- Implement planning provisions to ensure that development does not compromise open and public spaces.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.2.4
PROTECT WATERWAYS FROM INAPPROPRIATE DEVELOPMENT

Port Phillip Bay, Yarra River, Maribyrnong River and other significant rivers and streams are important assets to the state and are highly valued by the community in a number of ways. There is a need to balance the tourism, recreational and cultural values of Melbourne's foreshore and waterways with development opportunities. It is also important that we protect our waterways from inappropriate development.

The government has recently brought forward new, mandatory controls to protect the banks of the Yarra and Maribyrnong rivers, our city's two iconic waterways. These controls should be offered to local governments and waterway authorities to protect other iconic waterways and coasts across Melbourne, including Port Phillip Bay.

In the short term

- In partnership with local governments, stakeholders and water authorities prepare and implement planning provisions for height controls for medium- and high-density development (or inappropriate uses and development) in sensitive locations around Port Phillip Bay.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with local governments, stakeholders and water authorities, work toward the protection of Melbourne's waterways from inappropriate development through the use of mandatory controls similar to those in place for the Yarra and Maribyrnong rivers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.2.5
MEASURE AND MONITOR THE LIVEABILITY OF OUR NEIGHBOURHOODS

The government will produce an interactive website for people to find information about each of Melbourne's suburbs, including their population characteristics and attributes that reflect their liveability and housing affordability. Information like this helps people understand the positives and negatives of different areas.

There are factors we can measure that shape the liveability of neighbourhoods and help local governments and communities identify what needs to be done to enhance liveability. Transferring liveability indicators into a metropolitan-wide geographic information system database will help local governments and communities understand the liveability issues affecting particular areas.

This database, which will be regularly updated, will also provide a valuable resource to inform future local service delivery, local area improvements and other initiatives at the neighbourhood scale.

In the short term

- In partnership with local governments, publish an interactive liveability index and map for Melbourne, which draws on local knowledge and is updated annually.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

MONASH MEDICAL CENTRE CLAYTON – VICTORIA'S FIRST HEALTH PRECINCT

Melbourne has a world-class system of health services, ranging from large public and private hospitals to GP practices and community-based care. Integrating the provision of these health services in strategically located and well-defined areas would provide Victorians with coordinated care close to their homes and contribute to better health outcomes.

Removing the barriers to development for health facilities through streamlining planning controls would enable the right services to be provided in the right locations at the right times, while also providing certainty to communities around major hospitals.

Monash Medical Centre Clayton is a 640-bed teaching and research hospital in south-east Melbourne providing a comprehensive range of specialist surgical, medical, allied health and mental health services, as well as research and education. It is within the Monash Employment Cluster and is well-served by bus and train.

Over time, private hospitals and a broad range of medical practitioners and services have grown organically around the hospital, as needs and opportunities have arisen. The establishment of a health precinct around Monash Medical Centre Clayton will allow both public and private health services to expand in a consistent and structured manner, so the community not only receives the best-possible care but also has certainty on the location and scale of development in the immediate vicinity of the hospital.

The government is using Monash Medical Centre Clayton as an exemplar for the establishment of health precincts, after which it will develop and strengthen the health precincts in Parkville, Dandenong South, La Trobe, East Werribee and Sunshine. It will also identify other potential health precincts across the state, including within urban growth and renewal areas.

DIRECTION 4.3
CREATE NEIGHBOURHOODS THAT SUPPORT SAFE COMMUNITIES AND HEALTHY LIFESTYLES

As Melbourne grows, we will work with local governments and other stakeholders to create healthier communities, where people of all ages have the opportunity to lead active and healthy lifestyles, and have access to high-quality health and community facilities.

INITIATIVE 4.3.1
IMPLEMENT DESIGN GUIDELINES TO PROMOTE WALKING AND CYCLING NEIGHBOURHOODS FOR HEALTHY LIVING

In Victoria, initiatives that highlight the benefits of integrating health into planning (such as the National Heart Foundation's *Healthy by Design* guidelines) are increasingly being used by local governments to increase opportunities for people to be physically active.

Internationally, New York City's *Active Design Guidelines* and the World Health Organisation's *Age Friendly Cities* guide reflect the strong movement towards building health and wellbeing principles into urban design. The National Heart Foundation is also developing tools to help local governments plan for better health and community wellbeing across a range of local government policy areas. These encourage walking and cycling through good footpaths and connectivity, opportunities for physical activity, neighbourhood amenity, sustainability, accessibility, transport and community safety. These tools will enable the updated guidelines to form part of the assessment of planning approvals and the design of new neighbourhoods.

In the short term

- Update the State Planning Policy Framework to support design guidelines that promote walking and cycling in new and existing neighbourhoods. This should be done in consultation with groups that promote walking and healthy living.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Enhance the *Precinct Structure Planning Guidelines* to ensure that walking and cycling are promoted in the design of new suburbs.

  METROPOLITAN PLANNING AUTHORITY

- Ensure that urban renewal structure plans address walking, cycling and healthy living.

  METROPOLITAN PLANNING AUTHORITY

- Using the Central Subregion and inner-northern suburbs as case studies, examine how the benefits of walking and cycling connectivity can lead to a healthier community, and plan for new links across natural barriers that will enhance the walking and cycling capacity of these areas.

  METROPOLITAN PLANNING AUTHORITY

- Review policies for the application of the Residential Growth Zone to ensure that well-located neighbourhoods that are walking and cycling-friendly can accommodate an appropriate level of new housing, so that more Melburnians can benefit from the healthy lifestyle available.

  METROPOLITAN PLANNING AUTHORITY

INITIATIVE 4.3.2
ENSURE THAT MUNICIPAL PUBLIC HEALTH AND WELLBEING PLANS INFORM AND SHAPE MUNICIPAL STRATEGIC STATEMENTS

In Victoria, all local governments are required to prepare council plans, municipal public health and wellbeing plans (MPHWPs) and municipal strategic statements (MSSs). A local government's MPHWP, which it must prepare every four years, must:

- be consistent with its council plan and the land-use plan required by its MSS
- have regard to the current Victorian public health and wellbeing plan
- be reviewed annually.

Currently, a MPHWP must show how it aligns with a MSS. However, there is no requirement for a MSS to align with a MPHWP. We must give planning for health and wellbeing more prominence, by clearly expressing its place in council plans, and by ensuring that concern for community health and wellbeing is integrated into a MSS.

In the short term

- Identify an appropriate mechanism to ensure that municipal public health and wellbeing plans inform and shape strategic planning and decision making to promote community health and wellbeing.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

> **❝ IF A DISTINCTIVE MELBOURNE IS TO BE CREATED, THE GOVERNMENT MUST TAKE THE LEAD ROLE IN IMPLEMENTING URBAN DESIGN PRINCIPLES VIA A COORDINATED PLACE MAKING AND URBAN-RENEWAL PROGRAM THAT WILL SUPPORT LESS-DEVELOPED AREAS OF THE CITY TO TAKE ON A MORE-DISTINCTIVE AND MEMORABLE QUALITY. ❞**

HOUSING INDUSTRY ASSOCIATION

DIRECTION 4.4
PLAN FOR FUTURE SOCIAL INFRASTRUCTURE

Planning for healthy communities also needs to consider the provision of appropriate facilities and resources for people in need. As community needs grow and change we will plan for new neighbourhoods and renew existing suburbs to ensure that social facilities and resources are accessible by public transport and provided where they are needed most. The co-location of health and community services provides Victorians with coordinated care close to their homes and enables health and education facilities to expand and grow with certainty.

We will reduce impediments in the delivery of health and community services and facilities by strengthening planning for health and education precincts to encourage the co-location of these services.

The coordination of investment for social infrastructure is essential if it is to be well-located and in close proximity to allied services and facilities. We will ensure the planning system supports development that helps local governments attract services into growth area communities and established areas undergoing significant demographic change and urban renewal, providing certainty to guide public and private investment.

INITIATIVE 4.4.1
CREATE HEALTH AND EDUCATION PRECINCTS TO MEET THE NEEDS OF RESIDENTS ACROSS MELBOURNE

The delivery of health and education precincts allows for more tailored planning of community services at a local level. We will develop tailored solutions to better plan at a neighbourhood level and encourage the co-location of services and investment adjoining major public and private facilities. Currently, nearly 70 per cent of health services to Victorians are provided by the private sector.

To improve access to local health services and improve certainty for health providers, we will facilitate the co-location of general practitioners and a range of public, private and not-for-profit medical and community-based services. These will be located close to public transport and other community infrastructure. We will do this by amending the *Precinct Structure Planning Guidelines* to include planning for health precincts located in, or close to, town centres in new growth-area suburbs. As part of the master planning of urban-renewal precincts, we will identify and include opportunities for health precincts close to other community and private infrastructure, and public transport.

We will identify metropolitan health precincts in planning schemes and work with the Department of Health and local governments to prepare structure plans for priority precincts. We will also review planning controls to facilitate investment in healthcare facilities and services closer to existing private and public hospitals and health services, and the establishment and clustering of a mix of health and health-related services and education and training facilities.

