Eastern subregion boundary
- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Level crossing removal
- Tram network
- Road initiative
- Rail initiative
- Cranbourne-Pakenham Rail Corridor Project
- Monash Employment Cluster
- * Transport gateway – existing

- State-significant industrial precinct – existing
- * Metropolitan activity centre – existing
- Activity centre – existing
- ▲ Health/Education precinct
- ▲ Health precinct
- ▲ Education precinct
- Boulevard to be investigated/implemented
- Urban renewal area
- Major open space
- Waterway

EASTERN SUBREGION

MUNICIPALITIES

Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse, Yarra Ranges

CURRENT POPULATION

1,046,000

FUTURE GROWTH TO 2031

150,000 TO 200,000

CURRENT NUMBER OF JOBS

366,400

FUTURE JOB GROWTH TO 2031

75,000 TO 100,000

PLACES OF STATE SIGNIFICANCE

National employment cluster – Monash

Metropolitan activity centres – Box Hill, Ringwood

State-significant industrial precinct – Monash

Health and/or education precincts – Box Hill Hospital, Monash Medical Centre (Clayton), Deakin University (Burwood), Swinburne University (Hawthorn), Monash University (Clayton), Knox Private Hospital

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Bayswater, Boronia, Brandon Park, Burwood East-Tally Ho, Burwood Heights, Camberwell Junction, Chirnside Park, Clayton, Croydon, Doncaster East-The Pines, Doncaster Hill, Forest Hill Chase, Glen Waverley, Hawthorn-Glenferrie Road, Kew Junction, Lilydale, Mount Waverley, Mountain Gate, Nunawading, Oakleigh, Rowville-Stud Park, Wantirna South-Knox Central

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Ringwood station, Oakleigh to Dandenong station corridor, Glen Waverley station, Lilydale Quarry, Nunawading station, Hughesdale

IMPORTANT FUTURE INITIATIVES

East West Link

Cranbourne-Pakenham Rail Corridor Project

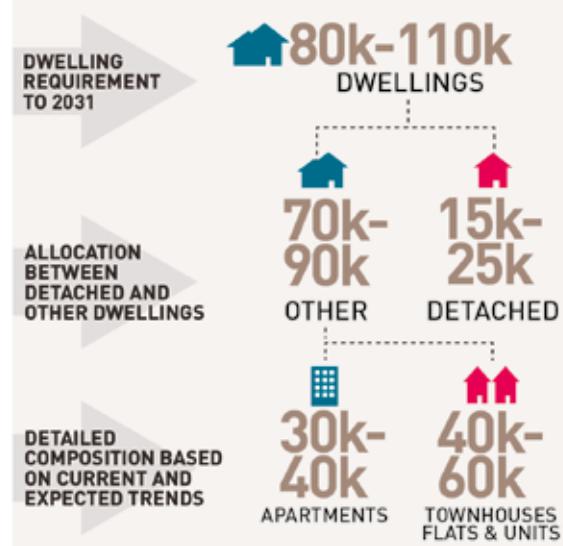
Potential North East Link

Rowville Rail Link

Doncaster Rail Link

A key focus for the Eastern Subregion will be consolidating its future growth in targeted areas (including in the Monash Employment Cluster, Box Hill and Ringwood). Opportunities for transport upgrades include potential road and rail links.

HOUSING REQUIREMENTS - BY TYPE TO 2031



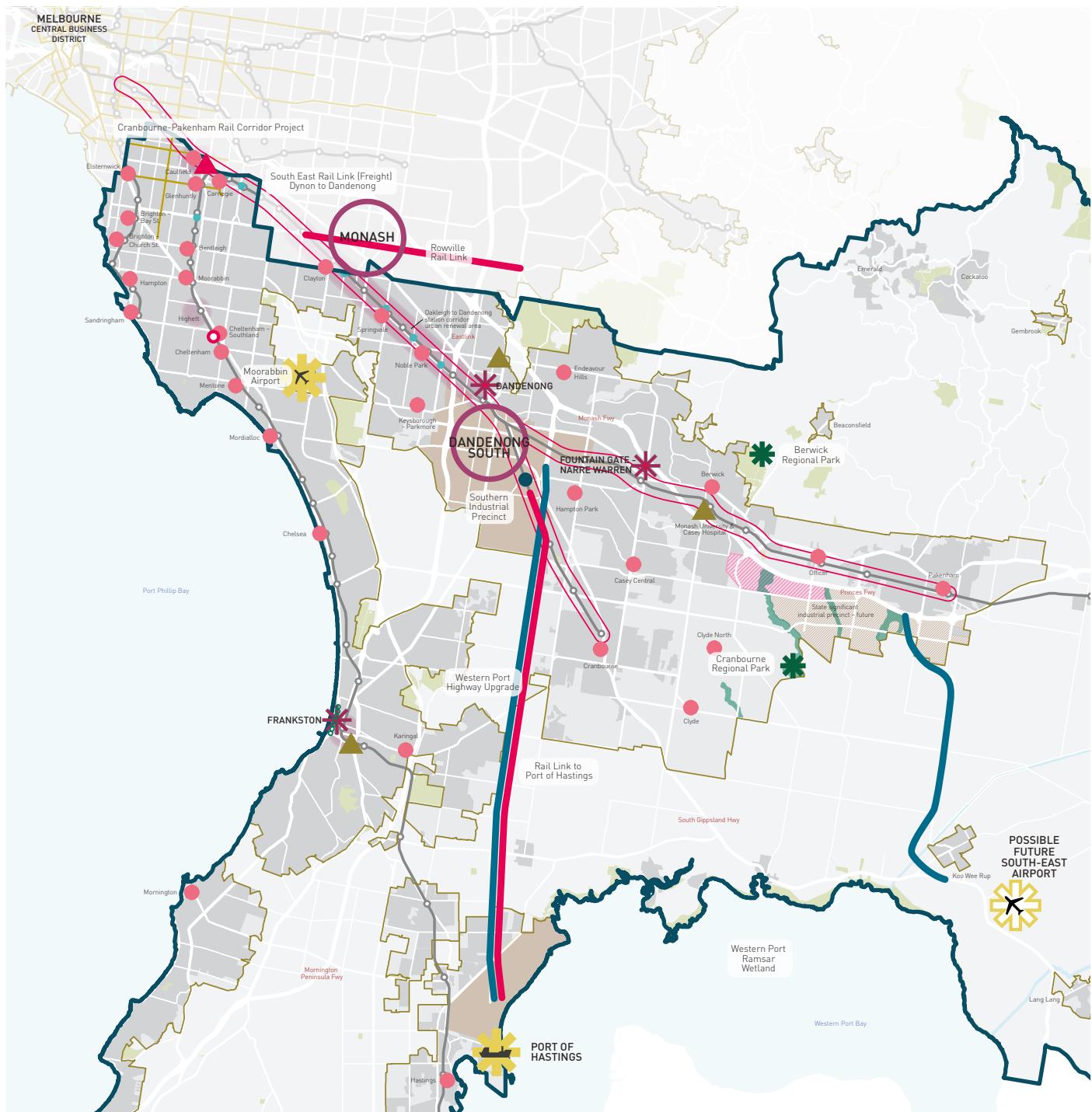
SPATIAL ESTIMATES - BY AREA TO 2031



FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

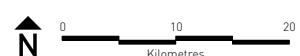
NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.

NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.



MAP 34 – SOUTHERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.



