PLANMELBOURNE METROPOLITAN PLANNING STRATEGY



EL N L Ε 3 R E E 1

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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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



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.

MAS

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





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 evidencebased plan designed to quide 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.

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.

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.

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.

VICTORIAN LOCAL GOVERNANCE ASSOCIATION

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.

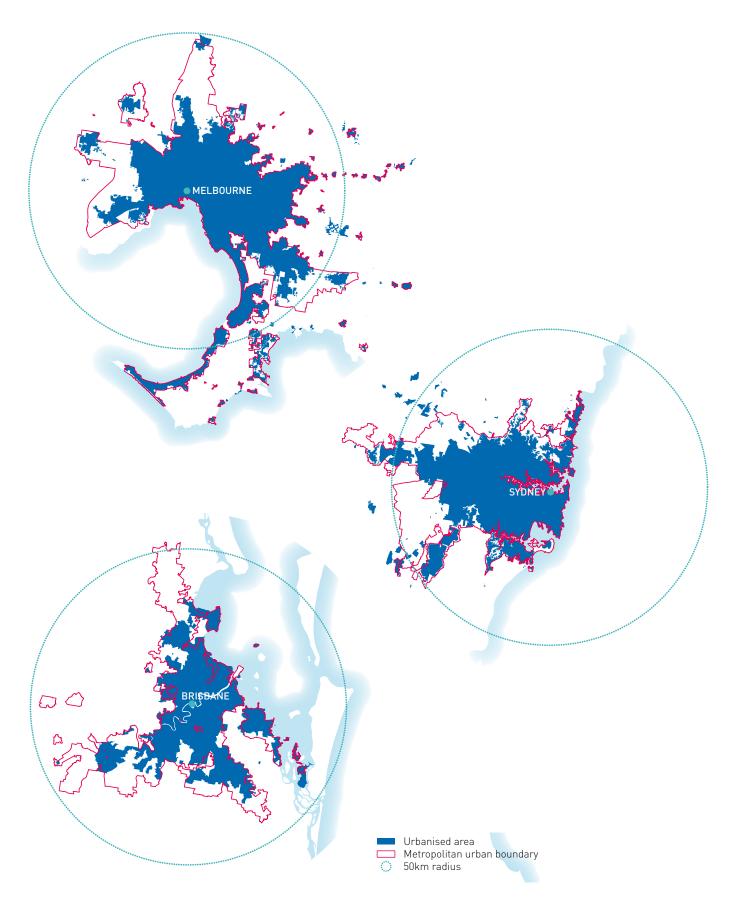
A CLEAN ENVIRONMENT AND VALUABLE NATURAL ASSETS

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

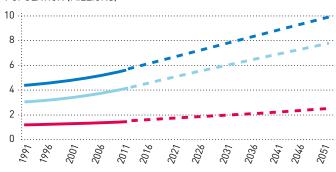
PRINCIPLE 9

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)



YEAR AS AT 30 JUNE



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.

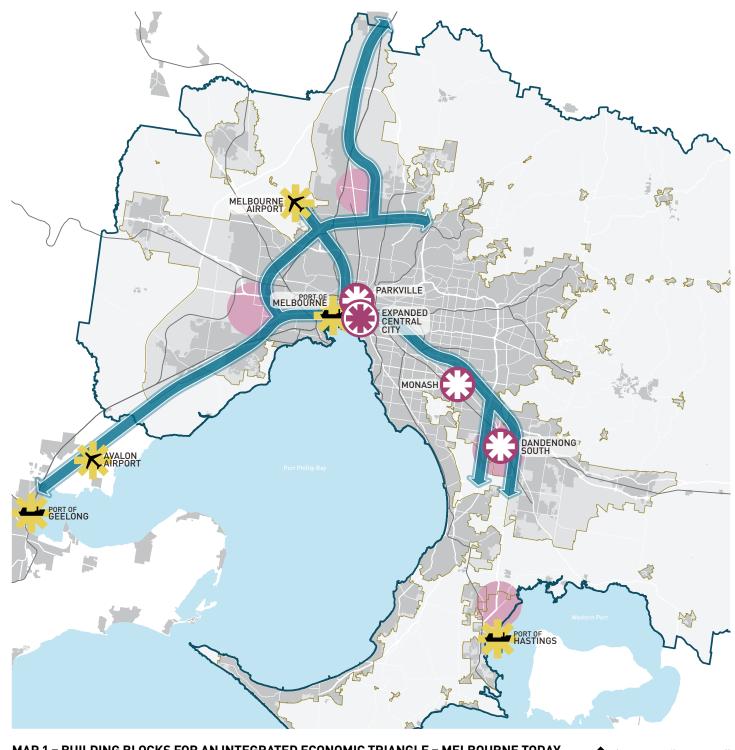
A STATE OF CITIES

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.

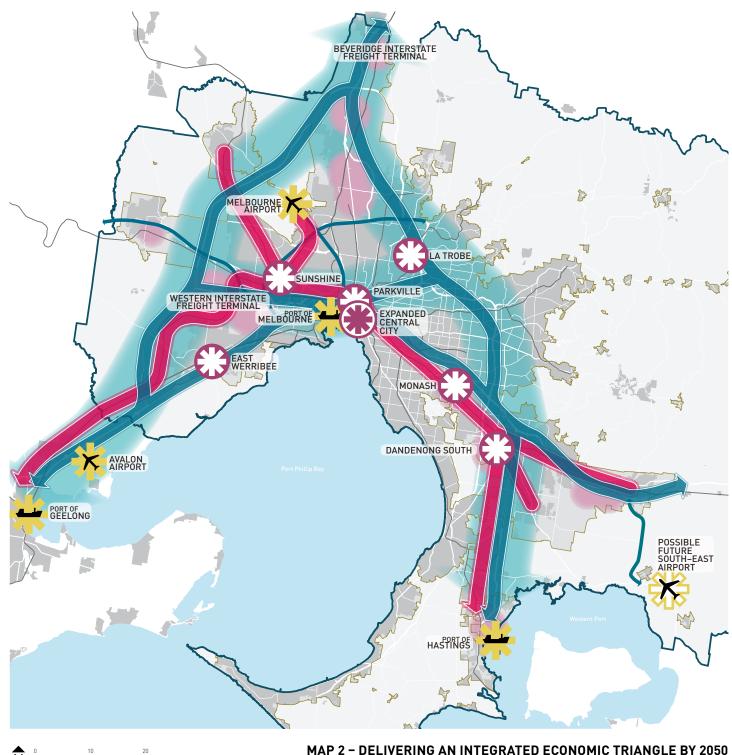
COMMITTEE FOR MELBOURNE



MAP 1 – BUILDING BLOCKS FOR AN INTEGRATED ECONOMIC TRIANGLE – MELBOURNE TODAY SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

N 0 10 20

Metropolitan region
Metropolitan urban boundary
Urban area
Road network
Rail network
Expanded central city
National employment cluster
Transport gateway
Key industrial precincts
Key transport connection
Freight airport
Seaport



MAP 2 - DELIVERING AN INTEGRATED ECONOMIC TRIANGLE BY 2050

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



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 becoming more sustainable and resilient. Innovative metropolitan planning approaches include:

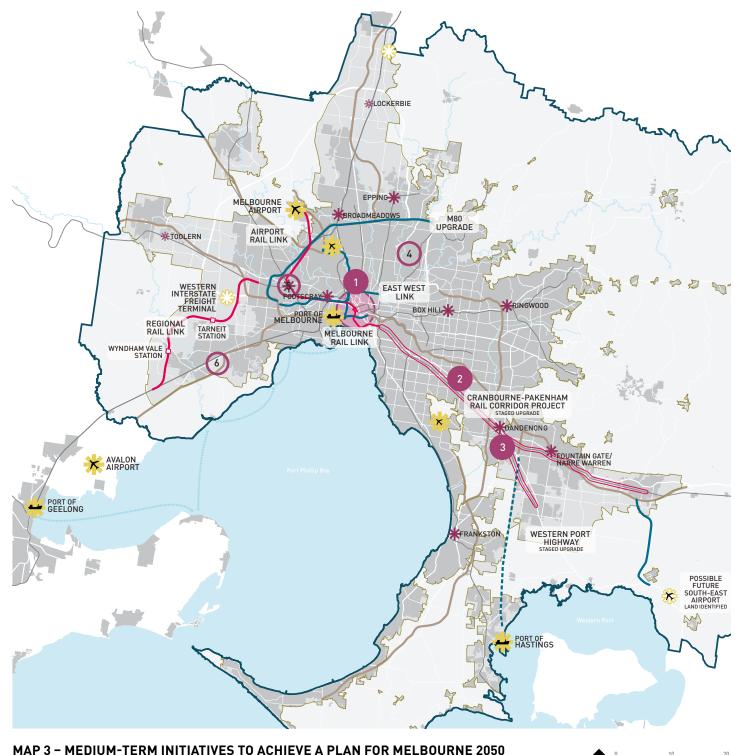
- · creating more compact cities
- · making better use of transport infrastructure
- · greening metropolitan areas
- creating more open space
- · reforming energy and water supply and use
- conserving biodiversity
- improving building design
- encouraging active forms of transport, such as walking and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

PROPERTY COUNCIL OF AUSTRALIA



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

Parkville Monash

Dandenong South

National employment cluster - emerging

La Trobe

5 Sunshine East Werribee Transport gateway - existing Transport gateway – future

Metropolitan activity centre - existing Metropolitan activity centre – future

Rail initiative – underway

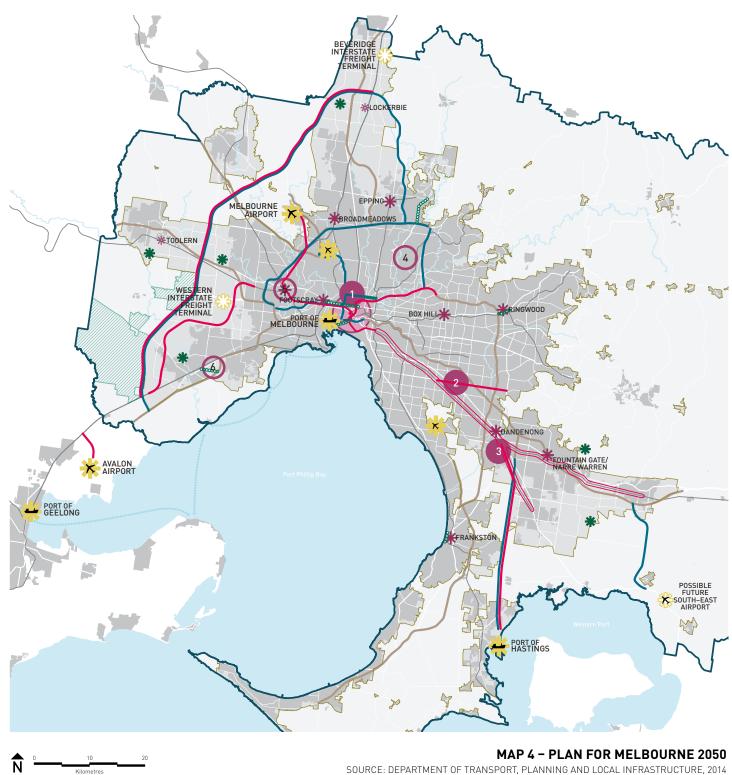
Cranbourne-Pakenham Rail Corridor Project

Road initiative – completed -- Road initiative – underway

Potential ferry route

Airport Seaport Waterway

12



Metropolitan region Metropolitan urban boundary Urban area Road network • Existing freeway network Rail network

Expanded central city National employment cluster - existing

Parkville Monash

Dandenong South

National employment cluster - emerging

La Trobe

Sunshine

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

Potential ferry route Western Grassland Reserve

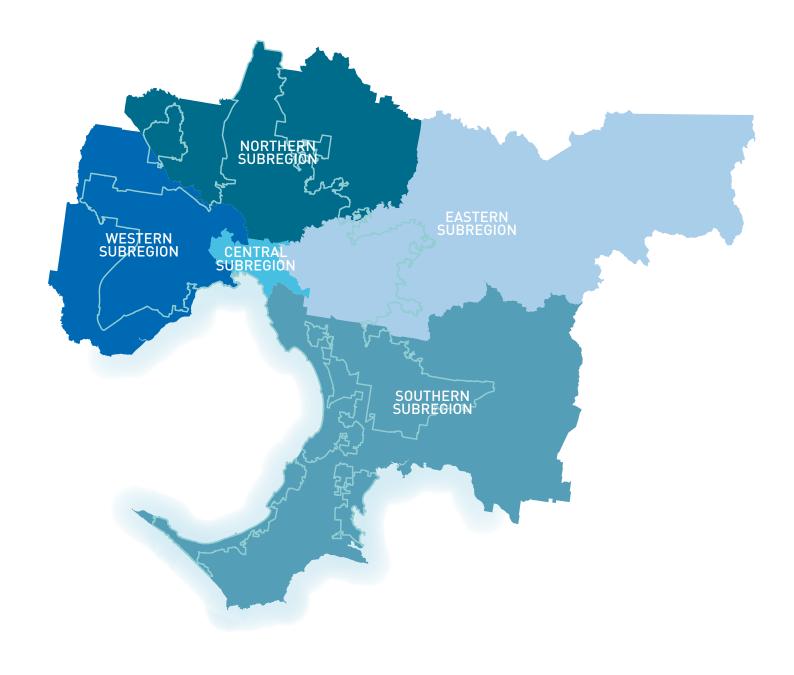
Boulevard to be investigated/implemented

Regional open space – future

Airport

Seaport

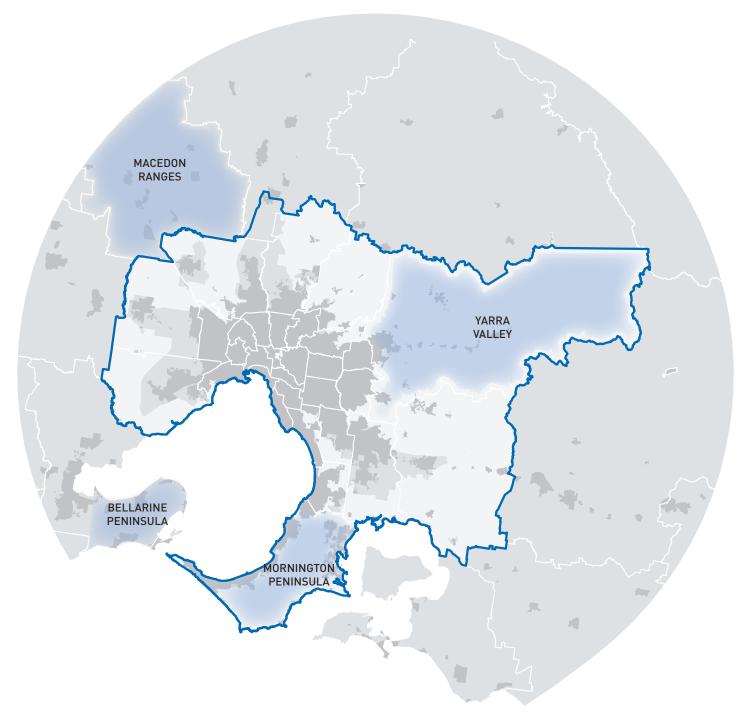
Waterway



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



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

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.

KEY ELEMENTS OF PLAN MELBOURNE

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 landuse 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.