These solutions will be available to local governments and the Metropolitan Planning Authority as part of master planning, precinct structure planning and planning for major urban-renewal sites to deliver the appropriate services in these precincts.

In the short term

- Amend the *Precinct Structure Planning Guidelines* to ensure planning for health and/or education precincts is undertaken in the preparation of precinct structure plans.
  METROPOLITAN PLANNING AUTHORITY

- Update the State Planning Policy Framework to clarify and strengthen the government's policy approach to health and education precincts, including within the new policy on urban renewal and in growth areas. This is intended to provide certainty for investment in the provision of public and private health care services and the benefits of co-location with education and training services.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with government agencies and the private sector, identify potential locations and impediments to the development of health, health and education and health-related precincts in metropolitan and regional Victoria.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING) AND DEPARTMENT OF HEALTH

- Prepare and implement planning provisions to support the establishment of health services and the clustering of public, private and not-for-profit health services, including possible streamlined planning processes within health precincts.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Establish streamlined decision making on applications for major private hospitals and health providers in identified health precincts.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare precinct structure plans for priority health and/or education precincts for greater future private and public investment in health, education and related services.
  METROPOLITAN PLANNING AUTHORITY

POINT COOK TOWN CENTRE
CREATING A STREET-BASED TOWN CENTRE

Like Melbourne's favourite shopping strips, Point Cook Town Centre has a main street that links with the town square. But unlike Melbourne's favourite shopping strips, Point Cook Town Centre is a new development.

Point Cook Town Centre is on a 10-hectare site, 23 kilometres south-west of Melbourne's CBD in a growing area. The town centre has a 'main street' theme, with both sides of the street having small retailers with an undercover walkway. Stage one of the centre opened in mid-2008 with Coles, Target, Aldi and 90 specialty stores. Stage two opened in late 2010 with a Harris Scarfe store, a food court and over 40 more speciality stores.

The streetscape encourages shopper interaction with low-rise architecture, open spaces and access to the local nature reserve through a wetlands plaza. With convenient access by bike or car, easy parking, integrated essential services, retail stores and public and commercial space, Point Cook Town Centre is a dynamic retail and commercial hub. It has become the heart of the community, an environmental gateway and a focal point for entertainment, walking, gathering and enjoyment.

The centre provides a focal point for commercial and community infrastructure for the rapidly developing residential area. Servicing more than 60,000 households in Wyndham, it is the largest retail development in the area. The centre provides undercover parking with direct access to shops by travelators and escalators.

Dedicated community facilities include Giant Leaps Childcare Centre, Point Cook Superclinic medical centre and the Point Cook Community Learning Centre. This centre comprises public library facilities, community learning rooms, occasional-care facilities, a toy library, a community kitchen, a kindergarten and maternal and child health consulting rooms.

POINT COOK TOWN CENTRE SHOWS HOW TO BLEND MELBOURNE'S ALFRESCO DINING AND COFFEE CULTURE WITH CONVENTIONAL SUBURBAN SHOPPING

INITIATIVE 4.4.2
A COORDINATED APPROACH TO THE DELIVERY OF EDUCATION, HEALTH, RECREATION AND CULTURAL FACILITIES

All neighbourhoods need good access to primary, secondary and tertiary education institutions (including special education services), arts infrastructure, hospitals and specialist medical services. These major regional and subregional services and facilities must be conveniently located.

Growth corridor plans have identified locations for education institutions in our developing suburbs. However, it is essential to coordinate investment so that all types of social infrastructure are well-located, and co-located with allied services and facilities. There is also scope to explore more innovative types of education and health facilities, including 'vertical schools', mixed-use health precincts and higher education campuses.

In the short term

*   In partnership with government agencies, provide advice on how government proposals (such as for health, arts and education infrastructure) align with land-use and transport objectives.

    METROPOLITAN PLANNING AUTHORITY

*   In partnership with government agencies and the private sector, establish models for multi-storey education and lifelong learning campuses and health and arts precincts.

    DEPARTMENT OF EDUCATION AND EARLY CHILDHOOD DEVELOPMENT

INITIATIVE 4.4.3
REMOVE PLANNING IMPEDIMENTS TO NOT-FOR-PROFIT COMMUNITY SERVICES IN THE PLANNING SYSTEM

Key community services are often delivered by not-for-profit community organisations. These organisations offer services and support, build social capital and strong communities, and create education and local work opportunities. The work of not-for-profit organisations provides many long-term benefits, such as reducing the future costs of disadvantage and poor health.

However, the ability of not-for-profit organisations to operate in both established and growing neighbourhoods is limited by the lack of affordable space, by building costs, and in some instances by planning barriers to establishing services and delivering integrated responses with other service providers.

In the short term

*   Review the *Precinct Structure Planning Guidelines* to consider options for creating space for not-for-profit organisations in activity centres, and shared space in community centres.

    METROPOLITAN PLANNING AUTHORITY

*   Provide guidance and update the planning provisions, where appropriate, to support not-for-profit activities.

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 4.5
MAKE OUR CITY GREENER

INITIATIVE 4.4.4
IDENTIFY AND SECURE SUITABLE LOCATIONS FOR CEMETERIES

While there is some suitable land in the form of undeveloped reserves for cemeteries in Melbourne, the Department of Health reported in 2012 that some local government areas no longer have land capacity for burials, and others are expected to exhaust their capacity before 2035. The report identified the need for additional land for cemetery purposes in some designated growth areas, and in the Eastern Subregion. There is also a need to cater for all faiths when planning for cemeteries – different faiths may have different needs.

Consideration also needs to be given to the selection of suitable sites for future cemeteries and crematoria, particularly in growth areas and outer-metropolitan areas.

In the short term

· Work with the Department of Health and cemetery trusts to determine the need for additional land for cemeteries and crematoria (including at existing cemeteries) and to identify possible new locations.

  METROPOLITAN PLANNING AUTHORITY

MAP 25 – EXISTING AND POTENTIAL BOULEVARDS
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING & LOCAL INFRASTRUCTURE AND VICROADS, 2013

Metropolitan Region
Urban Area
Road Network
Rail Network
Waterway

●●●●● **Existing Central City Boulevards**
   1 - Harbour Esplanade
   2 - St Kilda Road - Brighton Road
   3 - Victoria Parade
   4 - Royal Parade
   5 - Flemington Road
○○○○○ **Boulevards to be investigated/implemented in short term**
   6 - Plummer Street (Fishermans Bend)
   7 - Dynon Road (West Melbourne)
   8 - Alexandra Parade (Collingwood - Fitzroy)
   Nepean Highway (Frankston) - Not shown
   Maroondah Highway (Ringwood) - Not shown
   Plenty Road (Bundoora) - Not shown
   Sneydes Road (East Werribee) - Not shown

Melbourne is not just bricks and mortar – it contains an urban forest of trees and vegetation on our properties, lining our streets and on public lands. Increasing tree and vegetation cover across an urban area results in many environmental, social and economic benefits. These include cooling to reduce heat and UV impacts, reduced air pollution and energy costs, enhanced liveability, improved physical and mental wellbeing, protected biodiversity and enhanced visitor appeal.

Our city's green spaces are under increasing pressure from drought, climate change and the increasing cost of water. Growth and increasing density are reducing the size and number of private gardens and opportunities for street trees and landscaping in our newer suburbs. Adopting water-sensitive design approaches in our urban areas, expanding our street tree coverage and making our available open space healthier and greener will help offset these pressures and add to the city's liveability.

INITIATIVE 4.5.1
DEVELOP A NEW METROPOLITAN OPEN SPACE STRATEGY

Responsibility for providing open space is currently shared by a number of government agencies and local governments. This creates a lack of overall direction in strategic planning for open space across Melbourne and can lead to confusion about who is responsible for funding, planning and delivering open space.

There are limited opportunities to provide new open space in Melbourne's established areas. Better designing and using existing assets, and developing innovative approaches to open-space delivery at a local level, will provide valuable future local open-space additions. This will include identifying opportunities for new or enhanced open space in urban-renewal precincts along waterways, on surplus government-owned land and as part of precinct-wide redevelopment plans.

In the short term

· Prepare a metropolitan open space strategy. The strategy will include measures to improve the provision and protection of open space, and determine the need for new open space in areas that are expected to grow substantially; and will update regulations outlining the role of all levels of government.

  METROPOLITAN PLANNING AUTHORITY

· Publish information about open space to help guide planning, building on the Victorian Environmental Assessment Council's open space database.

  METROPOLITAN PLANNING AUTHORITY

INITIATIVE 4.5.2
PROVIDE NEW NEIGHBOURHOOD PARKS AND OPEN SPACE

As our city grows and we accommodate more people, we will need to increase the quantity and quality of public open space and of leisure, recreation and sporting facilities. Melbourne has a long legacy of open-space planning. Many local governments have prepared open-space strategies. Precinct structure plans in growth areas identify where local parks and sports grounds will be located. However, there is scope to explore more innovative ways of increasing local open space at the neighbourhood level and funding its ongoing maintenance. Redevelopment of urban-renewal precincts and of surplus underutilised government land will provide opportunities to plan for new open space. In some areas, practical solutions (such as using school grounds out of school hours) will also help add to the availability and accessibility of public open space and of sport and recreation facilities.