- Southern subregion boundary
- Light grey Metropolitan region
- Yellow Metropolitan urban boundary
- Grey Urban area
- White Road network
- Black Rail network
- Blue Level crossing removal
- Gold Tram network
- Dark Blue Road initiative
- Red Rail initiative
- Orange New station
- Pink Cranbourne-Pakenham Rail Corridor Project
- Yellow National employment cluster
- Yellow Transport gateway – existing
- Yellow Transport gateway – future
- Black Metropoitan intermodal system terminal (indicative location)

- Khaki State significant industrial precinct – existing
- Khaki State significant industrial precinct – future
- Pink Business & residential (as shown in growth corridor plans)
- Magenta * Metropolitan activity centre – existing
- Red ● Activity centre – existing and future
- Yellow ▲ Health/Education precinct
- Red ▲ Education precinct
- Black dotted line Boulevard to be investigated/implemented
- Green * Regional open space (future)
- Purple Urban renewal area
- Teal Biodiversity conservation area
- Light Green Major open space
- Light Blue Waterway
- Yellow X Airport
- Black Seaport

SOUTHERN SUBREGION

MUNICIPALITIES

Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston, Mornington Peninsula

CURRENT POPULATION

1,183,000

FUTURE GROWTH TO 2031

400,000 TO 480,000

CURRENT NUMBER OF JOBS

344,500

FUTURE JOB GROWTH TO 2031

110,000 TO 150,000

PLACES OF STATE SIGNIFICANCE

National employment cluster – Dandenong South

Metropolitan activity centres – Dandenong, Frankston, Fountain Gate/Narre Warren

State-significant industrial precincts – Southern, Port of Hastings, and identified future industrial precinct

Transport gateways – Port of Hastings, Moorabbin Airport

Health and/or education precincts – Frankston Hospital and Monash University (Frankston), Casey Hospital and Monash University (Berwick), Dandenong Hospital, Monash University (Caulfield)

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Bentleigh, Berwick, Brighton-Bay Street, Brighton-Church Street, Carnegie, Casey Central, Caulfield, Chelsea, Cheltenham, Cheltenham-Southland, Clyde, Clyde North, Cranbourne, Elsternwick, Endeavour Hills, Glenhuntly, Hampton, Hampton Park, Hastings, Karingal, Mentone, Moorabbin, Mordialloc, Mornington, Noble Park, Officer, Pakenham, Keysborough-Parkmore, Rosebud, Sandringham, Springvale

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Caulfield Station Precinct, Huntingdale to Dandenong station corridor, Frankston station, Highett Precinct

IMPORTANT FUTURE INITIATIVES

Southland station

Port of Hastings Upgrade

Cranbourne-Pakenham Rail Corridor Project

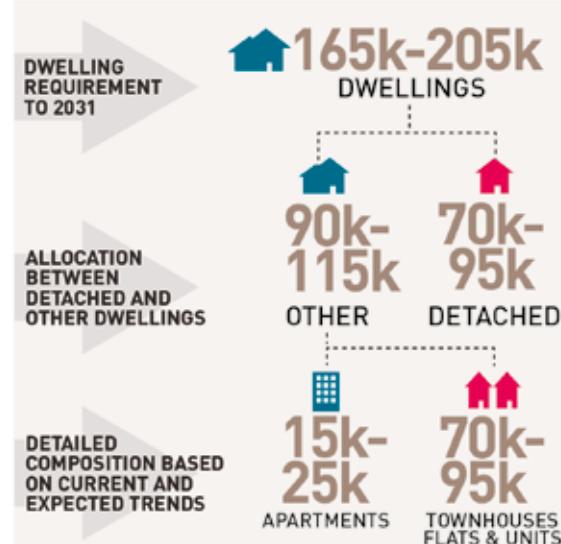
South East Rail Link (freight)

Western Port Highway Upgrade

Possible future south-east airport

A key focus for the Southern Subregion will be establishing Melbourne's new container facilities at Port of Hastings, new rail and highway connections to Hastings, and better transport links to the city along the Dandenong rail corridor. *Managing Melbourne's Growth* (June 2012) identifies that the area covered by the South East Growth Corridor Plan will accommodate an additional population of 230,000 or more people and have the capacity to accommodate at least 86,000 jobs.

HOUSING REQUIREMENTS - BY TYPE TO 2031



SPATIAL ESTIMATES - BY AREA TO 2031



FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

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NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.

OUR PLAN

DIRECTION 7.1 DRIVE DELIVERY AND FACILITATE ACTION

Melbourne, let's talk about the future identified the need for good governance structures and processes. With metropolitan planning and delivery functions shared across three levels of government, the private sector and community stakeholders, a key challenge will be to ensure that Plan Melbourne guides effective delivery and decision making.

This will require the implementation of new reforms to the planning system, including the introduction of reformed residential, industrial and commercial zones, and of VicSmart. It will also require new coordination structures and for the new Metropolitan Planning Authority to coordinate all major stakeholders, particularly for strategic locations where additional jobs and housing are planned.

In addition to finalising Plan Melbourne and regional growth plans, further work has been identified through the Victorian Planning System Ministerial Advisory Committee for additional reform activities. These include:

- reform of the State Planning Policy Framework, followed by reform of municipal strategic statements
- further statutory reform involving a review of special planning controls (known as overlays and particular provisions).

Central to these further reforms will be the development of a change program, shifting the focus of planners from a regulatory mindset under the current system to a facilitative mindset that encourages development consistent with the Directions of Plan Melbourne and regional growth plans.

INITIATIVE 7.1.1

SUPPORT THE ONGOING OPERATION OF THE NEW METROPOLITAN PLANNING AUTHORITY

The Metropolitan Planning Authority has been established and funded to implement the key aspects of Plan Melbourne. The activities, functions, powers and responsibilities of the authority are needed to:

- effectively champion the plan's outcomes, objectives and directions over the long term
- provide clarity and certainty for stakeholders through clear roles, processes and relationships with other agencies, avoiding overlaps where possible
- assist cross-government coordination and cooperation to:
 - work with the subregional planning groups to identify implementation barriers and recommend solutions to drive implementation of the plan's initiatives
 - produce integrated and efficient land-use, transport and other infrastructure planning outcomes
 - provide advice about service and infrastructure delivery decisions (including sequencing).

In the short term

- Ensure the Metropolitan Planning Authority has the appropriate decision-making powers to deliver on Plan Melbourne's initiatives, particularly for state-significant precincts.

METROPOLITAN PLANNING AUTHORITY

The authority's activities will include:

- planning the urban structure of designated sites and precincts earmarked for significant change
- working in partnership with subregional groups of local governments to support better informed decisions, and to deliver the plan
- helping to coordinate whole-of-government, integrated land-use and infrastructure outcomes
- working with local governments and water authorities to ensure that whole-of-water-cycle management is embedded in all new developments
- collecting development contributions within designated sites
- providing strategic oversight of implementation of the plan
- maintaining a focus on housing supply, affordability and diversity
- under delegation from the Minister for Planning, acting as planning or responsible authority for designated urban-renewal precincts
- undertake other functions as delegated from the Minister for Planning.

“ COUNCIL IS SUPPORTIVE OF THE IDEA OF IDENTIFYING AND REINFORCING EMPLOYMENT AND INNOVATION CLUSTERS ACROSS MELBOURNE. ”

INITIATIVE 7.1.2

CREATE FIVE SUBREGIONAL PLANNING GROUPS TO HELP DRIVE DELIVERY OF THE PLAN

Traditionally, government responses to metropolitan issues have been built around service delivery or portfolio-specific issues. There has been growing recognition at all levels of government that collaborative, area-based responses can be more effective than traditional approaches, particularly to complex, interlocking metropolitan issues.

In metropolitan Melbourne, five Regional Management Forums that align with the Plan Melbourne's five metropolitan subregions, bring together senior government officers across the three tiers of government on regional priorities, and deal with matters that require high level collaborative attention and brokering of solutions.

In addition, the Metropolitan Planning Authority will work with government departments to coordinate the activities of five metropolitan subregional planning groups of local governments around land use planning, transport and infrastructure. This will include ongoing discussions about the implementation of initiatives, annual strategy sessions with each subregion and relevant departmental secretaries, and providing advice to each subregion on social and economic infrastructure.

To ensure a consistent approach, these subregional planning groups will work closely with the five metropolitan Regional Management Forums to ensure implementation of Plan Melbourne is considered in the context of the broader whole of government policy landscape.

Increasing the economic performance of subregions by capitalising on their competitive advantages and major city-shaping projects (such as East West Link and the Melbourne Rail Link) will create opportunities to increase productivity.

In the short term

- Continue the rollout of meetings of the five metropolitan subregional planning groups and their working groups to identify implementation barriers and recommend solutions to implementation of the plan's initiatives.

METROPOLITAN PLANNING AUTHORITY

THE NEW METROPOLITAN PLANNING AUTHORITY

The key activities of the new Metropolitan Planning Authority are:

Metropolitan activities – provide advice to the Minister for Planning on matters relating to land and development consistent with Plan Melbourne and undertake planning and land use studies as directed by the Minister for Planning.

Regional Victoria activities – provide general planning advice and support local government in the delivery of the objectives of the Regional Growth Plans as directed by the Minister for Planning.