THE VISION FOR MELBOURNE

MELBOURNE WILL BE A GLOBAL CITY OF OPPORTUNITY AND CHOICE

OUTCOMES AND OBJECTIVES

DELIVERING JOBS AND INVESTMENT



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

HOUSING CHOICE & AFFORDABILITY



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

A MORE CONNECTED MELBOURNE



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

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



CREATE HEALTHY
AND ACTIVE
NEIGHBOURHOODS AND
MAINTAIN MELBOURNE'S
IDENTITY AS ONE OF THE
WORLD'S MOST
LIVEABLE CITIES.

ENVIRONMENT AND WATER



PROTECT OUR NATURAL ASSETS AND BETTER PLAN OUR WATER, ENERGY AND WASTE MANAGEMENT SYSTEMS TO CREATE A SUSTAINABLE CITY.

A STATE OF CITIES



MAXIMISE THE GROWTH
POTENTIAL OF VICTORIA
BY DEVELOPING A STATE
OF CITIES WHICH
DELIVERS CHOICE,
OPPORTUNITY AND
GLOBAL COMPETITIVENESS.

IMPLEMENTATION: DELIVERING BETTER GOVERNANCE



ACHIEVE CLEAR RESULTS AND DELIVER OUTCOMES THROUGH BETTER GOVERNANCE, PLANNING, REGULATION AND FUNDING MECHANISMS.

DIRECTION 4.1

CREATE A CITY OF 20-MINUTE NEIGHBOURHOODS

DIRECTION 4.2

PROTECT MELBOURNE AND ITS SUBURBS FROM INAPPROPRIATE DEVELOPMENT

DIRECTION 4.3

CREATE NEIGHBOURHOODS THAT SUPPORT SAFE COMMUNITIES AND HEALTHY LIFESTYLES

DIRECTION 4.4

PLAN FOR FUTURE SOCIAL INFRASTRUCTURE

DIRECTION 4.5

MAKE OUR CITY GREENER

DIRECTION 4.6

CREATE MORE GREAT PUBLIC PLACES THROUGHOUT MELBOURNE

DIRECTION 4.7

RESPECT OUR HERITAGE AS WE BUILD FOR THE FUTURE

DIRECTION 4.8

ACHIEVE AND PROMOTE DESIGN EXCELLENCE

DIRECTION 5.1

USE THE CITY STRUCTURE TO DRIVE SUSTAINABLE OUTCOMES IN MANAGING GROWTH

DIRECTION 5.2

PROTECT AND RESTORE NATURAL HABITATS IN URBAN AND NON-URBAN AREAS

DIRECTION 5.3

ENHANCE THE FOOD PRODUCTION CAPABILITY OF MELBOURNE AND ITS NON-URBAN AREAS

DIRECTION 5.4

IMPROVE NOISE AND AIR QUALITY TO IMPROVE HUMAN AND ENVIRONMENTAL HEALTH

DIRECTION 5.5

INTEGRATE WHOLE-OF-WATER-CYCLE MANAGEMENT TO DELIVER SUSTAINABLE AND RESILIENT URBAN DEVELOPMENT

DIRECTION 5.6

PROTECT OUR SIGNIFICANT WATER AND SEWERAGE ASSETS

DIRECTION 5.7

REDUCE ENERGY CONSUMPTION AND TRANSITION TO CLEAN ENERGY

DIRECTION 5.8

PLAN FOR BETTER WASTE MANAGEMENT AND RESOURCE RECOVERY

DIRECTION 6.1

DELIVER A PERMANENT BOUNDARY AROUND MELBOURNE

DIRECTION 6.2

REBALANCE VICTORIA'S
POPULATION GROWTH
FROM MELBOURNE
TO RURAL AND REGIONAL
VICTORIA OVER THE LIFE
OF THE STRATEGY

DIRECTION 6.3

INTEGRATE METROPOLITAN, PERI-URBAN AND REGIONAL PLANNING IMPLEMENTATION

DIRECTION 6.4

IMPROVE CONNECTIONS BETWEEN CITIES

DIRECTION 7.1

DRIVE DELIVERY AND FACILITATE ACTION

DIRECTION 7.2

BETTER INFORMED
DECISION MAKING AND
GREATER ALIGNMENT
OF INFRASTRUCTURE
DELIVERY TO GROWTH

DIRECTION 7.3

MAKE MORE EFFICIENT USE OF EXISTING RESOURCES

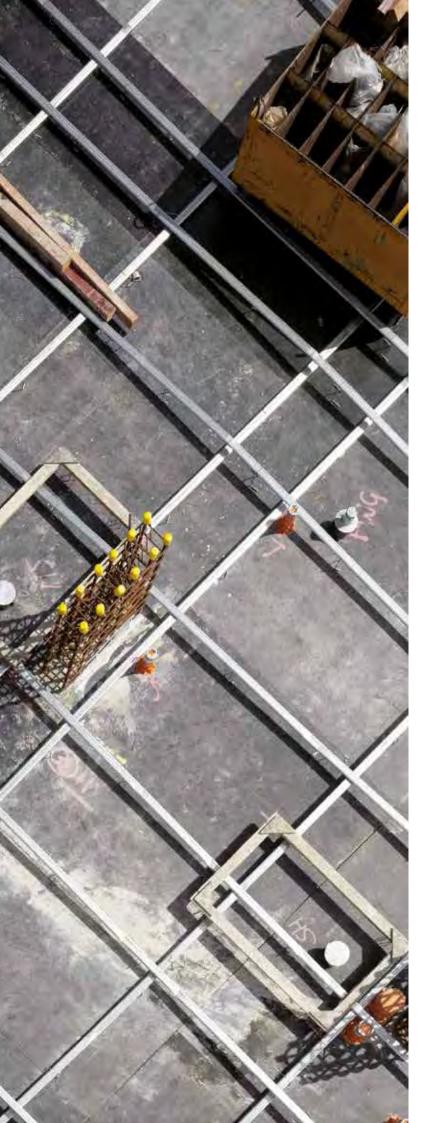
DIRECTION 7.4

OPEN UP NEW FUNDING SOURCES

DIRECTION 7.5

MONITOR PROGRESS AND OUTCOMES





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

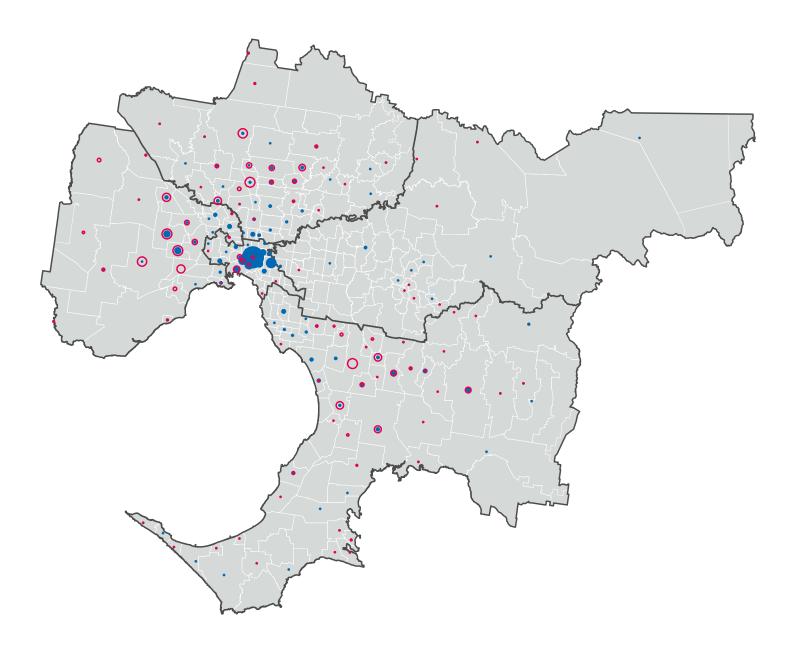
As Melbourne grows to be a city of around 7.7 million people by 2051, it is expected to add more than 1.7 million new jobs⁹. Figure 4 shows Melbourne's population and employment projections.