In the short term

- Use the new standard development contributions system to provide greater certainty in the provision of local open space in Melbourne's growth areas.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate options for a pocket park fund – to be used in established areas to fill identified local open space gaps.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

- Work with government agencies to prepare shared-use plans of open space and recreation facilities for government schools.
  DEPARTMENT OF EDUCATION AND EARLY CHILDHOOD DEVELOPMENT

INITIATIVE 4.5.3
EXTEND THE LANDSCAPE AND VEGETATION COVER OF METROPOLITAN MELBOURNE

The greening of Melbourne is already under way. We have committed to planting 1.5 million trees across parklands and other public open spaces in the city by 2014, as part of the 2 Million Trees Project. There are other significant greening programs under way. Greening the West is a regional initiative to deliver positive health and social outcomes in the city's western suburbs through urban greening. The program is facilitated by City West Water in partnership with local governments, water utilities, government agencies and industry and community groups. VicRoads is currently investigating design features to allow for tree planting. Its review will address the potential to design road space to allow for tree planting without compromising road safety standards.

In the short term

- Address impediments to planting canopy trees along roads, including identifying priority roads (such as boulevards) where removing overhead power lines can be considered.
  METROPOLITAN PLANNING AUTHORITY

- Investigate extending City West Water's Greening the West initiative to other subregions of Melbourne.
  OFFICE OF LIVING VICTORIA

- Encourage local governments to undertake community tree-planting programs by building on the success of the 2 Million Trees Project beyond 2014.
  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

DIRECTION 4.6
CREATE MORE GREAT PUBLIC PLACES THROUGHOUT MELBOURNE

Plan Melbourne aims to raise the standard of urban design of public places throughout the entire metropolitan area. Improvements to public spaces and more-thoughtful integration of new developments into their surroundings can make a measurable difference to the amenity and economic vitality of suburban communities. They also enrich the civic, cultural and social life of Melbourne.

All kinds of different locations in Melbourne – larger precincts, mixed-use areas, activity centres and streets – have the potential to become distinctive and appealing places that can add to the city's overall character and sense of place. We will adopt a more focused place-making approach to deliver our city's next generation of urban infrastructure, and seek to achieve a consistently high standard of design quality of our public spaces.

A major component of Melbourne's international reputation for public design lies in its cultural, educational and sporting precincts. Many of its iconic venues are located in the heart of the city including the MCG, Melbourne Tennis Centre, Melbourne Arts Precinct, Federation Square and National Gallery of Victoria. Other important venues (such as our suburban racecourses, sand-belt golf courses and art galleries) are distributed across the metropolitan area. Sport and culture also thrive at the community level in Melbourne. The city's suburbs have public sporting venues and community arts facilities that give residents opportunities to participate in various sporting and cultural activities. Plan Melbourne aims to ensure that Melbourne's distinctiveness as a leading cultural and sporting city is maintained, and that more facilities are provided at a suburban and subregional level.

INITIATIVE 4.6.1
PREPARE A DISTINCTIVE MELBOURNE POLICY

Metropolitan Melbourne is a mosaic of diverse natural landscapes and urban places. This variety gives rise to a range of locally distinctive settings, which need to be reflected in the design of new developments. The Victoria Planning Provisions contain clauses to protect aspects of distinctiveness, but they do not specify what Melbourne's distinctive aspects are or how they should influence new development. More guidance is provided at the local level by individual planning schemes. While local variations are essential to Melbourne's identity, a metropolitan-wide policy is needed to clearly identify Melbourne's distinctive and iconic elements. This policy will encourage the creation of memorable, well-designed places that build on our city's legacy of distinctiveness and liveability.

In the short term

- Update the State Planning Policy Framework to include explicit policy on Melbourne's distinctiveness.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.6.2
DEVELOP MELBOURNE'S NETWORK OF BOULEVARDS

Melbourne's grand boulevards are a proud and distinctive feature of the city's urban fabric. A legacy of the gold rush, boulevards like St Kilda Road, Victoria Parade and Royal Parade are wide, generous, tree-lined spaces that serve multiple uses and can accommodate relatively tall buildings, thanks to the width of the road and the softening visual role of the trees (Map 25). More recent major roads were developed to cater primarily for through-traffic and trees and other architectural features were minimised for safety reasons. While safety remains a paramount consideration, we should aim to create contemporary boulevards that build on this aspect of Melbourne's physical distinctiveness.

Many local governments have been working to create local boulevards. These have taken different forms and use different styles such as bush boulevards or avenues of honour.

We will extend this practice to progressively develop new boulevards as part of planning for the urban growth areas, and transform a network of selected existing road corridors to become boulevards across Melbourne. In some cases, this will mean providing greater tree coverage for shade and enhancing the attractiveness of major through-roads. We will also consider creating boulevards in low-speed environments with low through-traffic, primarily for pedestrians and public transport. Any potential boulevard will need to consider the cross-section available and appropriate treatments (whether that be canopy tree planting or sculptural treatments) in balance with safety and the needs of the local community.

We will work in close consultation with local governments and relevant stakeholders to identify potential or redeveloped boulevards that can be integrated with other improvements to public space or place-making initiatives.

In the short term

- Work with VicRoads and local governments to prepare a long-term metropolitan boulevard strategy and implementation plan that identifies possible new boulevards.
  METROPOLITAN PLANNING AUTHORITY

- Investigate boulevard treatments for Nepean Highway, Frankston; Maroondah Highway, Ringwood (as part of the Ringwood Station and Interchange Upgrade); and Plenty Road, Bundoora.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Transform Sneydes Road, East Werribee into a boulevard as part of the delivery of the emerging East Werribee Employment Cluster.
  METROPOLITAN PLANNING AUTHORITY

- Improve the amenity of Alexandra Parade following completion of East West Link.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate boulevard treatments for Plummer Street, Fishermans Bend Urban Renewal Area and Dynon Road, West Melbourne, as part of urban renewal projects.
  METROPOLITAN PLANNING AUTHORITY

- Establish a pipeline of future boulevards.
  METROPOLITAN PLANNING AUTHORITY

INITIATIVE 4.6.3
FUND SUBREGIONAL CULTURAL AND SPORTING FACILITIES

One of the benefits of Melbourne's growth is its increasing capacity to develop and sustain significant subregional cultural and sporting facilities. Developments such as the Darebin International Sports Centre, Monash Gallery of Art, Casey Fields sports complex and the Cranbourne Botanic Gardens highlight this trend.

At the subregional level, redevelopment of larger urban renewal precincts and surplus underutilised government land will provide opportunities to plan for regionally significant cultural and sporting facilities. Where future opportunities arise, we will work with local governments – through the new metropolitan subregion arrangements – and with other stakeholders to coordinate the delivery of these regional-level facilities.

In the short term

- Consider a contribution towards the cost of regionally significant cultural and sporting facilities through Government grants such as the metropolitan Community Infrastructure Fund and other means.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

INITIATIVE 4.6.4
SUPPORT CULTURAL EVENTS, PRECINCTS AND PROGRAMS

Plan Melbourne commits to continuing the support of our dynamic arts culture to reinforce Melbourne's multicultural and creative identity. We will ensure the provision of spaces and facilities that encourage cultural innovation and new forms of artistic expression, not just in the inner city but throughout the metropolitan area. This initiative will support Victoria's cultural precincts to remain sustainable and attractive for investment, including cultural and tourism activities, and reinforce Melbourne's multicultural diversity through a commitment to cultural events and programs and associated infrastructure.

Examples of designated cultural precincts that have been funded to date include the Lonsdale and Little Bourke Street precincts in the CBD; Lygon Street, Carlton; Victoria Street, Richmond; Oakleigh's Eaton Mall; and the Thomas Street Afghan Bazaar in Dandenong. Examples of community infrastructure that have been funded to date include the Chinese Museum in Melbourne's Chinatown; the Greek Cultural Centre in Melbourne's Greek precinct; the African Australian Community Centre in Footscray; the Islamic Museum of Australia in Thornbury; the National Jewish Library in Caulfield; and the African House in Shepparton.

These facilities will provide a capacity for culturally and linguistically diverse communities to support their members as well as engage with the broader community, showcase creative projects, incubate entrepreneurial arts- and multicultural-related enterprises, establish larger audiences, and enable communities from different cultures to participate in events and programs that reflect and support their traditions, lifestyles and beliefs.

In the short term

- Provide guidance and update regulations, where appropriate, for the use of open spaces, streets and parks for a range of community and cultural events.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

- Examine ways to simplify planning requirements for new cultural and arts events and facilities, including small start-ups.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

ROYAL BOTANIC GARDENS CRANBOURNE
CREATING STATE-SIGNIFICANT GARDENS IN A SUBURBAN LOCATION

In the 1960s, the Royal Botanic Gardens Board recognised the need for a satellite garden to promote the cultivation of Australian plants. With funding from the Maud Gibson Trust, it purchased land at Cranbourne, south-east of Melbourne, and established the Royal Botanic Gardens Cranbourne in 1970. It acquired additional parcels of land in later years, and the Royal Botanic Gardens Cranbourne now covers 363 hectares.