Precinct activities – prepare precinct structure plans and integrated infrastructure and service delivery plans for designated priority sites and precincts.

Decision-maker processes – act as the planning authority on designated precincts or sites.

State Budget processes – provide advice to government on infrastructure priorities and land use opportunities consistent with the Strategy.

INITIATIVE 7.1.3

PREPARE A NEW STATE PLANNING POLICY FRAMEWORK

In Victoria, the State Planning Policy Framework outlines metropolitan planning principles, goals and directions, and forms part of all planning schemes in Victoria. The State Planning Policy Framework must be taken into account when preparing amendments to planning schemes or making decisions under a planning scheme.

We will amend the State Planning Policy Framework to align with Plan Melbourne, regional growth plans and other major state strategies. To support this, we have established the Ministerial Advisory Committee on the State Planning Policy Framework. Aims of this process will be to reduce unnecessary red tape, rationalise the State Planning Policy Framework and improve decision making.

In the short term

- Update the State Planning Policy Framework to align with Plan Melbourne, regional growth plans and other recent state policies, and provide improved guidance to decision makers such as local governments and the Victorian Civil and Administrative Tribunal.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

INITIATIVE 7.1.4

DEVELOP A CONSISTENT FORMAT FOR MUNICIPAL STRATEGIC STATEMENTS

After the State Planning Policy Framework is revised, the structure of municipal strategic statements (MSSs) will be reviewed, to ensure they align with Plan Melbourne and regional growth plans. Providing a clearer structure for MSSs, and strongly linking them back to the State Planning Policy Framework, will help local governments across the metropolitan area work with developers and with their communities to provide greater certainty and facilitate development that is consistent with local and state policy directions.

In the short term

- Seek advice from the Ministerial Advisory Committee on the State Planning Policy Framework about a revised structure for municipal strategic statements.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

- Work with local governments to trial and implement a new structure for local policy and municipal strategic statements.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

INITIATIVE 7.1.5

FURTHER STREAMLINE PLANNING CONTROLS

As part of implementing Victoria's reformed residential zones, special planning controls (known as overlays and particular provisions) will be reviewed. These controls trigger the need for a planning permit and can apply in areas of special significance (such as heritage sites and environmentally-sensitive areas) and for car-parking requirements. In some instances, a number of these controls will apply to one area of land.

The review of these planning controls will identify ways to further streamline the system. This will include a review of the conditions that trigger the need for a permit, reducing the need for layering of overlays and providing greater certainty that prescriptive controls can and should be provided.

In the short term

- In partnership with local governments, review overlays and particular provisions in the Victoria Planning Provisions to identify options for streamlining controls.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

- In partnership with selected local governments, trial streamlined planning provisions.

[DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE \(PLANNING\)](#)

DIRECTION 7.2 BETTER INFORMED DECISION MAKING AND GREATER ALIGNMENT OF INFRASTRUCTURE DELIVERY TO GROWTH

The timely provision of infrastructure is a major concern for the community and was raised in numerous consultation submissions, particularly in reference to growth areas. Similarly, lessons from major inner-urban renewal projects (such as Southbank and Docklands) have identified that urban-growth areas face similar timing questions when it comes to the delivery of infrastructure.

Infrastructure plans are now a central element of planning for Melbourne's growth corridors, and are prepared as part of the precinct structure plan process. Infrastructure plans can be used to provide clarity about what infrastructure is required and allow sequencing of development to coincide with delivery. These plans also provide the opportunity for the private sector to play a greater role in delivering infrastructure in a more timely manner.

INITIATIVE 7.2.1

SEQUENCE GROWTH IN MAJOR URBAN-RENEWAL PRECINCTS AROUND MELBOURNE TO ENCOURAGE PRODUCTIVE USE OF INFRASTRUCTURE

Plan Melbourne seeks to create a pipeline of residential development in the central city and major urban-renewal precincts, particularly around railway stations. As brownfield locations, these precincts often need a level of intervention to facilitate their redevelopment (as they are generally non-residential areas), including providing additional community infrastructure to ensure they become liveable communities.

In the short term

- Ensure that urban-renewal structure plans include an infrastructure plan similar to that prepared for growth area precincts.

METROPOLITAN PLANNING AUTHORITY

- Ensure the development sequence of major urban-renewal precincts around Melbourne optimises the use of existing and planned infrastructure.

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 7.2.2

SUPPORT LOCAL GOVERNMENTS TO DELIVER INFRASTRUCTURE IN A MORE TIMELY MANNER

Development contributions provide for much-needed infrastructure (such as schools, childcare centres and health centres). For good reasons, these contributions are set to deliver infrastructure at a level developers can afford. However, in most cases there is a lag between development occurring and infrastructure being delivered.

This is particularly an issue for new communities experiencing rapid growth.

In established areas, infrastructure planning does not start from a blank canvas. In these areas, there are existing residential and commercial land uses and a wide variety of local community-based infrastructure. Better use of our legacy of community infrastructure (such as the conversion of former town halls to libraries and other cultural and community-based uses) is all the more important in light of potentially high land values and development costs. It is crucial that community places and buildings are planned and designed so they have room to expand as our population ages and different patterns of work and social life emerge.

In the short term

- Support and encourage local governments to improve the alignment between development sequencing and the timely funding and delivery of essential local infrastructure identified in infrastructure plans. This may include brokering solutions that involve all levels of government.

METROPOLITAN PLANNING AUTHORITY

- Encourage local governments to manage the timely delivery of local community infrastructure using a combination of a sequencing plan, development contributions expenditure, local government-funded works, and works-in-kind delivery of infrastructure funded by development contributions.

METROPOLITAN PLANNING AUTHORITY

DIRECTION 7.3

MAKE MORE EFFICIENT USE OF EXISTING RESOURCES

Governments have limited funds to apply to new infrastructure projects, and face increasing demands to deliver effective outcomes with fewer resources. To meet future infrastructure needs, we must effectively manage project costs. The government has already taken steps to manage project costs by implementing the *Investment Lifecycle and High Value/High Risk Guidelines*. These guidelines cover the evaluation of project options, the development of project budgets, and robust governance arrangements for significant or high-risk projects.

INITIATIVE 7.3.1

INCREASE THE PRODUCTIVITY OF THE VICTORIAN ECONOMY BY IMPROVING THE UTILISATION OF EXISTING AND PROPOSED STATE INFRASTRUCTURE

Integrating land-use decisions around infrastructure projects maximises the benefits – particularly to productivity – to the wider community. Spatial planning decisions need to respond to the development opportunities created by infrastructure projects (from roads to hospitals).

In the short term

- Update the State Planning Policy Framework to reflect the importance of the availability of existing infrastructure as a driver of spatial planning decisions.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.2

BETTER USE OF SURPLUS OR UNDERUTILISED GOVERNMENT LAND

The strategic use and development of government-owned land is important for achieving the outcomes of Plan Melbourne, regional growth plans and the government's economic and fiscal strategy.

The government is currently:

- conducting an audit of all government-owned land within the Urban Growth Boundary to identify sites for future development
- identifying land in the Melbourne metropolitan area and in regional cities that could be used for housing.

To facilitate the audit, Land Victoria established a database of the locations and key characteristics of all federal, state and local government land in Victoria. For the first time, we have comprehensive and current records of land owned or managed by governments. These records are being reviewed to identify land that could be used for housing and other development. Initially, the audit has focused on land identified as suitable for further development.

Using the audit findings, the government will identify land in strategic locations that could deliver Plan Melbourne's housing, transport and employment outcomes.

A land coordination unit will develop a 5-to-10-year plan to use the government land. This will allow for partnerships with other landholders (such as local governments and the private sector) to identify and implement major urban renewal.

In the short term

- In partnership with the Department of Treasury and Finance, establish criteria to identify underutilised government land and establish a system to manage value capture and dispose of underutilised land.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Facilitate the release of surplus government land.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Require the Metropolitan Planning Authority, the Department of Treasury and Finance and the Department of Transport, Planning and Local Infrastructure to work together to:

- determine the work and skills required to bring specific categories of underutilised government land to market
- identify underutilised government land that has potential to deliver on the outcomes of Plan Melbourne and the government's economic and fiscal strategy.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.3

PRIORITISE STATE INVESTMENT

All areas of Victoria need timely provision of transport infrastructure, and other facilities and services that help to bring communities together.