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)

700





70

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

200



100

20

CHANGING LOCATIONS OF ECONOMIC ACTIVITY

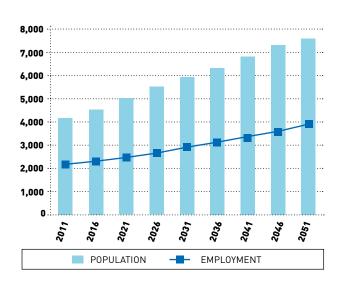
Melbourne's 2 million jobs are distributed across the metropolitan area, with 14 per cent located in the CBD, Docklands and Southbank and one in five jobs within the City of Melbourne. In 2012, the City of Melbourne contributed about 29 per cent of Melbourne's total economic output, up from 22 per cent 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.

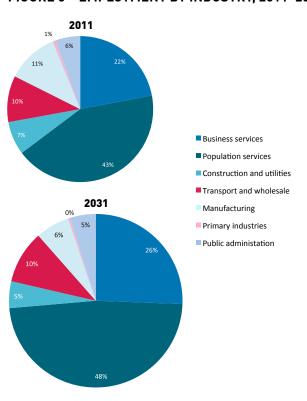
Like the central city, some suburban locations provide employment clusters and offer jobs in high-productivity industries. Employment in these areas is primarily in research, biotechnology and high-end manufacturing.

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 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**

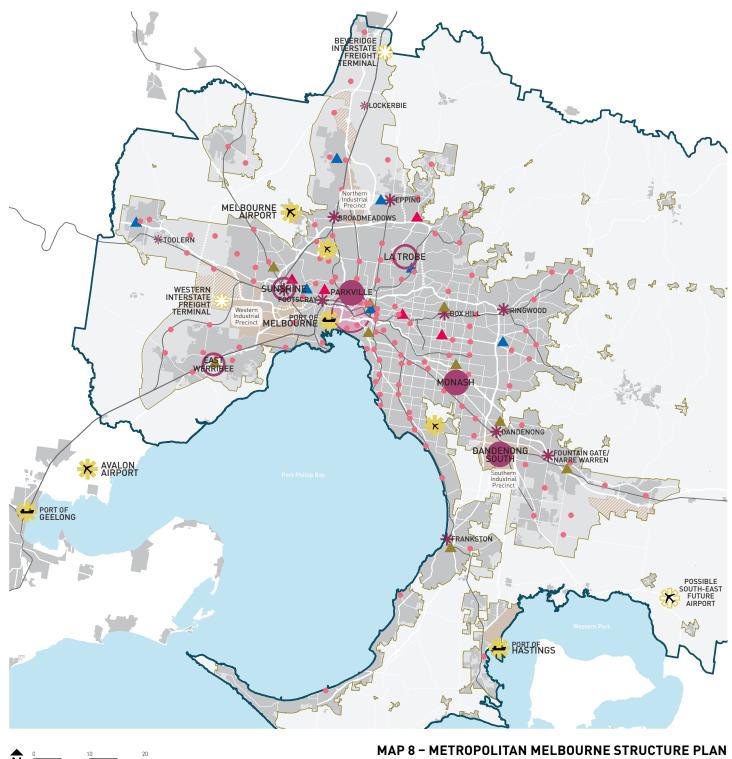
The government will work with five new geographic groupings of metropolitan local governments to establish five metropolitan subregions: Central, Western, Northern, Southern and Eastern¹¹. Each subregion will be anchored by a national employment cluster and will contain metropolitan activity centres. 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.

VICTORIAN LOCAL GOVERNANCE ASSOCIATION



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

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

Transport gateway – existing Transport gateway – future

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

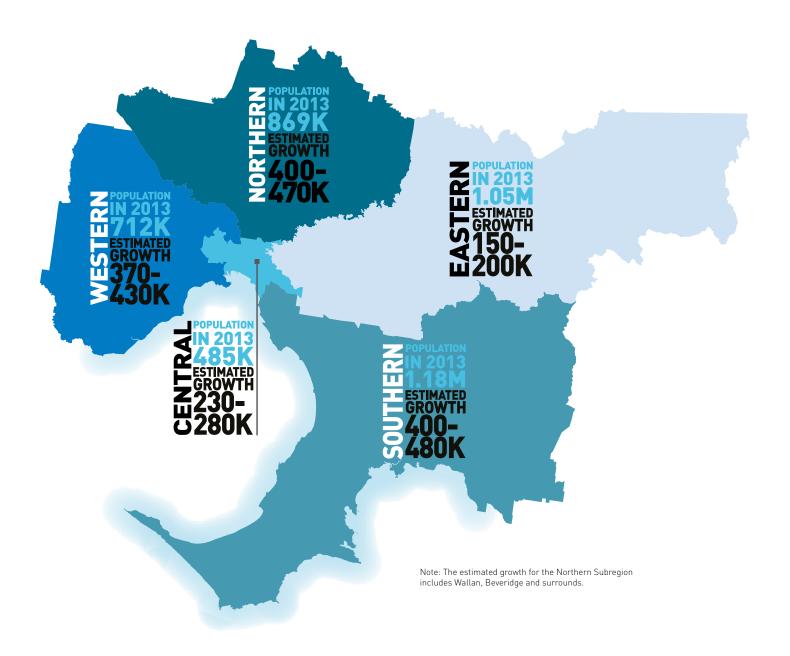
The city structure includes a range of places of strategic significance to Victoria, and other activity centres and industrial areas. Planning for these locations encompasses a range of tasks and responsibilities.

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	0	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	CBD, Southbank Docklands	Monash Parkville Dandenong South	Dandenong Footscray Fountain Gate/ Narre Warren Epping Sunshine Ringwood Broadmeadows Box Hill Frankston	Southern Industrial Precinct Western Industrial Precinct Northern Industrial Precinct Port of Hastings Industrial Precinct
FUTURE EMERGING	 Fishermans Bend Urban Renewal Area City North E-Gate Arden-Macaulay Dynon Corridor Flinders Street to Richmond station corridor 	 La Trobe Sunshine East Werribee 	Toolern Lockerbie	

TABLE 1 - METROPOLITAN MELBOURNE STRUCTURE PLAN - CONTINUED

MAP 8 IDENTIFIER	* EXISTING FUTURE	A A	
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	 Port of Melbourne Port of Hastings Port of Geelong Melbourne Airport Avalon Airport Moorabbin Airport Essendon Airport 	Health precincts are designated in the six national employment clusters at Parkville, Monash, Dandenong South, La Trobe, East Werribee and Sunshine. 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).	Examples: • Fishermans Bend Urban Renewal Area • E-Gate • East Werribee
FUTURE EMERGING	 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	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. 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.	To provide neighbourhood access to local goods, services and employment opportunities. Planning in these locations will help to deliver 20-minute neighbourhoods across Melbourne.	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.	Identified in structure plans and planning schemes.	To take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services.
EXISTING	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. Activity centres have different attributes and provide different functions and together as a network they help enable 20-minute neighbourhoods.	Designated, planned and coordinated by local governments.	Local planning schemes.	There are many existing co-located, neighbourhood-based health services which could be further developed and/or be considered for designation as health precincts.	See Map 11. Existing projects and sites identified by local governments.
FUTURE EMERGING			To be identified by local governments and identified in growth corridor plans.	To be identified by local governments and the Metropolitan Planning Authority.	To be identified by local governments.

OUR PLAN

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 urbanrenewal 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 labourforce 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:

- M8o 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)**

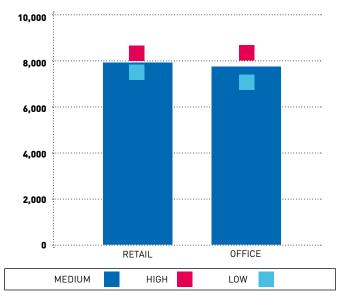
These will be determined by:

- 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**



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

INITIATIVE 1.4.1

and businesses.