The Australian Garden is an award-winning native plant garden at Cranbourne. It showcases Australian flora, landscapes, art and architecture. The first stage opened in 2006. After 20 years of planning, construction and planting, this vibrant garden is now complete.

Water is the main storyteller in the Australian Garden. It leads visitors through the garden, expressing the main design themes and water's historic and future relationship with the Australian landscape.

In the first half of the Australian Garden, the journey of water begins in the red desert heart of Australia, represented by the Red Sand Garden. Here, it is dry – there is no water. The journey continues – the Dry River Bed and the Ephemeral Lake Sculpture illustrate the transient nature of water leaving the desert in drought, arriving with unpredictable flooding at the Rockpool Waterway.

In the second half of the Australian Garden (the northern half), the Rockpool Waterway becomes a river bend at the River Walk.

The Royal Botanic Gardens aimed, by creating the Australian Garden, to share with visitors the beauty and diversity of Australian plants. The Australian Garden is a place to explore the evolving connections between people, plants and landscapes. It is also a place where Melburnians and visitors can be inspired to use Australian plants in home gardens, and get information about how to do so.

ROYAL BOTANIC GARDENS CRANBOURNE SHOWS THE POSSIBILITIES AND BENEFITS OF DEVELOPING STATE-SIGNIFICANT FACILITIES IN SUBURBAN LOCATIONS

DIRECTION 4.7
RESPECT OUR HERITAGE AS WE BUILD FOR THE FUTURE

Melbourne's heritage provides a tangible link to our past and helps us to understand the lives and aspirations of past generations. The city's history encompasses all aspects of Aboriginal and post-European settlement up to the present day, and is central to our sense of identity.

Managing the tension between development and conservation is an important task for the government and one that needs to be streamlined, to make heritage management and planning more effective and supportive of efficient planning and development outcomes. We also need to adopt innovative approaches to the creative reuse of heritage places, where good urban design can both preserve and re-energise historic buildings and places.

INITIATIVE 4.7.1
VALUE HERITAGE WHEN MANAGING GROWTH AND CHANGE

With all three levels of government sharing responsibility for protecting Melbourne's heritage, decision making must be consistent and credible, and based on a clear and widely accepted understanding of the city's history. Plan Melbourne aims to protect the city's heritage, and improve heritage management processes within the Victorian planning system.

In the short term

- Work with local governments to enhance and improve heritage planning and assessment, including closer engagement with affected landowners.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review and modernise the *Victorian Heritage Act 1995* with a stronger focus on proactive heritage identification and preservation.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.7.2
RESPECT AND PROTECT OUR CITY'S ABORIGINAL HERITAGE

Throughout Victoria, even in the most intensively developed areas, the landscape holds the imprint of countless generations of Aboriginal occupation. With the arrival of Europeans in Victoria, new and very different sites of Aboriginal heritage significance came into being. They include places of first contact between European and traditional owners, missions, properties where Aboriginal pastoral workers played vital roles and, in more recent times, places associated with the Aboriginal rights movement, as well as contemporary places with ongoing uses and associations.

In 2012, the Victorian Parliamentary Inquiry into the Establishment and Effectiveness of Registered Aboriginal Parties recommended development of a statewide program of country mapping to improve the available knowledge about areas of cultural heritage sensitivity.

In the short term

- Continue an ongoing program of country mapping to improve understanding and recognition of Aboriginal cultural heritage values in metropolitan planning processes.
  DEPARTMENT OF PREMIER AND CABINET

- Update the State Planning Policy Framework to link to Aboriginal country mapping.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 4.7.3
CREATE INCENTIVES FOR HERITAGE CONSERVATION

Melbourne's heritage is a significant tourism drawcard and an important part of our city's cultural economy. To ensure that this continues, we must invest in our heritage, and particularly in those places that contribute to Melbourne's identity and distinctiveness.

The government recognises that, in some instances, public benefits flow from private-sector developments that involve significant heritage assets. This can include the conservation and adaptive reuse of heritage assets that would otherwise deteriorate and cease to contribute to Melbourne's economic development. Examples of this include the conversion of Melbourne's former GPO into a landmark retail complex, and the conversion of the former Abbotsford Convent into a community and arts precinct. Regeneration of heritage assets through adaptive reuse can deliver unique and exciting places that can be used well into the future. Rehabilitating old buildings and places also creates opportunities for new investment and jobs.

In the short term

- Investigate the potential of transferable development rights for significant heritage conservation and development projects, including by examining the experience of other jurisdictions with this approach.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

MELBURNIANS SAID...

ANGUS WITHERBY, MORDIALLOC

" Change should be adaptive and progressive, rather than radical. "

CHERI HUGHES, BALACLAVA

" I love how we have everything here. I can go into the city and enjoy a variety of activities without planning. [But] there aren't a lot of festivities in general during the winter in Australia and it would be nice if there could be a new winter festival we can come up with to take us through the winter season. "

FIONA FIELD, HAWTHORN

" We must ensure that the green wedges are retained and that where redevelopment occurs it is in character with the existing amenity of the area. "

PAUL JANE, PARKS AND LEISURE AUSTRALIA

" Melbourne's parks and open spaces and natural areas are a vital part of the economic health of Melbourne. They are also important socially and environmentally. Parks contribute strongly to all five outcome principles outlined in the discussion paper. "

IAN BRYANT, CLYDE NORTH

" Public transport should be put in place before estates and schools are built, especially with the population being older, getting older, and needing to get to appointments, and not everybody's got two cars. "

INITIATIVE 4.7.4
ENCOURAGE PLACE NAMES THAT HONOUR LOCAL IDENTITY AND HISTORY

Many Melburnians are proud of their local suburb and its unique identity. Localised suburb names can honour an area's history, notable past residents, indigenous heritage, or early settler history; and also make navigating our city easier. Some very expansive and large suburbs are more difficult to navigate given their size. In recent decades, some areas have been formally renamed, such as Cremorne, Travancore, South Wharf and Docklands.

In the short term

- Amend the *Precinct Structure Planning Guidelines* to ensure that new suburbs are named in an appropriate way, taking into account history, heritage and ease of navigating the area in future.

  METROPOLITAN PLANNING AUTHORITY

- Create guidelines for communities and local governments to rename sections of larger suburbs to enhance the local sense of community, improve navigability and recognise local heritage.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Update place-naming guidelines to ensure that Aboriginal heritage can be more easily acknowledged in new place names.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 4.8
ACHIEVE AND PROMOTE DESIGN EXCELLENCE

Melbourne has a well-deserved reputation for quality design, particularly in regard to its built environment and creative industries. There is now a body of evidence that shows quality urban design and architecture add value by increasing the economic viability of development, and deliver social and environmental benefits. The best means of achieving quality design outcomes is less clear-cut and can involve a range of strategies, including those below.

HAVE A CLEAR COMMITMENT TO QUALITY DESIGN OUTCOMES – As the largest procurer of design services in Victoria, the State Government can set a high design standard in its own projects. It can lead by example. There are also opportunities to improve its design procurement practices.

INCLUDE A DESIGN REVIEW IN ASSESSMENTS OF SIGNIFICANT DEVELOPMENT PROJECTS – An independent, expert, design review can add significantly to the quality of project outcomes. Embedding a formal and accountable design review process from the earliest stages of projects has been proven to improve outcomes, ensure best value, expedite decision making and ensure that all relevant interests are taken into consideration.

STRENGTHEN DESIGN CAPABILITY AT ALL LEVELS OF GOVERNMENT – More sophisticated design understandings and capabilities will help support local governments in their capacity to act as design advisers and assessors in the development approvals process.

Plan Melbourne aims to extend the emphasis on good design, apparent in the inner-city's built environment, across the whole metropolitan area and embed it in the planning process.

INITIATIVE 4.8.1
PROMOTE URBAN DESIGN EXCELLENCE

While heritage sites and buildings are integral parts of Melbourne's identity, the quality of Melbourne's built environment also depends on high design standards.

In the short term

- Expand the Victorian Design Review Panel process to include, where appropriate, voluntary, fee-for-service reviews of:
  - significant state-government and state-funded projects
  - significant projects affecting places on the Victorian Heritage Register
  - significant projects referred by local government.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (OVGA)

MELBURNIANS SAID...