The Growth Areas Infrastructure Contribution, or GAIC, is a charge designed to contribute to the funding of essential State infrastructure in Melbourne's growth areas. To facilitate the delivery of catalyst infrastructure projects, GAIC Work-in-Kind Guidelines and model agreements have been established and relate to the development and administration of Work-in-Kind agreements. Work-in-Kind agreements allow a GAIC Liable Entity to provide land and/or capital infrastructure works in a growth area in lieu of a cash payment of GAIC.

In the short term

- Determine the opportunities for a state growth areas rolling infrastructure fund for areas with substantial growth pressures (as a source of funds separate from the Growth Areas Infrastructure Contributions).

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review the Growth Areas Infrastructure Contribution allocation model.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.4

IMPROVE COORDINATION IN URBAN-RENEWAL PRECINCTS

Developing major infrastructure projects and building new suburbs is a complex, multi-layered task that involves a range of potential funding agencies, stakeholders and partners. All three levels of government fund new infrastructure and major asset upgrades.

In the short term

- Support government departments and agencies and subregional planning groups to assess community infrastructure needs (including for transport, education, health, justice, arts and human services) for areas that have, or are expected to have, strong population growth.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.5

ACHIEVE BETTER ECONOMIES OF SCALE IN INFRASTRUCTURE DEVELOPMENT

While increasing private-sector participation can drive greater efficiency and innovation, improving the methods by which we engage with the market, share risks and procure assets and services can also drive long-term gains for Victoria and reduce costs. This can include bundling a number of smaller projects into larger delivery contracts. These types of strategies emphasise place-based coordination across sectors that are traditionally separate (such as transport, commercial development, civic development, residential development, health and education).

In the short term

- Investigate project bundling opportunities in major urban renewal and growth area developments where appropriate.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.6

CREATE MORE OPPORTUNITIES FOR PRIVATE-SECTOR PARTNERSHIPS

Victoria is recognised internationally as a leader in public-private partnerships. Through public-private partnerships and other mechanisms, private provision of services in public transport, health, custodial services (prisons), education and public housing is now widespread. Also, many functions have been contracted out to private organisations in areas such as waste management, park management, road maintenance and cleaning.

There are many opportunities to explore greater private-sector participation where it leads to greater efficiencies through competition, more innovation through global networks and better outcomes through incentivising project management and delivery. To ensure the community gets high-quality services, it is important to test the potential for market-based solutions to identify if services can be provided more efficiently by the private sector, or made more contestable.

In the short term

- Investigate opportunities to apply the key commercial principles and performance incentives in the public-private-partnership model on smaller-scale projects that are of sufficient value to attract private-sector involvement.

DEPARTMENT OF TREASURY AND FINANCE

- Continue to reduce public-private-partnership bid costs by improving current public-private-partnership tendering processes (such as by minimising proposal information requirements) to allow a deeper, more competitive public-private-partnership market.

DEPARTMENT OF TREASURY AND FINANCE

- Adopt greater use of outcome-based tendering for maintenance, service delivery and construction tenders to encourage innovation and widen the prospective bidder market beyond existing and incumbent service providers.

DEPARTMENT OF TREASURY AND FINANCE

- Encourage the potential for market-based solutions and contestable service delivery in appropriate government departments and agencies.

DEPARTMENT OF TREASURY AND FINANCE

This will be applicable where a ready private-sector market exists for similar skills and capability, and where benchmarking analysis indicates efficiencies can be achieved. This will include assessing any public-interest impacts and the potential for improvement in value-for-money and broader service outcomes.

DIRECTION 7.4 OPEN UP NEW FUNDING SOURCES

Ultimately, the community funds the infrastructure and services it expects and enjoys. We do this either directly (as users of services) or indirectly (by paying taxes to local, state or Commonwealth governments).

The way taxes are collected and allocated to projects is generally well-understood. But taxes are by no means the only funding source for capital investment and services in Victorian infrastructure and services. In fact, much investment in infrastructure is undertaken by the private sector, funded by us as users of services. With telecommunications (excluding the National Broadband Network) and utilities now essentially a private-sector market in Victoria, the vast majority of investment in these assets and services is now private. Melbourne's two toll roads are also financed by the private sector, funded by the tolls motorists pay each time they use the roads.

Whether it is energy, telecommunications, an office building or toll roads, the users of assets and services ultimately fund the investment through direct user charging.

Many government services are funded by a combination of taxes and user charges. In the case of local governments, local projects (such as libraries, parks, community centres and road improvements) are funded by a combination of direct charges for services and by charging indirect beneficiaries through the rating system (rates). The rating system allocates the cost of services based on improved property values, which rise when local amenities are improved through local government investments.

This funding mix of general taxation, direct user charging and capturing the value to indirect beneficiaries can be optimised over time, not only to generate more funds for investment, but also to increase fairness and the efficiency of assets and services through astute pricing policy.

During the 1990s, Victoria led the way with reform of essential infrastructure. Reforms to the water, electricity, gas and rail sectors all led to significant benefits for Victorians and have helped fuel our economic successes of the past decade. However, with the exception of tolling on both CityLink and EastLink, there have been no reforms to the way we fund major infrastructure.

In addition, we need to consider ways to free up revenue to preserve long-term transport corridors, and to support the planning and coordination work required to support the future growth of the city.

The government released new unsolicited proposal guidelines in 2014 for welcoming proposals from the private sector to deliver new infrastructure or services.

It provides a transparent process that encourages private parties to approach government with unique and innovative ideas. It also provides a framework for implementing direct approaches by the government to a private party to deliver a specific project or service in a smarter, faster and more efficient way.

INITIATIVE 7.4.1

REFORM DEVELOPMENT CONTRIBUTIONS

Development contributions ensure that when new communities arrive, necessary infrastructure (such as roads, drainage, sporting and community infrastructure) is in place to meet their needs. In May 2012, the government announced a preferred framework for a new local development contributions system based on standard levies. It appointed an independent Standard Development Contributions Advisory Committee to provide advice on the final system.

The reformed development contribution system is simple to use and administer, and will implement standard levies to reflect different development settings. It will rein in escalating costs to developers and cut red tape. The new levies are tailored to align with development settings in metropolitan and non-metropolitan areas for residential, retail, commercial and industrial development.

Most importantly, the reformed system will help deliver essential infrastructure (such as roads, open space, sporting and community facilities) to support growth and meet the future needs of residents across Victoria.

In the short term

- Implement the reformed development contribution system.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.4.2

USE VALUE CAPTURE TO CHANGE THE WAY CITY-SHAPING INFRASTRUCTURE IS FUNDED

There are many beneficiaries of infrastructure investment and new services. They include nearby property owners (who benefit from property value uplift), property developers (who benefit from the increased attractiveness of their development) and local businesses and residents (who benefit from reduced business costs, enhanced amenity and increased economic activity and productivity).

Capturing that part of the value that flows to these indirect beneficiaries can be a funding source for the initial investment. It creates a stronger link between the cost of new infrastructure and those who benefit from it, either directly as users or indirectly through increases in the value of their property or business.

Value capture creates the opportunity to accelerate infrastructure projects that have the support of local businesses and communities by creating a mechanism for them to contribute – and therefore fast-track – much-needed projects. Effective value-capture mechanisms, however, require certain attributes if they are to be acceptable and practical:

- the benefit must be clearly demonstrable, quantifiable and attributable
- the mechanism must be practical, and easily administered and understood
- the mechanism should be transparent
- the mechanism should be fair and equitable, and not unduly burden low-income groups
- include a diverse range of beneficiaries (such as property owners, property developers, transport users, local residents, local businesses and non-local businesses).

There are many different types of value capture, including special local government levies or area-based improvement levies, where funding is time-limited and ring-fenced for specific infrastructure. The government will thoroughly examine how value capture might be applied to help fund major infrastructure projects.

In the short term

- Determine opportunities for, and implementation issues with, different value-capture mechanisms.

DEPARTMENT OF TREASURY AND FINANCE

- Determine the opportunities and challenges of user-charging principles in the development of funding models for major urban transport projects and growth-area developments.