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 DANDENONG SOUTH CLUSTER - which includes advanced manufacturing, health and education enterprises, a number of business parks, Victoria's first ecoindustrial 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:

- 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

Subregion: Northern

Local government area: Hume Census employment count: 6,700 Top three industries

- Education and training
- · Retail trade
- · Public administration and safety

Dwellings*: 2,900

Number of visits**: 11,226

Key features: Kangan Institute of TAFE, Broadmeadows Shopping Centre, Hume City Council offices

Transport: Train, bus and arterial road

EPPING

Subregion: Northern

Local government area: Whittlesea

Census employment count: 10,500

Top three industries

- · Health care and social assistance
- Retail trade
- Manufacturing

Dwellings*: 2,300

Number of visits**: 27,166

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 and bus

LOCKERBIE [Future]

Subregion: Northern

Local government area: Hume

Future employment planned: 16,000

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

LOCKERBI

BROADMEADOWS

FOOTSCRAY

TOOLERN

SUNSHINE

SUNSHINE

Subregion: Western

Local government area: Brimbank Census employment count: 6,500 Top three industries

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

Dwellings*: 4,100

Number of visits**: 21,964

Kev features: Sunshine Market Place, Sunshine Plaza, Victoria University

Transport: Train and bus, Regional Rail Link

TOOLERN [Future]

Subregion: Western

Local government area: Melton

Future employment planned: 11,000

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

MELBOURNE CBD

CENTRAL SUBREGION

FRANKSTON

FOOTSCRAY

Subregion: Central

Local government area: Maribymong

Census employment count: 7,200

Top three industries

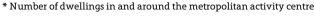
- Education and training
- · Health care and social assistance
- · Public administration and safety

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



^{**} 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: Whitehorse 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

EASTERN SUBREGION

RINGWOOD BOX HILL

DANDENONG

FOUNTAIN GATE/ NARRE WARREN

Subregion: Southern

Local government area: Casey

Census employment count: 7,700

Top three industries

- Retail trade
- · Public administration and safety
- · Accommodation and food services

Dwellings*: 3,700

Number of visits**: 30,092

Key features: Westfield Fountain Gate,

City of Casey offices

Transport: Train and bus

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 outersouth-east, there are only about four jobs for every 10 workingage 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.

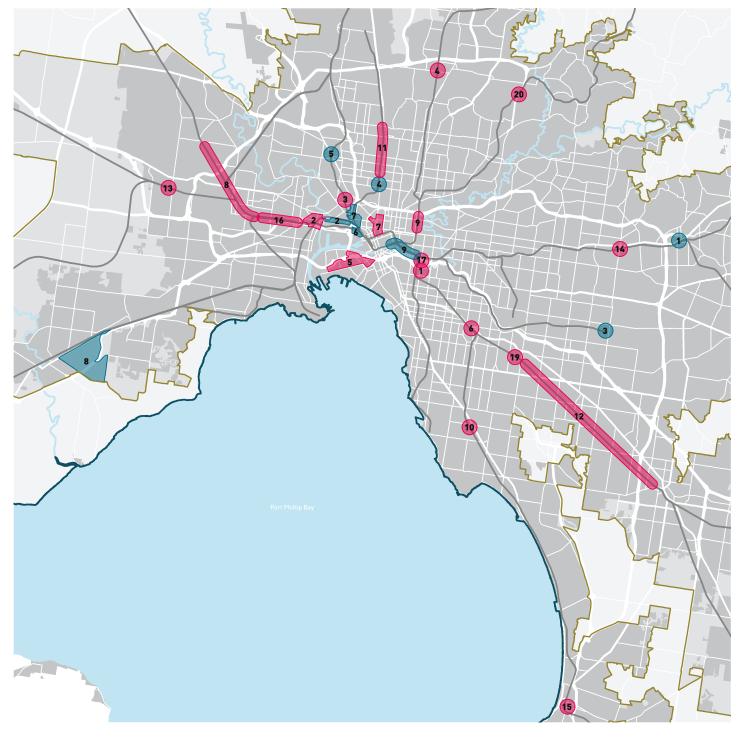
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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.

CITY OF MELBOURNE



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 Highett 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

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



Urban renewal opportunities that include significant parcels of government held land 1 - Ringwood station

- 2 Dynon 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

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

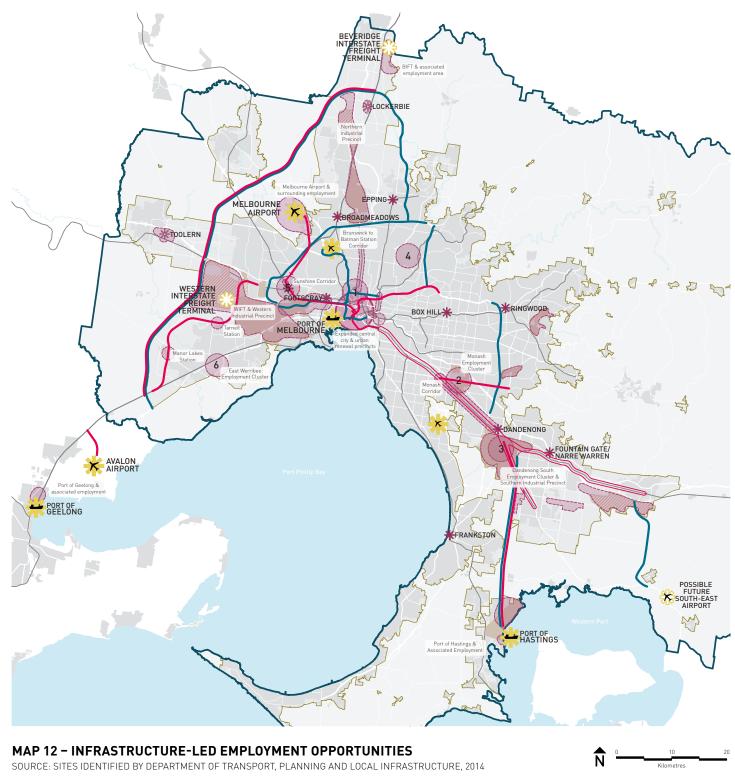
• In partnership with the private sector, develop or upgrade railway stations and transport interchanges.

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



Metropolitan region Transport gateway - existing Metropolitan urban boundary Transport gateway – future

Metropolitan activity centre – existing Urban area Road network Metropolitan activity centre – future Rail initiative (planned & potential) Rail network

Investment & employment opportunity Cranbourne-Pakenham Rail Corridor Project Expanded central city and potential South East Rail Link (freight) National employment cluster Road initiative (existing & planned)

State-significant industrial precinct – existing State-significant industrial precinct – future

Airport Seaport . Waterway

Sunshine East Werribee

Parkville

Monash

Dandenong South

3

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.

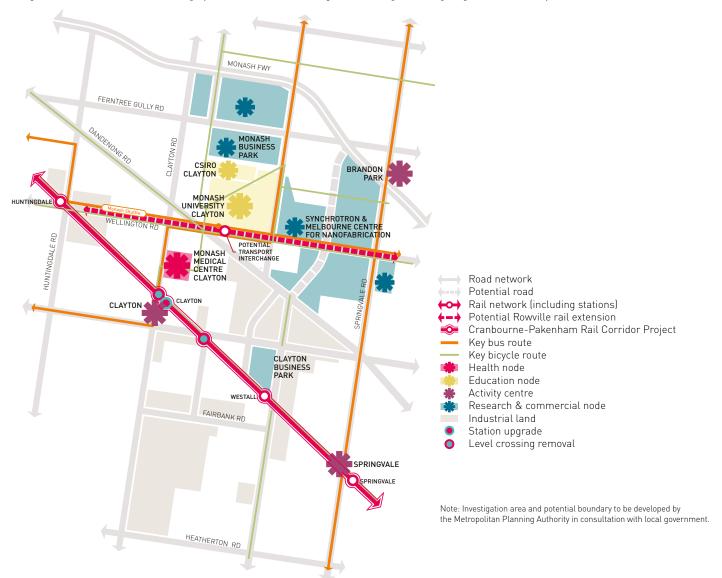
LA TROBE UNIVERSITY

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.