JEN SMITH, COUNCIL TO HOMELESS PERSONS

" While overall housing supply is fundamental to both the social and economic functioning of Melbourne, the provision of affordable rental housing is the first step towards ending homelessness in Victoria. "

THOMAS GUERNEY, FOOTSCRAY

" It's clichéd, but I like the food and the drink. I live out at Footscray and there's just amazing fresh food out there and cheap. I like the weather. I prefer the cold. I'm sick of the humidity up north. "

MATT PALMEN, EVANS AND PECK

" Innovation is a crucial function of the economy that will contribute to Melbourne's competitiveness and productivity and shore-up future prosperity and well-being for its residents. "

SUE NOBLE, VOLUNTEERING VICTORIA

" A '20 minute city' would promote a greater sense of community and potentially higher rates of volunteering. "

LIZA COFFEY, CAMBERWELL

" I like the vibrant city centre, the neighbourhood high streets, the food, the shopping, the arts and culture… but most importantly, the amazing quality coffee. "

INITIATIVE 4.8.2
IMPROVE ACCESS TO INFORMATION AND TECHNOLOGY TO SUPPORT PLANNING PROCESSES

Major developments are increasingly challenging in terms of their scale and relationships with their surroundings. Planning permits can remain live for many years, so it is essential to factor them in when considering any nearby proposals. The impact of proposed development should be considered not only in its current spatial context but also in the context of likely future development nearby.

Three-dimensional modelling is a valuable tool for testing and evaluating the impacts of alternative development proposals. This technology allows planners to visualise an existing site, as well as other possible future developments they may need to consider and assess. It enables communities and decision makers to explore proposed projects clearly and in detail, and therefore fully understand potential options and their ramifications.

To encourage this, we will engage with the design and architecture industries to foster an ongoing conversation with Melburnians, Victorians, investors and visitors about the design and form of our city. Representative bodies such as the Victorian Chapter of the Australian Institute of Architects, and the Building Designers Association of Victoria will be consulted by the Office of the Victorian Government Architect about ways to improve the design of Melbourne's built form, particularly for notable projects and strategies.

In the medium term

- Investigate extending the government's existing three-dimensional modelling to encompass the Central Subregion and other key precincts (such as national employment clusters and/or metropolitan activity centres) and invest in cross-government access to the model as a tool for visual assessment and planning of the city's future development.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate the costs, benefits and opportunities of establishing a publicly accessible Melbourne Planning and Design Centre to display a three-dimensional model and provide information about urban design and development issues.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

ENVIRONMENT AND WATER

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

ENVIRONMENT AND WATER

WE WILL

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

ISSUES

SUMMARY

Our city's sustainability is defined by the strength, health and beauty of our natural environment and the resilience of our built environment.

Key to sustainability will be the way in which we manage our water, energy and waste resources.

Sustainability will also be reinforced through an urban structure that aligns housing and commercial development with public transport, and locates jobs closer to where people live.

Melbourne depends on a range of natural processes to function. As the city grows, it will be important to maintain the health of urban waterways, enhance our biodiversity values and ensure a balanced approach to coastal protection.

We need to change the way we plan and manage both urban development and water services, to enable a more comprehensive and innovative approach to using stormwater and recycled water.

Demand for energy in Melbourne will continue to grow, presenting challenges in terms of managing electricity prices and improving energy efficiency.

Improving our energy efficiency and developing local energy solutions will become more important, not only for reasons of price and sustainability but also because of rising aspirations within local communities to have more control over their own energy supply and consumption.

OUR PLAN

DIRECTIONS

5.1 Use the city structure to drive sustainable outcomes in managing growth

5.2 Protect and restore natural habitats in urban and non-urban areas

5.3 Enhance the food production capability of Melbourne and its non-urban areas

5.4 Improve noise and air quality to improve human and environmental health

5.5 Integrate whole-of-water-cycle management to deliver sustainable and resilient urban development

5.6 Protect our significant water and sewerage assets

5.7 Reduce energy consumption and transition to clean energy

5.8 Plan for better waste management and resource recovery

SOLUTIONS

Accommodate the majority of new dwellings in established areas within walking distance of the public transport network and ensure settlement planning in growth areas and peri-urban regions responds to natural hazards.

Address threats to the health of Melbourne's waterways as part of the whole-of-water-cycle management planning process including protecting and restoring biodiversity areas, the values of our waterways and the coastlines and waters of Port Phillip Bay and Western Port.

Protect high-quality agricultural land in Melbourne's non-urban areas for food production, and assess and protect strategically significant agricultural land through the development of appropriate planning provisions.

Integrate noise and air-quality guidelines into land-use and transport planning provisions and strengthen mechanisms (such as clearer standards and guidance) to protect separation, buffer and interface distances for existing facilities and uses which create noise and air quality issues.

Develop and implement whole-of-water-cycle management plans in Melbourne's subregions.

Protect our water and sewerage assets and open-space waterway corridors from inappropriate development.

Facilitate the delivery of clean-energy projects.

Establish our city's long-term needs for waste management sites, work in consultation with local governments and key stakeholders to identify areas where these sites may be located and, through planning, secure adequate sites for these purposes by rezoning land in planning schemes.

Protect waste management and resource recovery facilities from urban encroachment and assess opportunities for new waste facilities to meet the logistical challenges of medium- and higher-density developments.

ISSUES

OUR PRECIOUS NATURAL ENVIRONMENT

The government will position Melbourne as a world-leading sustainable city that values and enjoys its natural assets; is innovative in the way that it manages its water, energy and waste resources; and is resilient to environmental changes.

Our city's sustainability is defined by the strength, health and beauty of our natural environment and the resilience of our built environment.

There are many things that we can do to enhance the beauty and liveability of Melbourne's urban areas, as well as its green wedges and environmentally diverse peri-urban regions. Locking in an urban boundary is crucial. This will also secure the future use of green wedges and the peri-urban regions for agriculture and agribusiness, biodiversity, recreation and open space, tourism, heritage and landscape conservation.

A more sustainable Melbourne will also be innovative in the way it manages its water, energy and waste resources.

The way these resources are secured and managed will have a range of impacts on Melbourne's competitiveness, amenity, environmental sustainability and resilience to extreme climatic conditions. A growing population creates an imperative to manage our resources in a more integrated and efficient way, and to plan them coherently with all other components of the city.

Water, energy and waste resources are often viewed simply as inputs or products of the functioning of a city. This underestimates their potential.
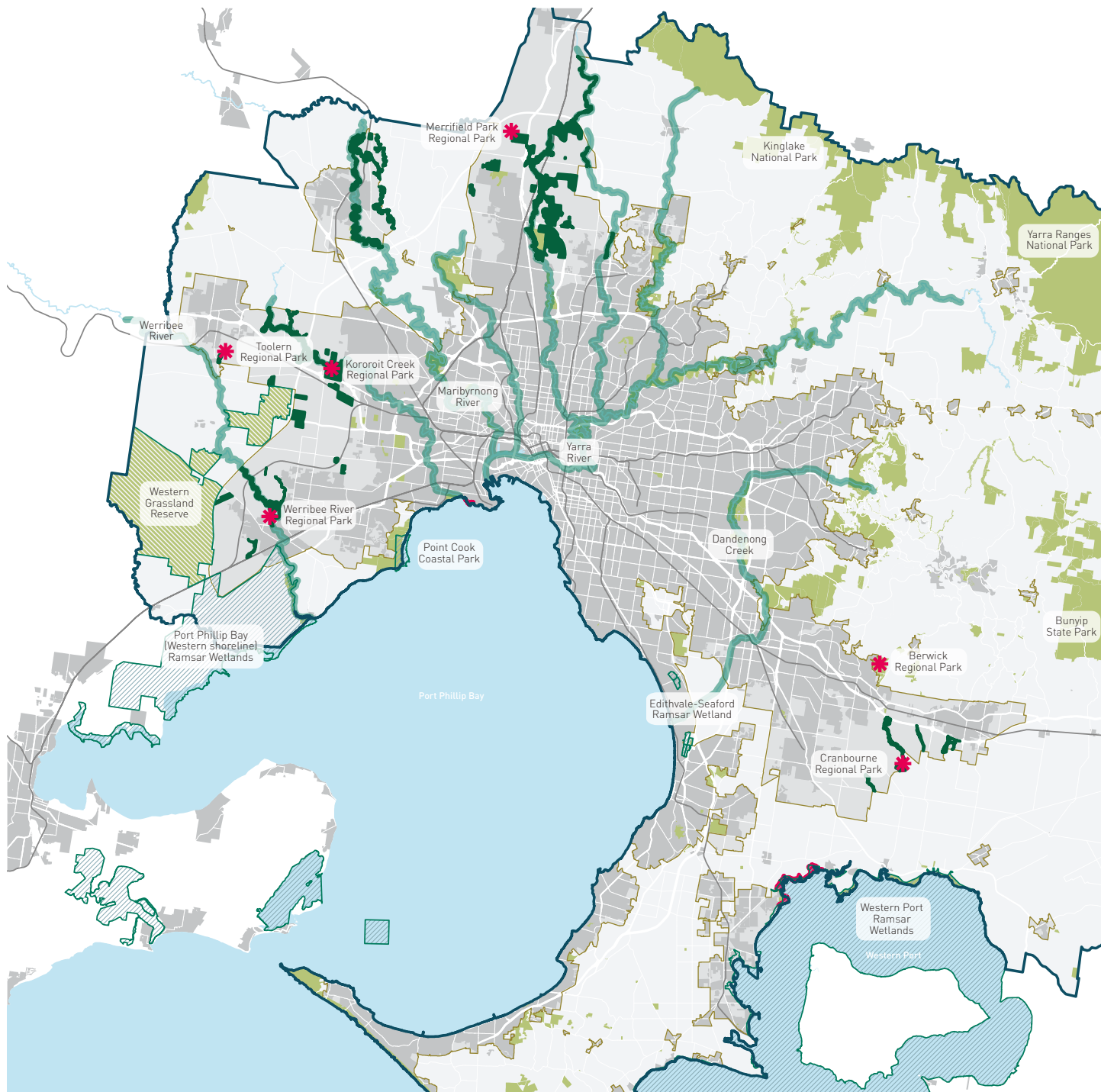
MAP 26 – OPEN SPACE, NATURAL FEATURES AND BIODIVERSITY CONSERVATION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014;
VICTORIAN ENVIRONMENT ASSESSMENT COUNCIL, 2012; GROWTH AREAS AUTHORITY, 2012