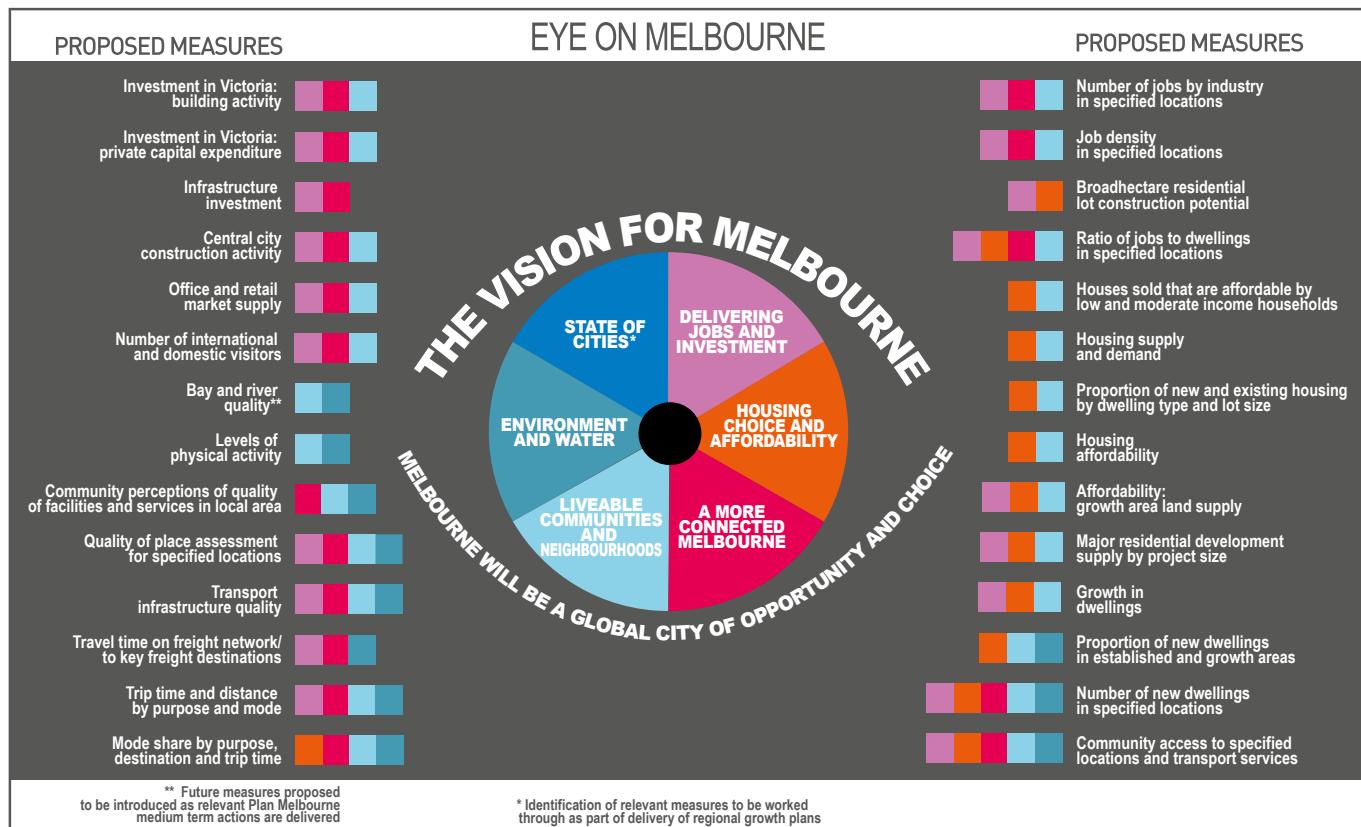
DEPARTMENT OF TREASURY AND FINANCE

- Investigate the use of value-capture mechanisms and coordinate government efforts to facilitate development of land.

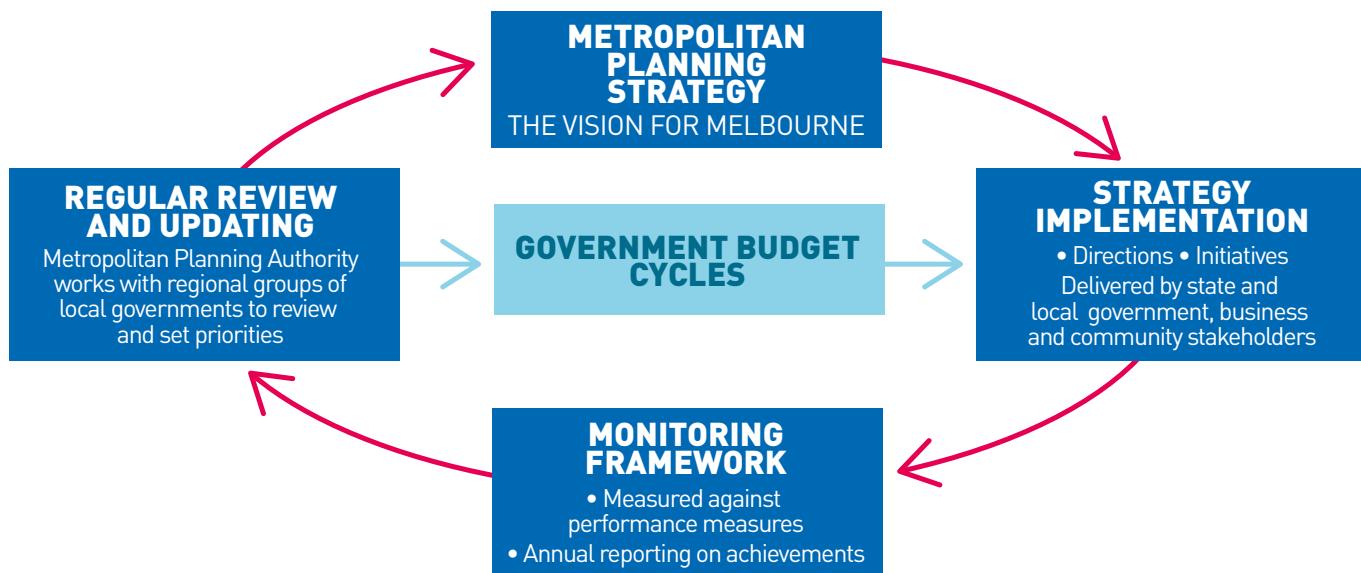
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FIGURE 18 – PROPOSED ‘EYE ON MELBOURNE’ OUTCOMES AND MONITORING

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

**FIGURE 19 – MONITORING THE PERFORMANCE OF PLAN MELBOURNE**

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



DIRECTION 7.5 MONITOR PROGRESS AND OUTCOMES

Melbourne, let's talk about the future suggested that many aspects of Melbourne's urban system have gone unmeasured, or not reported on, for too long. It suggested that to provide greater transparency and accountability, there was a need to measure the progress of both actions and outcomes.

To successfully deliver Plan Melbourne, we need a monitoring framework that is transparent, reliable, can monitor implementation of Initiatives and can identify changes in the city's development and requirements over time. The framework also needs to be integrated with the monitoring of Victoria's planning system and capable of informing delivery and investment decisions by all levels of government.

Plan Melbourne will be monitored in two ways. The first will monitor delivery of its actions. This will involve assigning responsibility for actions to appropriate departments and agencies, tracking delivery, and monitoring delivery against specified timeframes.

The second process will monitor the plan's outcomes. It will include a number of metropolitan-level measures that will assist with doing this.

Engagement with peak local government and business organisations has informed the development of an initial monitoring framework.

INITIATIVE 7.5.1

ESTABLISH A MONITORING FRAMEWORK FOR PLAN MELBOURNE

An initial monitoring framework has been developed to monitor and report on Plan Melbourne's actions and outcomes. The Plan Melbourne website (www.planmelbourne.vic.gov.au) includes a link to the monitoring framework page which provides further details on the framework.

The approach to monitoring outcomes is set out visually in the Eye on Melbourne (Figure 18). The Eye on Melbourne takes as its frame the vision for Melbourne set out in this plan. At the centre of the Eye on Melbourne are the first six outcomes from the plan. There are 28 measures, each of which addresses two or more outcomes, which are colour-coded against each measure according to the colour of the outcome.

The identification of proposed measures is an important starting point in progressing an approach to monitoring the plan's outcomes and objectives. Work will be undertaken in the short term to test and refine the measures, to ensure that they are robust and meaningful. This will include the development and analysis of baseline data to be included in the first outcomes reporting in July 2015.