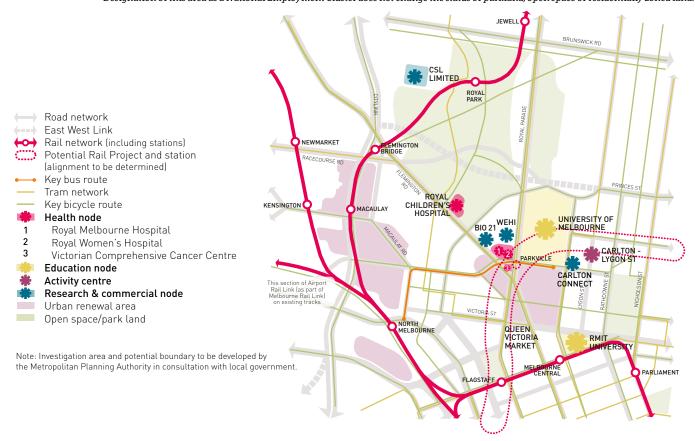
Key partners for the future of this cluster include City of Monash, City of Kingston, City of Greater Dandenong, Monash University, Monash Medical Centre, the Australian Synchrotron, CSIRO, Monash Business Incubator, the Monash Enterprise Centre and Chadstone Shopping Centre.

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.



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

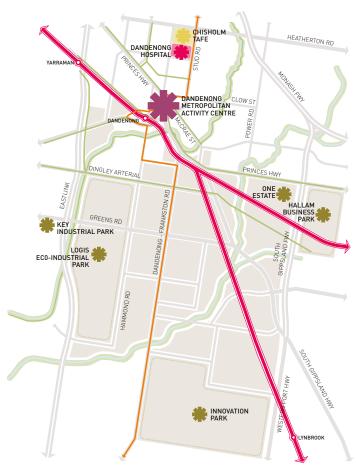
Note: Investigation area and potential boundary to be developed by the Metropolitan Planning Authority in consultation with local government.

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.

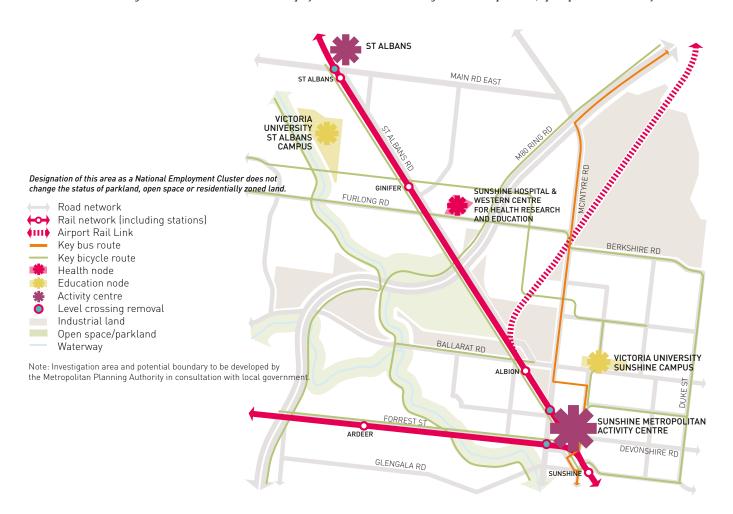
Key partners for the future of this cluster include City of Greater Dandenong, Dandenong Hospital, Chisholm TAFE, Kangan TAFE, Monash University, Places Victoria and Invest Victoria.

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 ground 370,000

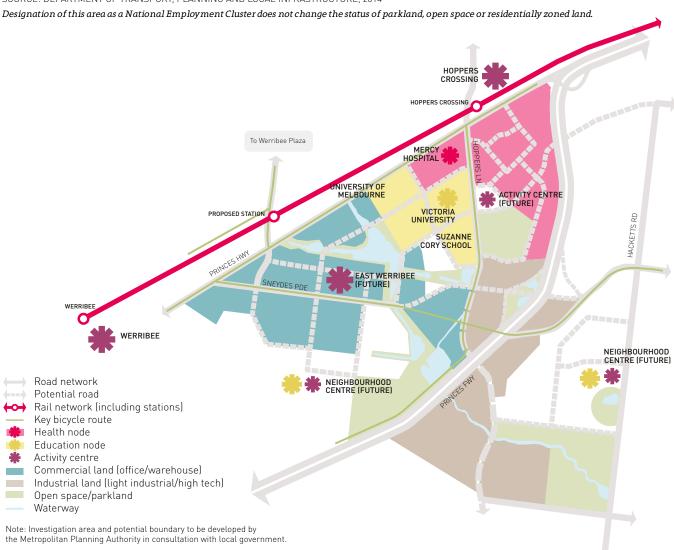
The Western Subregion is expected to grow by around 370,000 to 430,000 people between 2011 and 2031.

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



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.

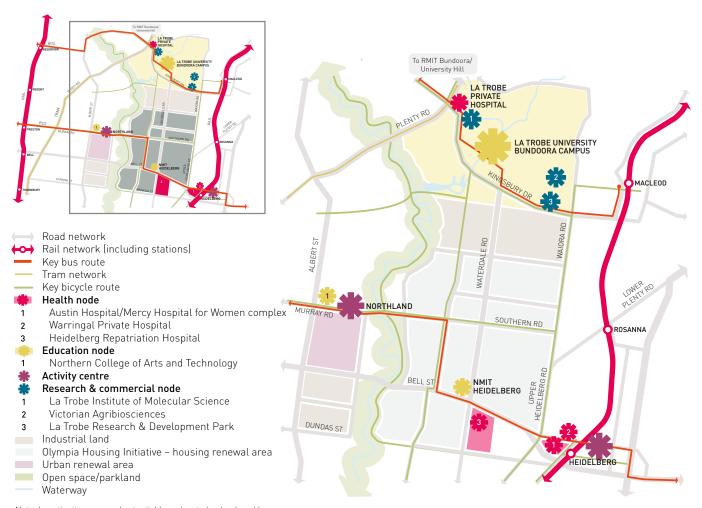
Key partners for the future of this cluster include Wyndham City Council, Metropolitan Planning Authority, University of Melbourne, Victoria University and Mercy Hospital.

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.



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 LOCATIONS THAT CATER FOR DIFFERENT HOUSEHOLDS AND ARE 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.

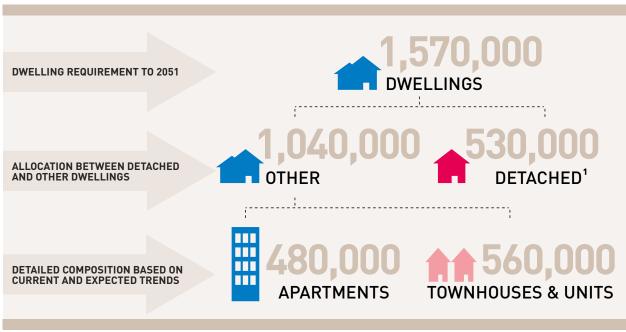
While there is at least a 30-year supply of urban-zoned land on the fringe of metropolitan Melbourne, it is no longer sustainable to accommodate most of our population and household growth by continuing to expand Melbourne's outer-urban growth areas. If our city continues to grow at low densities, there 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 periurban 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

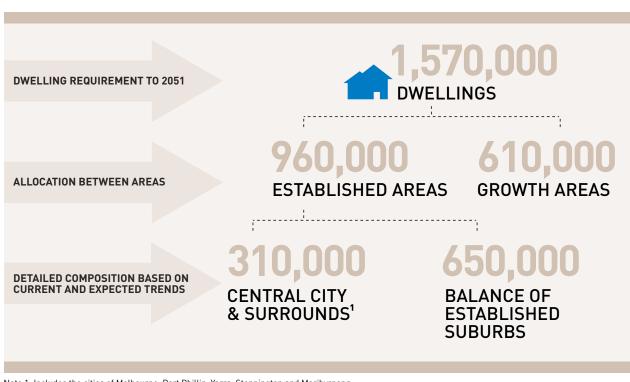
SOURCE: VICTORIA IN FUTURE, 2014



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 longterm 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 urbanrenewal 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.