Map labels:
- Merrifield Park Regional Park
- Kinglake National Park
- Yarra Ranges National Park
- Werribee River
- Toolern Regional Park
- Kororoit Creek Regional Park
- Maribyrnong River
- Yarra River
- Werribee River Regional Park
- Western Grassland Reserve
- Point Cook Coastal Park
- Dandenong Creek
- Bunyip State Park
- Port Phillip Bay (Western shoreline) Ramsar Wetlands
- Berwick Regional Park
- Port Phillip Bay
- Edithvale-Seaford Ramsar Wetland
- Cranbourne Regional Park
- Western Port Ramsar Wetlands
- Western Port

N
0   10   20
Kilometres

Legend:
- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Waterway corridor
- Major open space
- Conservation area (as identified in the Biodiversity Conservation Strategy for Melbourne's Growth Areas)
- Marine national park sanctuary
- Ramsar sites
- Regional Open Space – future
- Western Grassland Reserve
- Waterway

TRANSFORMING TO A MORE SUSTAINABLE CITY

Adapting to a changing climate is about taking deliberate steps to manage the potential impacts of climate variations on our lifestyles, our health and wellbeing, our environments, our infrastructure and our economy. Projections suggest an increased risk of extreme weather events. The nature of the Victorian climate and landscape is such that some neighbourhoods in Melbourne and its peri-urban regions will continue to be threatened by natural disasters.

It is recognised that Australia must reduce its greenhouse gas emissions in line with international efforts to mitigate the risks of climate change. Figure 15 shows the main sources of Australia's greenhouse gas emissions[31].

FIGURE 15 – NATIONAL GREENHOUSE GAS INVENTORY 2011

SOURCE: AUSTRALIAN GOVERNMENT, DEPARTMENT OF CLIMATE CHANGE AND ENERGY EFFICIENCY, AUSTRALIA'S EMISSIONS PROJECTIONS 2012

- ELECTRICITY (34%)
- DIRECT FUEL COMBUSTION (17%)
- TRANSPORT (15%)
- AGRICULTURE (14%)
- FUGITIVES (7%)
- INDUSTRIAL PROCESSES (6%)
- DEFORESTATION AND FORESTRY (4%)
- WASTE (3%)
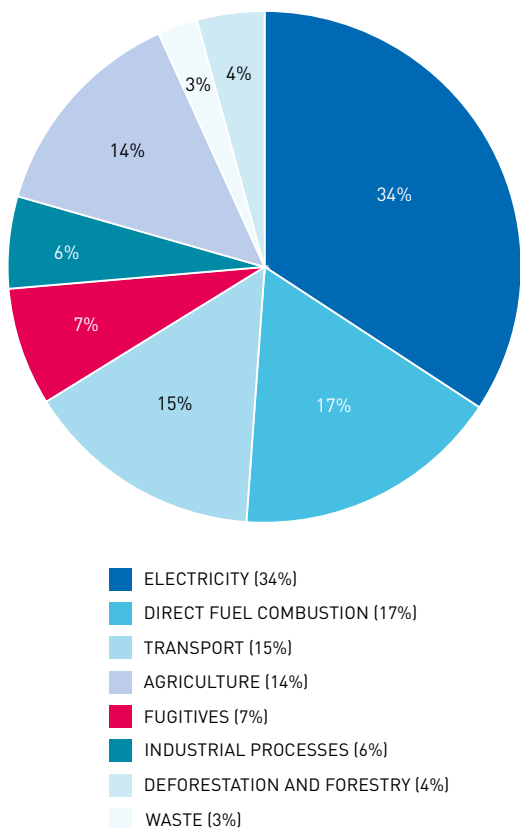
A SUSTAINABLE URBAN STRUCTURE

A city's level of greenhouse gas emissions is partly a function of its urban structure. In compact cities with shorter travel distances, walking and cycling are easier and the provision of transport infrastructure is more economical.

A number of initiatives in Plan Melbourne will help transform Melbourne into a more sustainable city. We want to reinforce an urban structure that aligns housing, jobs and public transport through urban renewal, transit-oriented development and residential growth zones in close proximity to the public transport network. This has both environmental and economic benefits by reducing trip lengths, travel times and costs. Urban renewal and growth in designated precincts can create a more energy-efficient city.

MAINTAINING HEALTHY ECOSYSTEMS AND BIODIVERSITY FROM CATCHMENT TO COAST

Melbourne, like all cities, depends on a range of natural processes to function. At the same time, the natural systems around the city depend on us caring for the condition of our land, waterways and vegetation, and supporting healthy habitats. This will become more challenging as the city grows. It will be important that we maintain the health and amenity of urban waterways, enhance our biodiversity values, and ensure a carefully balanced approach to our coastal areas that safeguards the environment while allowing a variety of land uses.

Melbourne's peri-urban regions are ecologically diverse and encompass areas of local, state, national and international environmental significance. They include the natural temperate grasslands of the Victorian Volcanic Plain and grassy eucalypt woodland, a number of national parks including the Yarra Ranges, Dandenong Ranges, Point Nepean and Mornington Peninsula national parks, and coastal parks such as Point Cook Coastal Park. They also include internationally recognised wetlands under the Ramsar Convention, such as Western Port and the Western Treatment Plant at Werribee.

REDUCING THE IMPACTS OF POLLUTION

Pollution of our air, water and soil affects our lives, health and wellbeing. Motor vehicles are a major source of air pollution in our city. Emissions from industry can also pose a health risk, with children and the elderly particularly sensitive to air pollution.

Further, environmental noise can impact on people's quality of life through sleep disturbance, reduced productivity at work or school, stress, anxiety and other physical effects. Stormwater pollution is a significant problem for our city's rivers and creeks. Stormwater washes 14,000 tonnes of sediment and 650 tonnes of nutrients (such as nitrogen from fertiliser) into the Yarra River each year, as well as litter, heavy metals and bacteria.

A denser, more contained and compact city will need more water and more innovative ways of capturing and reusing it. At the same time, we need to enable greater permeability of rainwater into the ground to reduce run-off, which pollutes our urban creeks.

USING AND REUSING ALL SOURCES OF WATER

Melbourne's water supply system comprises 157,000 hectares of protected catchments in the Yarra Ranges, which provide some of the best water quality in the world.

In July 2013, the government released for consultation *Melbourne's Water Future*, a new approach to managing the urban water cycle in Melbourne. One of Plan Melbourne's key objectives is to make better use of all available water sources including recycled water, rainwater and stormwater.

The volume of stormwater runoff from Melbourne's rainfall is greater than the amount we actually use from our dams. This volume of water is more than enough to provide both an alternative supply for non-drinking purposes and a healthy flow to our waterways and bays. We need to value and use Melbourne's rain fall to minimise water price increases, improve the health of waterways and bays, reduce urban flooding, enhance our liveability and amenity, and build Melbourne's expertise in whole-of-water cycle management – a key capability of the 21st century.

GETTING ECONOMIC VALUE OUT OF WASTE

The first objective of any citywide waste management strategy should be to avoid or reduce the amount of waste produced. The second is to find ways to recover and productively reuse the waste we do generate. These are the objectives of *Getting Full Value: the Victorian Waste and Resource Recovery Policy*.

These objectives are critical in a land-use context. They minimise the need to find suitable landfill sites to store waste as the city grows, and reduce the transport task of moving waste across the city.

Attracting investment for the right mix of waste management and resource recovery infrastructure is vital for maintaining the environmental resilience and long-term productivity of Melbourne.

But even with greater waste reduction and recovery, there will still be waste products to manage.

The amount of waste we create is increasing and its composition is changing. Despite efforts to recycle more of our waste, technological advances mean that new waste products (such as computers and mobile phones) are now entering the waste system in increasing volumes.

Planning for waste management and resource recovery infrastructure needs to strike the right balance between securing the land and waste streams needed to underpin the commercial viability of infrastructure investment, while providing industry with the flexibility it needs to identify and act on new and emerging markets for recovered resources.

OUR PLAN

DIRECTION 5.1
USE THE CITY STRUCTURE TO DRIVE SUSTAINABLE OUTCOMES IN MANAGING GROWTH

Plan Melbourne proposes an urban structure that will meet the needs of a growing population and a changing economy. We will use our urban structure to ensure that jobs are located closer to where people live. It also proposes urban renewal and new housing in defined areas that improve accessibility. These combine to produce a more sustainable city by reducing trip lengths and travel times and by improving opportunities for walking, cycling and public transport.