In addition to reporting that will be undertaken as part of the monitoring framework (Figure 19), the Minister for Planning will table in Parliament an annual statement of the Metropolitan Planning Authority's progress implementing the plan's initiatives across Melbourne's five metropolitan

subregions. The Metropolitan Planning Authority will also work with subregional groupings of local governments to identify problems and solutions to delivery, to feed into the government's consideration of future budget priorities.

A process will also be put in place for independent review of the plan and its delivery after five years.

In the short term

- Test and refine the proposed outcome measures in the monitoring framework to ensure that they are robust and meaningful.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare a statement of progress for the Minister for Planning to table in Parliament, outlining progress in implementing the plan's initiatives across Melbourne's five metropolitan subregions.

METROPOLITAN PLANNING AUTHORITY

In the medium term

- Conduct a detailed five-year review of the performance of Plan Melbourne and refresh its initiatives and actions.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.5.2

SUPPORT PRODUCTS THAT IMPROVE INFORMATION FOR INDIVIDUALS AND BUSINESSES

In August 2012, the government announced the DataVic Access Policy to make government datasets easily available in a machine-readable format. The monitoring framework will be subject to this policy and data promptly released. There is also the opportunity to make data available to support external development of products that improve the information available to individuals and businesses. This will be complemented by a liveability index and an affordability index, providing suburb-level measures of liveability and affordability to inform decision making.

In the short term

- Publish datasets for use in products to help businesses and individuals make better-informed decisions.

DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

The focus will be on data relating to metropolitan land use, transport, infrastructure and services.

DEVELOPING PLAN MELBOURNE

Plan Melbourne has been developed as a new metropolitan planning strategy over a period of more than two years. During this time, there has been extensive collaboration across government and a sustained dialogue with a wide range of professional, industry and community members. At critical phases of the development of Plan Melbourne, the views and responses of organisations and members of the community have been received through a variety of means.

To provide a sound basis for the development of Plan Melbourne, a set of strategic principles were drafted. In 2012 the nine principles were the subject of roundtable discussions with government departments and agencies, and key representative stakeholder groups. The strategic principles were strongly supported and included as an important element of the discussion paper, *Melbourne, let's talk about the future*. The discussion paper also contained 16 ideas on how the plan might address infrastructure, housing, employment, transport, governance and environment challenges.

Following the release of the discussion paper in late October 2012, an intense program of consultation occurred within government, and with stakeholders and the wider community. Activities included focus groups, forums, surveys, advertising and intercept interviews to ensure as wide a range of community views as possible were recorded. The project website and social media were important communication channels. The Ministerial Advisory Committee engaged directly with many organisations and business groups, and especially with local governments to inform discussion about the development of a metropolitan plan.

By March 2013, thousands of individuals had been able to have their say on future planning for Melbourne and the submission period closed with 598 formal submissions. From all the data, views, information and submissions received on the discussion paper, the following themes emerged to assist in the development of the plan:

- preserve the unique character of Melbourne's neighbourhoods
- maintain access to open space including parklands and reserves
- make public transport a clear priority
- support education and health services to be located within 20 minutes of households
- support increased density in defined locations
- decentralise employment to create more local jobs in different parts of Melbourne
- build and retrofit environmentally-friendly houses and buildings
- form strong partnerships between local governments, industry and the community to create more effective funding, finance and delivery models
- support the vision of a polycentric city with connections to regional Victoria.

During 2013, further consultation was undertaken to develop the understanding and analysis of these themes. A vision for Melbourne emerged defining a future Melbourne as a global city of opportunity and choice. This was to be achieved by implementation of a plan based on seven outcomes and objectives:

- delivering jobs and investment
- housing choice and affordability
- a more connected Melbourne
- liveable communities and neighbourhoods
- environment and water
- a state of cities
- implementation: delivering better governance

The directions, initiatives and actions will implement these important objectives.

Plan Melbourne was released for a period of stakeholder feedback and public comment in October 2013. To support this phase of the project, a program of briefings focussed on informing and involving those stakeholders who had previously been consulted and provided input into the plan. A wider audience was also informed through contact with peak bodies and representative community groups, complemented by advertising, social media activity and eleven community information sessions around Melbourne.

As a result of this activity, over 450 submissions were received on Plan Melbourne, signifying a strong and ongoing engagement by Melburnians in the planning of their city. There was strong support for the underlying key concepts, and much constructive comment around the specific initiatives and actions.

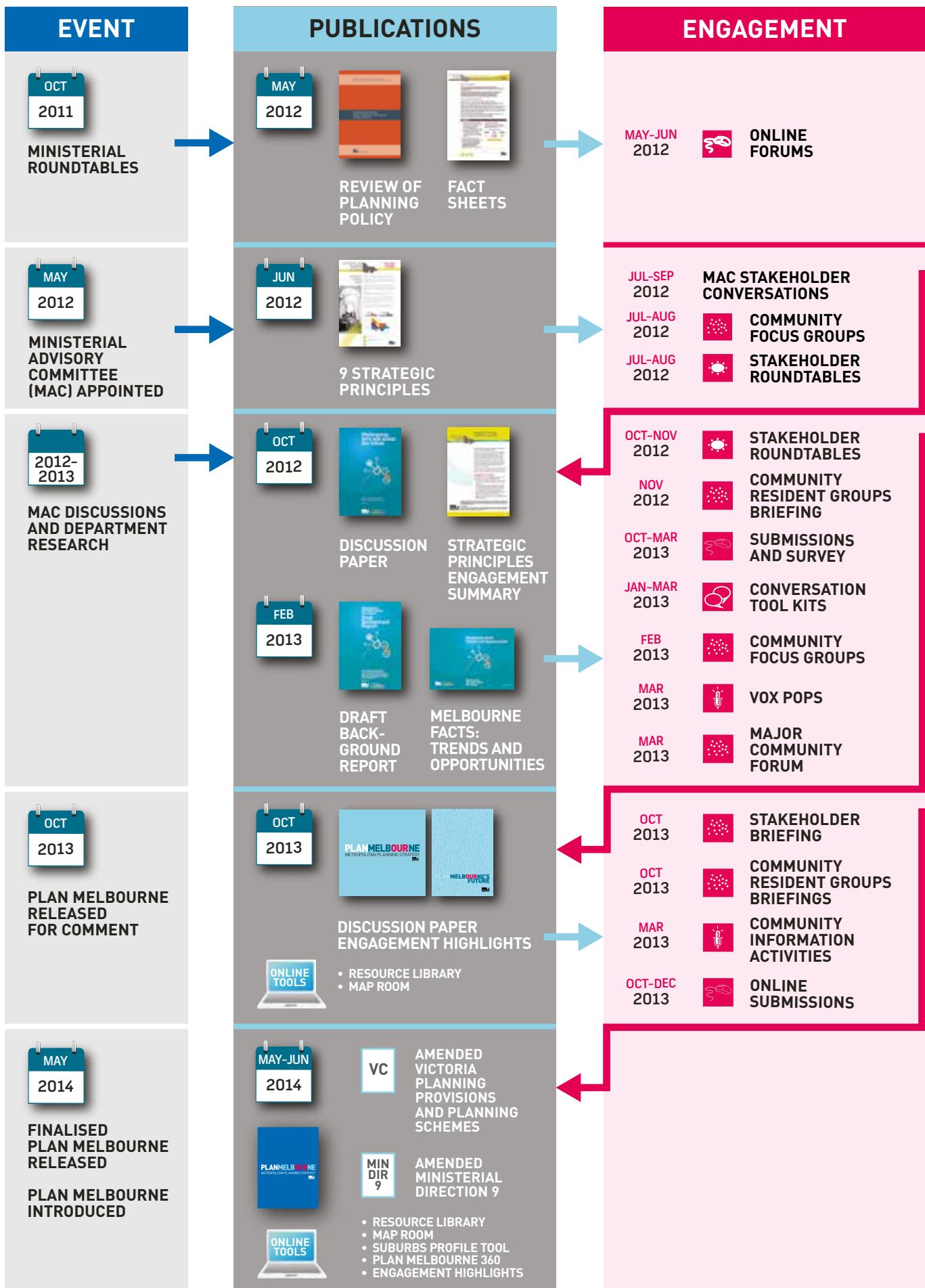
In summary, these submissions:

- supported improving public transport
- saw the planning and delivery of infrastructure in various forms as important to the success of the plan
- supported urban development in areas that can accommodate it, although views were divided about development
- recognised the need to protect Melbourne's assets (its natural environment and suburban character)
- supported decentralisation of jobs to identified employment clusters
- supported a focus on implementation, especially through partnerships with local government.