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.

CITY OF DAREBIN

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

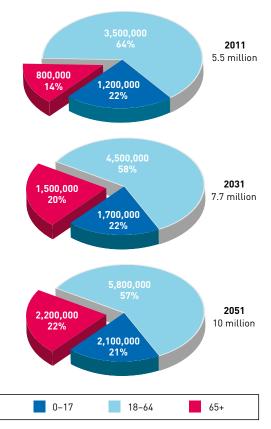
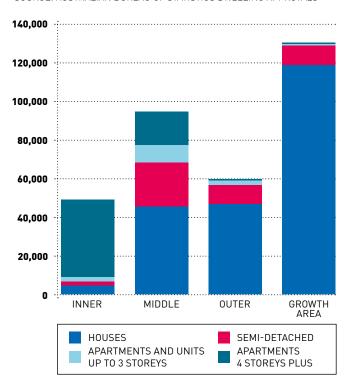


FIGURE 11 - TYPES OF HOUSING BUILT ACROSS MELBOURNE BETWEEN 2004-2012

SOURCE: AUSTRALIAN BUREAU OF STATISTICS DWELLING APPROVALS



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.

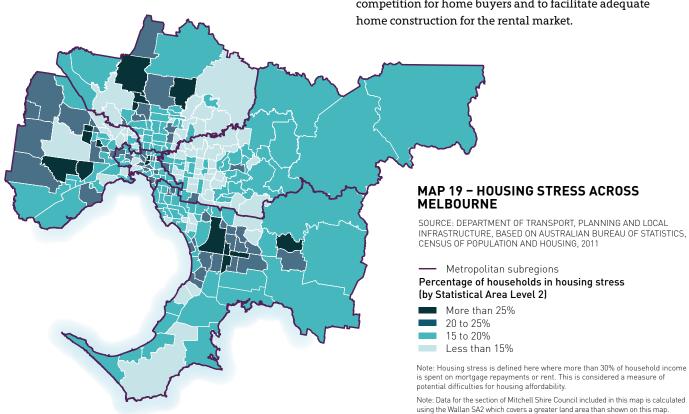
Our challenge will be to provide housing to accommodate these changes in demand for new dwellings, locally, so family connections can be maintained.

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.



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

OUR PLAN

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 multiunit 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 it 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 DANDENONG

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

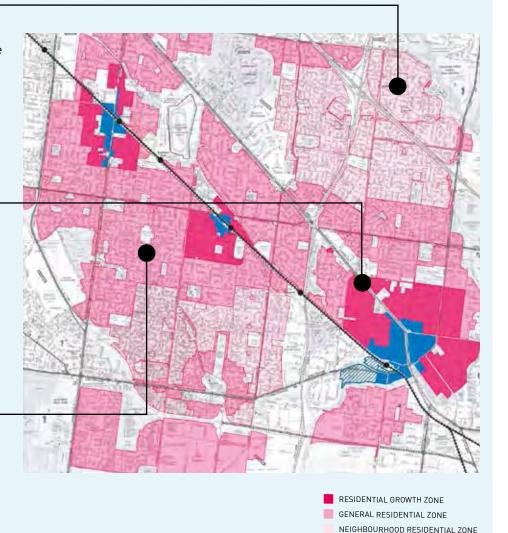
Within Greater Dandenong, this zone is applied to minimal change areas which are considered suitable for low-density housing, primarily because they are relatively remote from Dandenong's main transport network.

APPLYING THE RESIDENTIAL GROWTH ZONE

Within Greater Dandenong, this zone is applied to substantial change areas which are areas suitable for high- and mediumdensity 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, mediumdensity development of between 2-3 storeys is preferred, due to their relatively short distance from Dandenong's central transport, employment and amenity spine.



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 Smarthus 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 higherdensity 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 familyfriendly 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 lowto-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 lowto-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

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. Freightreliant 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 2050^{24} , 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 longterm 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 metropolitanwide 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 crosscity 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 highcapacity 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 metrostyle 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 highvalue 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 highcapacity 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

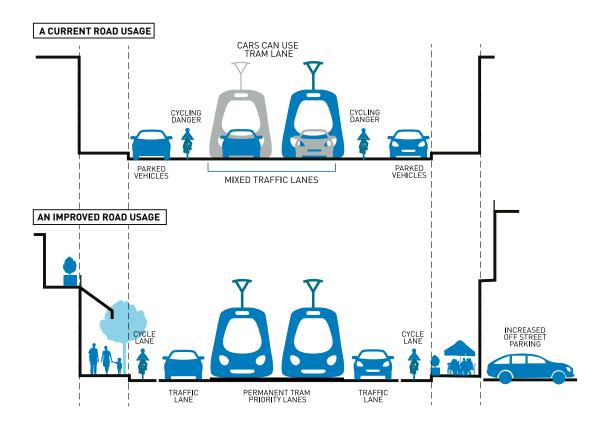
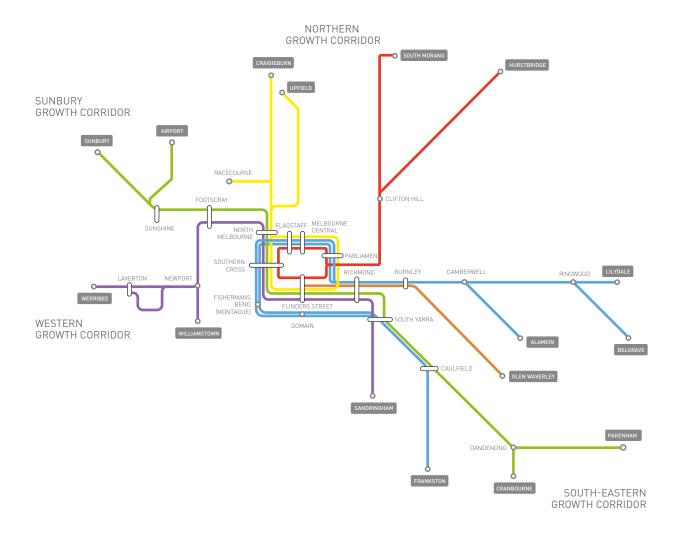
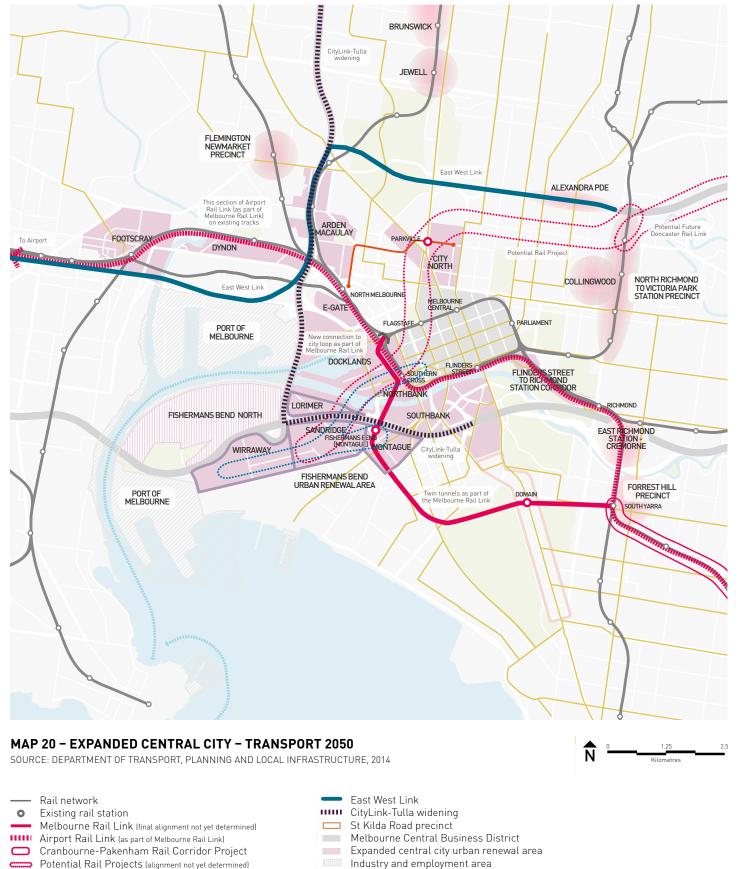


FIGURE 13 - METROPOLITAN RAIL NETWORK AT COMPLETION OF MELBOURNE RAIL LINK

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







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 businessto-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 realtime information; and level-access stops.