By reforming the public transport fare zones, we can change travel behaviour to alleviate pressure on zone boundary stations. Applying Zone 1 fares across the entire metropolitan network will increase travel choices for commuters and reduce congestion around zone boundary stations. Zone 2 will be retained for travel entirely within that zone.

Melbourne's urban structure and settlement planning also needs to take account of natural hazards and the *Victorian Climate Change Adaptation Plan*.

INITIATIVE 5.1.1
ACCOMMODATE THE MAJORITY OF NEW DWELLINGS IN ESTABLISHED AREAS WITHIN WALKING DISTANCE OF THE PUBLIC TRANSPORT NETWORK

Plan Melbourne seeks to ensure that new dwellings within established areas are located near existing and planned transport network. The plan includes a number of proposals to deliver on this, such as municipal housing strategies to manage population growth and guide the application of reformed zones; delivering housing close to jobs and transport; and designating priority urban-renewal precincts and sites along rail corridors.

In the short term

- Reform and expand the Urban Development Program to report on the application of residential growth zones, urban renewal precincts and sites, national employment clusters, metropolitan activity centres and activity centres within walking distance of the public transport network.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 5.1.2
ENSURE SETTLEMENT PLANNING IN GROWTH AREAS AND PERI-URBAN REGIONS RESPONDS TO NATURAL HAZARDS

The *Victorian Climate Change Adaptation Plan* outlines arrangements to prepare risk-management strategies for public assets and services. It ensures that disaster-resilience strategies are being implemented, and that government policies and programs encourage climate resilience and adaptive capacity. By implementing that plan, and through other strategies, we can continue to strengthen our resilience and responses to climate risks.

In the short term

- Continue to apply planning provisions in growth area precinct structure plans and settlement planning in peri-urban regions that best manage natural hazards.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 5.2
PROTECT AND RESTORE NATURAL HABITATS IN URBAN AND NON-URBAN AREAS

Melbourne enjoys a rich natural amenity in its landscapes, waterways, foreshores and bays. This legacy exists because earlier generations understood the importance of open space and the relationships between nature, liveability and people's health and wellbeing. As our city continues to grow and change, it is critical that we continue to plan and deliver an integrated network of accessible open space and natural habitats that meets the needs of residents, workers and visitors, while adequately protecting native flora and fauna.

The government's *Biodiversity Conservation Strategy* aims to manage the impacts of development of Melbourne's urban growth corridors for the next 30 to 40 years[32]. It protects species and provides certainty for developers in their planning and decision making.

In addition to implementing the *Biodiversity Conservation Strategy*, there are opportunities to increase connections between natural areas to facilitate species movement and greater genetic diversity within our native flora and fauna populations, and to improve their persistence in areas beyond the metropolitan urban boundary.

INITIATIVE 5.2.1
INCREASE THE PROTECTION AND RESTORATION OF BIODIVERSITY AREAS

There are many areas across the metropolitan area where vegetation can be protected and restored. On public land, these include parks, waterways, road verges and wetlands (such as the western shoreline of Port Phillip Bay, the Edithvale-Seaford Wetlands and at Western Port). On private land, landholders in Melbourne's non-urban areas are already permanently conserving the biodiversity values of their land through voluntary statutory covenants. Over 3000 hectares are already protected and the number of landholders wishing to covenant their land is growing.

The government's *Biodiversity Conservation Strategy* identifies large, permanently protected areas outside the growth corridors and a network of smaller, permanently protected areas both within and outside the growth corridors. It includes objectives to prevent any further deterioration of threatened flora and to maintain sustainable populations of threatened fauna. It also streamlines environmental approvals processes to improve housing markets in these outlying locations.

In the medium term

- Undertake an evidence-based review of the Biodiversity Conservation Strategy in Melbourne's growth corridors.

  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

INITIATIVE 5.2.2
PROTECT THE VALUES OF OUR WATERWAYS

The health of Melbourne's 8,400 kilometres of waterways and our bays, and the biodiversity and ecosystems that rely on them, are crucial to our liveability and environment. Increasing urbanisation poses a significant threat to the environmental condition of waterways and hence to key waterways values such as the presence and health of platypus, fish, frogs, birds, invertebrates and vegetation. The condition of our waterways is primarily a consequence of the quantity, velocity and quality of urban stormwater run-off, and the discharge of wastewater. The more effectively stormwater and wastewater are managed, the cleaner and healthier our waterways will be.

In 2012, the government released *A Cleaner Yarra and Port Phillip Bay*, which outlines priorities to achieve a healthier Yarra River and Port Phillip Bay.

One of the five objectives of *Melbourne's Water Future* is to protect the environmental health of our urban waterways and bays. For many Melburnians, our relationship with the city is defined, at least in part, by our relationship with our coastal waters and waterways.

In the short term

• Prepare and implement new stormwater requirements to ensure that stormwater in new developments is managed in a cost-effective manner that protects the health and amenity of downstream waterways and our bays.

OFFICE OF LIVING VICTORIA

INITIATIVE 5.2.3
PROTECT THE COASTLINES AND WATERS OF PORT PHILLIP BAY AND WESTERN PORT

With over 600 kilometres of coast, Port Phillip Bay and Western Port, possess a range of environments including bay and ocean; sand, rock, mangrove and cliff; public land; private land; and different land uses. They include places of significant environmental value (such as Ramsar sites), and places of significant social value (such as recreational beaches).

Coasts contribute to the health and resilience of both marine and terrestrial ecosystems. However, due to our society's propensity to live near water, coasts will continue to be under pressure from metropolitan development.

We will ensure that the environmental quality of Western Port and Port Phillip Bay is protected in the Victoria Planning Provisions.

In the medium term

• Investigate ways that the Victoria Planning Provisions can ensure appropriate protection for the coast and waters of Melbourne's bays.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

ALTONA RECYCLED WATER PROJECT
SAVING A PRECIOUS RESOURCE

The Altona Recycled Water Project involved designing, constructing and operating an ultra-filtration and reverse-osmosis plant to produce two grades of recycled water from secondary treated water produced at the Altona Treatment Plant.

The Altona Recycled Water Project supplies about 2.5 gigalitres a year of recycled water to industry, golf courses and public open spaces in the Altona area. Nearby plastics manufacturer Qenos uses up to 6 megalitres a day for boiler and cooling tower water. Kooringal Golf Course, Sanctuary Lakes Golf Course and Altona Green use up to 3 megalitres a day, mainly for irrigation.

The project is one of Australia's most complex recycling projects because it produces both industrial-grade and irrigation-grade water. It is uncommon for one plant to produce several grades of recycled water.

The irrigation-grade water (for the golf clubs and open spaces) is demineralised using a single-pass, reverse-osmosis system. This involves using pressure to force the secondary treated water through a semi-permeable membrane or filter to remove excess salt. Industrial-grade recycled water is treated using a two-pass, reverse-osmosis system.

To develop the project, City West Water worked closely with the customers to understand and satisfy their expectations about the quality and availability of the recycled water. It also had to integrate the project plant into the existing Altona Treatment Plant, and implement modelling, monitoring and dispersion measures to minimise the impact of discharges on the environment.

During the project monitoring period, City West Water saw that the quality of the secondary treated water coming into the project plant varied significantly for short periods. This was due to particular discharges into the sewerage system upstream passing through it and contaminating the water that was received by the project plant. This meant that on occasions the water leaving the project plant did not meet agreed standards. City West Water changed the design and management of the plant so its recycled water met required quality standards at all times.

ALTONA RECYCLED WATER PROJECT SHOWS THE BENEFITS OF LOCAL WATER RECYCLING

DIRECTION 5.3
ENHANCE THE FOOD PRODUCTION CAPABILITY OF MELBOURNE AND ITS NON-URBAN AREAS

Together, Port Phillip Bay and Western Port constitute the second-most-productive agricultural area in Victoria, with output-per-hectare roughly four times the state average. Close proximity to Melbourne puts this area in a strong position to take advantage of niche markets and allows for significant local food production close to where most of it is consumed. Many Melburnians now want to source food that is grown locally[33].

A number of global trends are creating new opportunities for Melbourne's food producers. The growing middle classes of Asia are likely to become significant and fast-growing markets for high-quality produce. Melbourne's green wedges and peri-urban regions are well-placed to take advantage of these opportunities, due to a temperate climate, high-quality soils, clean water supply, agricultural skills and quality standards.

INITIATIVE 5.3.1
PROTECT HIGH-QUALITY AGRICULTURAL LAND IN AND AROUND MELBOURNE FOR FOOD PRODUCTION

Some areas around Melbourne with very fertile soil, essential for highly productive agricultural land uses, are under threat from competing land uses such as urban encroachment and rural residential development. There is also the need to support other efficient and resilient food-production techniques (such as intensive greenhouse agricultural production) in addition to traditional open-field agriculture. We must carefully consider the long-term value and environmental sensitivity of high-quality land for food production in Melbourne's non-urban areas and the economic value of these areas for Victoria's food industries into the future. Important areas need to be protected to ensure strategically significant agricultural land is not permanently lost.