The final Plan Melbourne is the result of the work of many people and organisations. It reflects the passion Melburnians have for their city, as well as the challenge of accommodating a richness and diversity of views from hundreds of organisations and thousands of individuals.

From late 2010 to early 2014, thousands of pieces of information have been received, analysed and assessed for inclusion in Plan Melbourne. Further discussion will continue as it is implemented, but the concepts and objectives included in Plan Melbourne are there with the secure knowledge that they have been drawn from stakeholders and the community, and have been tested through a rigorous process of discussion and feedback.

FIGURE 20 – DEVELOPING PLAN MELBOURNE



TOOLS AND RESOURCES

There are many tools and resources on the Plan Melbourne website (www.planmelbourne.vic.gov.au).

RESOURCE LIBRARY – a place to view some of the reference material that informed the plan.

MAP ROOM – a place to view maps showing the locations of the plan's directions and initiatives.

SUBURBS PROFILE TOOL – an online tool to find out more about a local area, or suburb, and how it compares to other places in Melbourne. The tool can generate maps highlighting the characteristics of Melbourne's population in relation to economic, social and housing issues.

PLAN MELBOURNE 360 – an interactive online tool using 360° panoramic images of metropolitan Melbourne to view places of interest and some of Plan Melbourne's initiatives and actions.

IMPLEMENTATION AND MONITORING

The Department of Transport, Planning and Local Infrastructure, which brings together planning for land, local government, communities and transport will coordinate the delivery of Plan Melbourne's actions.

The Planning portfolio regulates our planning system, and develops and implements planning policies. The Transport portfolio plans and delivers city shaping initiatives with its agencies and Local Infrastructure has a significant partnership with local government and is critical to Plan Melbourne's delivery.

The Metropolitan Planning Authority has been established to implement short term actions and the longer term strategic vision by focusing on place based planning projects. Places Victoria will continue to play a vital role in developing key government land holdings.

GLOSSARY

ACCESSIBILITY: the degree to which a place, service or environment is available to as many people as possible.

ACTIVE TRANSPORT: transport requiring physical activity, typically walking and cycling.

ACTIVITY CENTRES: suburban centres that provide a focus for services, employment, housing, transport and social interaction.

AFFORDABLE HOUSING: housing where the cost (whether of mortgage repayments or rent) is no more than 30 per cent of the household's income.

AGGLOMERATION: the location of businesses in close proximity to each other which allows them to get productivity and efficiency gains through large customer bases, knowledge-sharing and access to skilled workers.

BROWNFIELD LAND: land previously used, (often for industrial purposes), which is vacant, derelict or contaminated. Brownfield development sites are often sites for urban-renewal projects and typically require remediation work before any new development goes ahead.

CENTRAL CITY: the area within the Central Subregion that contains key capital city functions and civic facilities, as well as several precincts identified for major and strategic change. It is a larger area than the Melbourne CBD.

CENTRAL SUBREGION: includes the municipalities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong.

EASTERN SUBREGION: includes the municipalities of Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges.

ENVIRONMENT: our physical surrounds, including land, waters, atmosphere, climate, sounds, odours, animals and plants, as well as aesthetics.

ESTABLISHED URBAN AREAS: areas of Melbourne that have been urbanised for at least several decades.

GREEN WEDGES: open landscapes around Melbourne's outskirts, originally set aside in the 1970s to conserve rural activities and significant natural features from Melbourne's outward growth. Green wedges are defined in the *Planning and Environment Act 1987* as land outside the Urban Growth Boundary, as described in a metropolitan fringe local government planning scheme.

GREENFIELD LAND: undeveloped land identified for residential or industrial/commercial development, generally on the fringe of metropolitan Melbourne.

GROWTH AREAS: locations on the fringe of metropolitan Melbourne designated in planning schemes for large-scale transformation, over many years, from rural to urban use.

GROWTH CORRIDOR PLANS: plans that set strategic frameworks to guide development in Melbourne's four growth corridors. They broadly identify preferred land uses, likely transport corridors and locations of major and principal town centres. They are intended to inform the development of precinct structure plans.

HEALTH AND EDUCATION PRECINCTS: locations to cluster synergistic health and/or education services, to improve access to integrated service provision, improve outcomes, develop the health and education workforce and deliver economic benefits (such as innovation and job creation). These precincts may provide solely health, solely education, or a combination of health and education services.

HODDLE GRID: the grid pattern of streets making up Melbourne's CBD enclosed by Flinders Street, Spring Street, La Trobe Street and Spencer Street. The grid was designed by Robert Hoddle in 1837.

HOUSING DENSITY: one of several measures that describe how intensively an urban area is developed. Low-density, standard suburban residential areas have traditionally been between 8–20 dwellings per net residential hectare in Australian cities. Net residential hectare includes lots, local streets and connector streets but excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. Medium-density housing is about 21–80 dwellings per net residential hectare, though most commonly is between 30–40 dwellings per net residential hectare. Medium-density housing may be detached, semi-attached, attached or multi-unit. More than 80 dwellings per net residential hectare (such as apartments) is high-density.

INFILL: development of unused or underutilised land in existing urban areas. Most infill development sites are in inner and middle suburbs, offering the possibility of better utilising existing infrastructure to accommodate population growth.

INFRASTRUCTURE: basic urban facilities and networks needed for the functioning of a local community or broader society.

INNER SUBURBS: areas of metropolitan Melbourne within about seven to ten kilometres of the CBD.

KNOWLEDGE ECONOMIES: production and services based on knowledge-intensive activities that contribute to an accelerated pace of technical and scientific advancement, as well as rapid obsolescence. Their key characteristic is a greater reliance on intellectual capabilities than on physical inputs or natural resources.

LIVEABILITY: a measure of a city's residents' quality of life, used to benchmark cities around the world. It includes socio-economic, environmental, transport and recreational measures.

METROPOLITAN ACTIVITY CENTRES: higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres include Box Hill, Broadmeadows, Dandenong, Epping, Fountain Gate/Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Lockerbie and Toolern.

METROPOLITAN MELBOURNE: the area within the outer limits of the 31 municipalities that make up metropolitan Melbourne, plus part of Mitchell Shire within the Urban Growth Boundary.

METROPOLITAN URBAN BOUNDARY: the proposal for a new permanent boundary to replace the existing Urban Growth Boundary.

NATIONAL EMPLOYMENT CLUSTERS: designated geographic concentrations of interconnected businesses and institutions that make a major contribution to the national economy and Melbourne's positioning as a global city.

NORTHERN SUBREGION: includes the municipalities of Banyule, Darebin, Hume, Mitchell (part), Moreland, Nillumbik and Whittlesea.

OPEN SPACE: includes land reserved for natural landscape, parklands, recreation and active sports, as well as waterways and bays.

OUTER SUBURBS: includes suburbs in the municipalities of Brimbank, Frankston, Greater Dandenong, Knox, Maroondah, Mornington Peninsula, Nillumbik and Yarra Ranges.

PERI-URBAN REGIONS: comprise the hinterland beyond the proposed metropolitan urban boundary.

POLYCENTRIC: a city model that has more than one centre with a diverse range of employment and higher-order services.

PRECINCT STRUCTURE PLANS: detailed plans for future growth corridor developments, informed by growth corridor plans. Before development begins, the Metropolitan Planning Authority and the relevant local government will develop these plans to identify alignments of transport routes, town centres, open-space networks, densities of residential areas, and areas for industry and employment. They also produce other plans for state and local government infrastructure needs, development contributions and native vegetation protection.

PRODUCTIVITY: the economic value produced for an hour of work or a dollar of investment. Increasing productivity is a key source of economic growth and competitiveness.

REFORMED RESIDENTIAL, COMMERCIAL AND INDUSTRIAL ZONES: five new zones (Residential Growth Zone, General Residential Zone, Neighbourhood Residential Zone, Commercial 1 Zone and Commercial 2 Zone) introduced across Victoria on 1 July 2013.

REGIONAL GROWTH PLANS: plans being developed through partnerships between local governments and state agencies and authorities, to provide broad regional planning direction for land use and development across Victoria.