This transformation is already under way with 50 new lowfloor, 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)

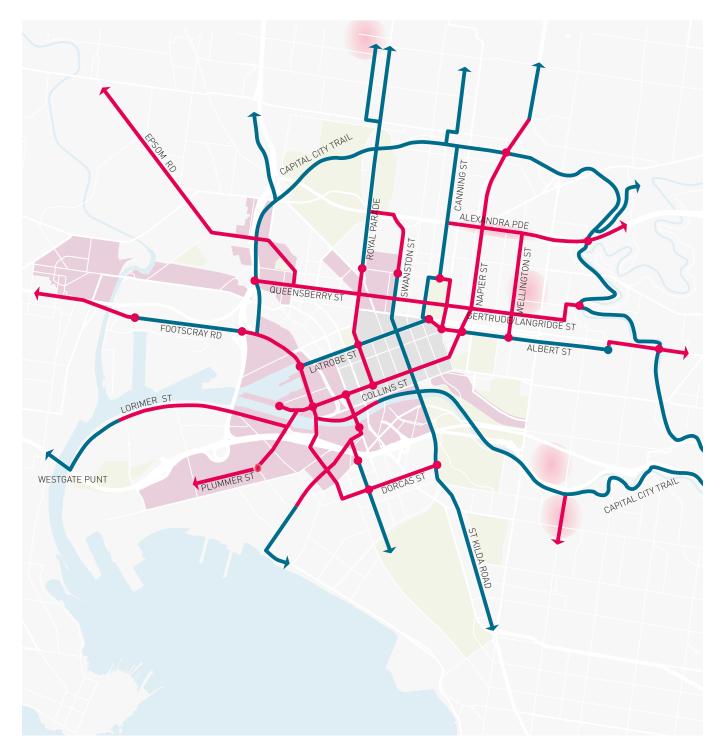
INITIATIVE 3.1.4

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 performancebased 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 innerorbital 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 eastwest 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

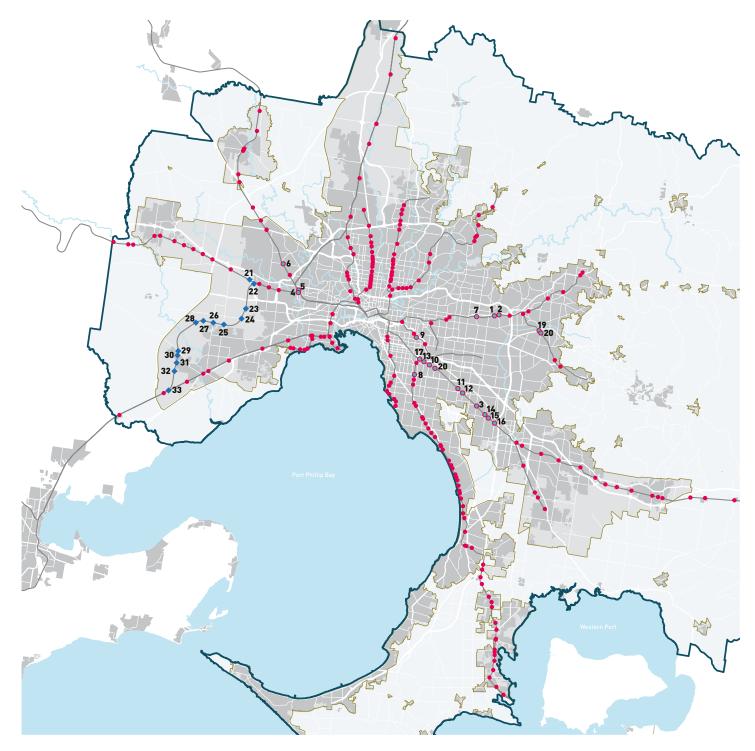
Work with local governments to identify and start developing strategic cycling corridors that provide cyclists with safe and separated cycling access to and around the central city.

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, Gardiner

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 highvalue 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 M8o 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 jobrich 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 outerurban 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 quidance 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 mixeduse apartment and retail development that will include ground-floor retail, an office level, and 116 one- and twobedroom 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 supplychain 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.

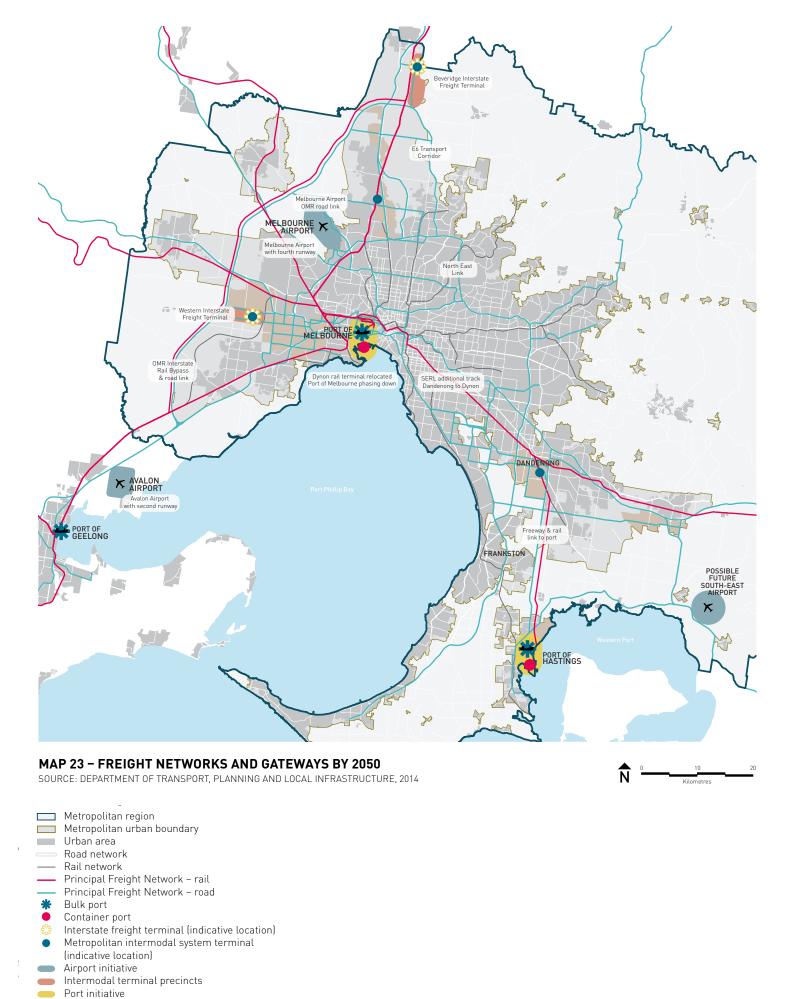
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

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)



X

Airport

Seaport

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 deepwater 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 prefeasibility 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 curfewfree 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 M8o 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 southeast 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)





LIVEABLE COMMUNITIES AND NEIGHBOURHOODS

CREATE HEALTHY AND
ACTIVE NEIGHBOURHOODS
AND MAINTAIN MELBOURNE'S
IDENTITY AS ONE OF
THE WORLD'S MOST
LIVEABLE CITIES.

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