REGIONAL VICTORIA: includes all municipalities outside metropolitan Melbourne (except part of Mitchell Shire within the Urban Growth Boundary).

RURAL: non-urban parts of Victoria, particularly those outside the proposed metropolitan urban boundary, and excluding the peri-urban regions.

SIGNIFICANT CHANGE AREAS: places where investment and change will deliver a future preferred character that is different from the existing character of an area.

SMARTROADS: a VicRoads methodology to better manage Melbourne's road network through a set of guiding principles to establish priorities among cars, trucks, bicycles, pedestrians, motorcycles, taxis, buses and trams at different times of the day and permanently in some locations.

SOCIAL HOUSING: a type of rental housing that is provided and/or managed by the government or by non-government organisations. Social housing is an overarching term that covers both public housing and community housing.

SOUTHERN SUBREGION: includes the municipalities of Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston and Mornington Peninsula.

URBAN GREENING: growing plants wherever possible in cities to contribute to urban vegetation coverage, and providing a connection to nature that is often perceived to be missing in urban areas.

URBAN GROWTH BOUNDARY: the current geographic limit for the future urban area of Melbourne.

URBAN RENEWAL: the improvement or rehabilitation of urban areas. Urban renewal traditionally involved demolishing old or run-down buildings on brownfield sites in inner-city areas to build new residential or commercial developments or large-scale public works projects (such as convention centres, stadiums or freeways). Urban renewal can also build on an area's existing strengths to make better use of underutilised land located close to jobs, services and transport.

VALUE CAPTURE: is designed to utilise part of the uplift in future economic and social value created by the construction of significant infrastructure, to enable government to accelerate that investment earlier through innovative and tailored funding streams.

VICSMART: a new assessment process for straightforward, low-impact planning permit applications that provides a simpler and more consistent permit process through standard statewide requirements; ensures timely and efficient processing of applications; ensures the level of assessment is proportional to the nature of the proposal; reduces the regulatory and administrative burden on local governments; and provides certainty to applicants and local governments about the information required, and the matters to be considered, when making a decision.

VICTORIA PLANNING PROVISIONS (VPP): comprehensive set of planning provisions for Victoria. It is not a planning scheme and does not apply to any land. It is a statewide reference, used as required, to construct planning schemes. The planning authority (usually the local council) must provide the local planning policy content, including a Municipal Strategic Statement (MSS), and select the appropriate zones and overlays from the VPP, for inclusion in their planning scheme. The VPP also has references to a number of incorporated documents. Some part of the VPP, such as state policies, are included in every planning scheme.

WESTERN SUBREGION: includes the municipalities of Brimbank, Hobsons Bay, Melton, Moonee Valley and Wyndham.

DIRECTIONS AND INITIATIVES AT A GLANCE

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- ¹ A small part of the metropolitan Melbourne boundary also covers part of Mitchell Shire.
- ² Australian Bureau of Statistics 2013, 6291.0.55.001 – Labour Force, Australia, Detailed – Electronic Delivery, April 2013.
- ³ Australian Bureau of Statistics 2011 Census of Population and Housing. Defined as the Melbourne Statistical Area Level 2 – SA2, Docklands SA2 and Southbank SA2
- ⁴ NATSEM calculations from the Australian Bureau of Statistics Survey of Education and Work, ABS Cat No. 6227.0, 2011
- ⁵ Herald Sun, 28 April 2012 'We're sports champion city again'
- ⁶ For further information on the development of population projections, see *A State of Cities* chapter
- ⁷ Based on Department of State Development, Business and Innovation Employment Projections, 2013. Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*
- ⁸ The new zones are Residential Growth Zone, General Residential Zone, Neighbourhood Residential Zone, Commercial 1 Zone and Commercial 2 Zone
- ⁹ Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*
- ¹⁰ Advice from National Institute of Economic and Industry Research, 2012–13
- ¹¹ For more information, see *Implementation: Delivering Better Governance*
- ¹² Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*
- ¹³ For more information, see *Implementation: Delivering Better Governance*
- ¹⁴ Floorspace projections will be updated in 2014 following the release of *Victoria in Future 2014*
- ¹⁵ Based on Department of State Development, Business and Innovation Employment Projections, 2013. Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*
- ¹⁶ National Visitor Survey, Tourism Research Australia
- ¹⁷ Melbourne Growth Corridor Plans: Managing Melbourne's Growth (June 2012)
- ¹⁸ City of Melbourne 2013, *Future Living: A discussion paper identifying issues and options for housing our community*, Melbourne
- ¹⁹ Grattan Institute 2011, *The Housing We'd Choose*, Carlton
- ²⁰ City of Melbourne 2013, *Future Living: a discussion paper identifying issues and options for housing our community*, Melbourne
- ²¹ City of Melbourne 2013, *Future Living: A discussion paper identifying issues and options for housing our community*, Melbourne
- ²² See *Liveable Communities and Neighbourhoods* for a description of the 20-minute neighbourhood concept
- ²³ Projections of trips will be updated following the release of *Victoria in Future 2014*
- ²⁴ Projections of container volumes will be updated following the release of *Victoria in Future 2014*
- ²⁵ Projections of future demand for road travel and the freight task will be updated following the release of *Victoria in Future 2014*
- ²⁶ Patronage projections will be updated following the release of *Victoria in Future 2014*
- ²⁷ Projections of container volumes will be updated following the release of *Victoria in Future 2014*
- ²⁸ Stanley JK, Hensher DA & Loader C 2011, 'Road transport and climate change: stepping off the greenhouse gas', *Transportation Research Part A: Policy and Practice*, Volume 45, Issue 10, pp. 1020–1030
- ²⁹ Wood L, Frank LD & Giles-Corti B 2010, 'Sense of community and its relationship with walking and neighbourhood design', *Social Science & Medicine* 70, pp. 1381–1390
- ³⁰ Moudon AV, Lee C, Cheadle AD, Garvin C, Rd DB, Schmid TL & Weathers RD 2007, 'Attributes of environments supporting walking', *Am J Health Promotion*, May-Jun 2007, 21(5), pp. 448–59
- ³¹ www.climatechange.gov.au/reducing-carbon/reducing-australias-emissions/australias-emissions-projections
- ³² *The Biodiversity Conservation Strategy* is part of Victoria's program agreement with the Commonwealth Government under section 146 of the *Environment Protection and Biodiversity Conservation Act 1999*
- ³³ See for example <http://localfoodconnect.org.au/> and <http://www.ceresfairfood.org.au/>
- ³⁴ Office of Living Victoria, *Melbourne's Water Future*, 2013, Melbourne
- ³⁵ Asian Development Bank 2011, *Asia 2050: Realizing the Asian Century*, Manila 2
- ³⁶ Department of Primary Industries 2012, *Victorian Food and Fibre Export Performance 2011–12*
- ³⁷ Department of Agriculture, Fisheries and Forestry 2012, *National Food Plan green paper 2012*, Commonwealth of Australia, Canberra
- ³⁸ Australian Bureau of Statistics (Nov 2013) *Population Projections, Australia, 2006 to 2021 (cat. No. 3222.0)*. Note that the Greater Melbourne Statistical Area defined by the ABS extends beyond the 31 local government areas that are defined as metropolitan Melbourne in this document.
- ³⁹ The ABS population projections canvass a range of alternative assumptions: 3 for fertility (birth rates); 2 for life expectancy; 4 for net overseas migration, and 3 for interstate migration – giving a total of 72 combinations or scenarios ($3 \times 2 \times 4 \times 3 = 72$). The particular scenario referred to in this document is the ABS medium projection (Series B) which uses a 'medium' assumption for each component, and is commonly used and quoted. This latest Series B projection foreshadows significantly higher levels of future population growth for Australia, Victoria and Melbourne, compared to previous sets of projections. The *Victoria in Future 2014* population projections, once developed, will provide updated projections for all regions and local government areas within Victoria.
- ⁴⁰ *Securing Victoria's Economy*, Action 4

The image consists of a dense, repeating pattern of the words "MELBOURNE PLAN" in a light blue font. The text is arranged in a grid-like structure, where each row contains the word "MELBOURNE" followed by "PLAN" on the next line. This pattern repeats across the entire page, creating a rhythmic and visual texture. The background is a solid, dark blue color.

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