In the short term

- Investigate a high-value agricultural food overlay for particular use in protecting high-value agricultural land.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)
- Prepare and implement planning provisions to better identify, protect and manage strategically significant agricultural land. These provisions should acknowledge different land-management requirements and food-production methods.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)
- Ensure localised planning statements for Mornington Peninsula, Bellarine Peninsula, Macedon Ranges and the Yarra Valley acknowledge areas that are important for food production.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 5.4
IMPROVE NOISE AND AIR QUALITY TO IMPROVE HUMAN AND ENVIRONMENTAL HEALTH

Our city's environmental quality is greatly valued by both residents and visitors. It gives Melbourne a competitive edge as a location of choice, both regionally and globally.

In the coming decades, it will become more important to manage pollution so that it does not exceed the environment's capacity to absorb it. Melbourne's air quality compares well with cities worldwide but there are occasional days of poor air quality. The Council of Australian Governments sets emission standards through national environment protection measures, which are designed to minimise the potential pollution impacts of urban living (such as motor-vehicle emissions). Victoria will work to ensure that these national measures set emissions requirements to manage pollution levels. The *Environment Protection Act 1970* establishes standards for the management of air emissions and noise through state environment protection policies. Land-use planning controls are another mechanism we can use to minimise urban noise and air pollution.

INITIATIVE 5.4.1
INTEGRATE NOISE AND AIR QUALITY GUIDELINES INTO LAND-USE AND TRANSPORT PLANNING PROVISIONS

As urban renewal progresses, more people could be exposed to air and noise pollution in mixed-use areas, along major roads, at intersections, in popular entertainment areas and near industrial areas. In addition, predicted higher temperatures and more frequent bushfires and dust storms will add to the pressures on air quality that Melbourne faces.

Some sensitive land uses – such as child-care centres – can be located too close to busy roads. Emissions from businesses can also pose health risks unless they are treated or properly dispersed. Co-location of these businesses with residential areas and community facilities requires careful consideration and technical guidance, which is often not readily available.

The Environment Protection Authority is responsible for working with local governments to monitor air and noise emissions, and enforce limits. However, small businesses are generally not licensed through the Environment Protection Authority. Clear guidelines are necessary to ensure that small-scale polluting activities are not located near sensitive uses (such as residential buildings).

Adopting measures to control excessive noise through planning, building and urban design will help to safeguard community health and amenity.

In the medium term

- Review and update relevant guidelines to inform the location of and separation distances for sensitive uses, and provide planning, building and urban design advice about how air emissions and noise exposure can be reduced.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

RESTORING THE MERRI CREEK
COMMUNITY ACTION FOR A LOCAL WATERWAY
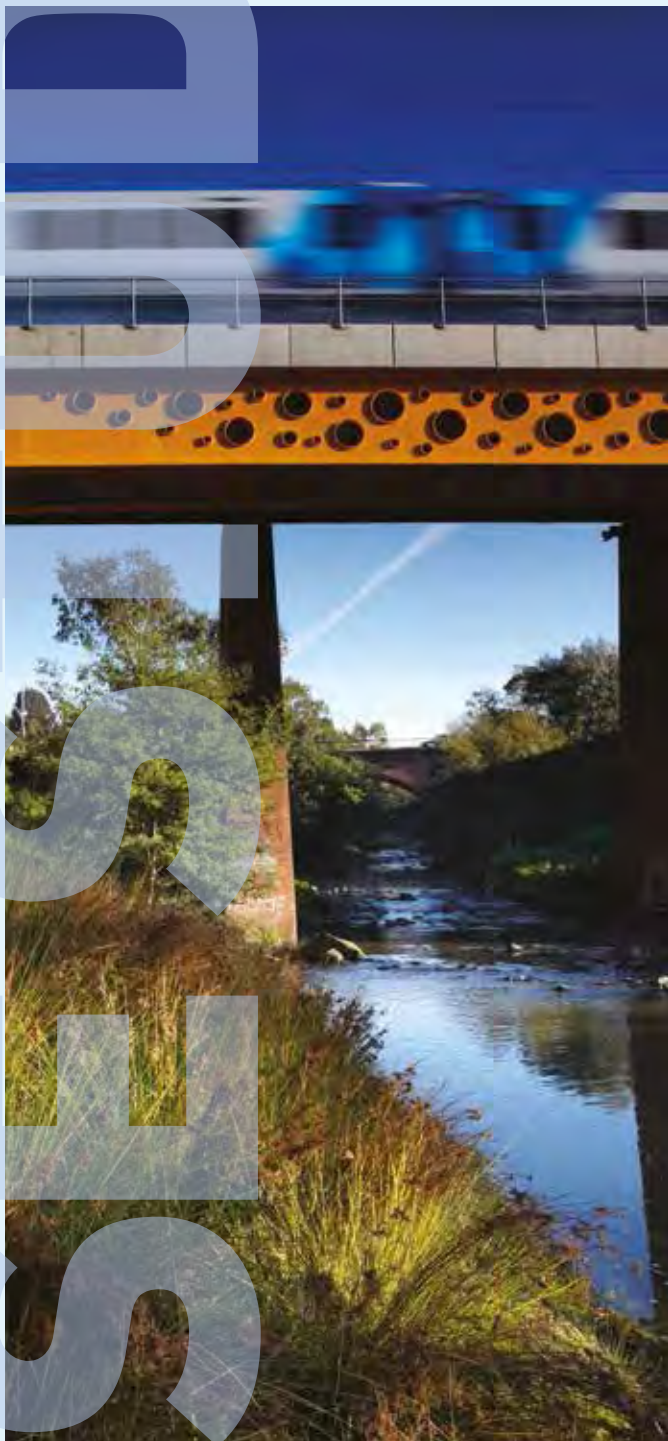
The Merri Creek flows through the northern suburbs of Melbourne. It begins at Wallan, north of Melbourne, and flows south for 70 kilometres to join the Yarra River at Dights Falls.

The landscape around Merri Creek has great spiritual significance to the Wurundjeri people. Before Melbourne was founded and the area developed, the landscape was a complex mosaic of grasslands, grassy woodlands, freshwater meadows and streams, and was home to a multitude of plants and animals. The Merri Creek valley formed a north-south transit route. Wurundjeri elders believe that a journey through this region was important for educating younger members of the tribe about Wurundjeri culture.

Traditionally, the Wurundjeri gathered at places along Merri Creek to perform men's and women's initiation ceremonies, tanderrum (welcome to country) and gaggip (farewell) ceremonies, as well as more secular corroborees. One reference in 1843 records that up to 290 Woi wurrung (Wurundjeri), Taungurong and Bunurong clan members met to collectively participate in a dancing ceremony on the banks of Merri Creek that went on for seven days.

Throughout much of the 20th century, heavy industry, quarries, landfills and factories dominated the creek area, and it became degraded. However, in recent decades the local government and the community have done much to regenerate the creek's ecology and improve its condition.

There are still patches of remnant native vegetation along the creek and weed control and ecological burning has improved their quality. The Merri Creek Management Committee and the volunteer group Friends of Merri Creek have replanted a lot of native vegetation. The Waterways Alliance, on behalf of Melbourne Water, has run a major project to remove invasive weeds including willow trees, desert ash and blackberry. At times of low flow, the creek receives treated water from the Craigieburn Sewage Treatment Plant.

When the state government built a new bridge over the creek, duplicating the rail line between Clifton Hill and Westgarth, work was done below and around the bridge to dramatically improve the landscape. The work included improved cyclist and pedestrian connections, careful revegetation and creating Bridge Park, a play space underneath the bridge.

The improvements won an Australian Institute of Landscape Architects urban design award.

It appears that native wildlife is returning to the creek. Until recently, it was thought that the water quality was not good enough for re-population by platypus but, in September 2010, one was sighted at Coburg.

RESTORING MERRI CREEK SHOWS HOW A LONG-TERM VISION, BACKED BY COMMUNITY AND GOVERNMENT ACTION, CAN RESTORE A NATURAL ENVIRONMENT

DIRECTION 5.5
INTEGRATE WHOLE-OF-WATER-CYCLE MANAGEMENT TO DELIVER SUSTAINABLE AND RESILIENT URBAN DEVELOPMENT

Melbourne has made advances in whole-of-water-cycle management in recent years. For instance, 5 gigalitres per year of stormwater and rainwater is harvested for use in Melbourne, including water collected from the 30 per cent of new households with rainwater tanks. The urban development process is an important means of supporting how we manage and make use of water to improve liveability, protect waterways and minimise the impact of flooding. Plan Melbourne supports implementation of *Melbourne's Water Future* by influencing how urban development occurs across new and established urban areas.

INITIATIVE 5.5.1
PREPARE AND IMPLEMENT WHOLE-OF-WATER-CYCLE MANAGEMENT PLANS IN MELBOURNE'S SUBREGIONS

Whole-of-water-cycle management will need to be carried out at three levels: metropolitan, regional and local. The long-term metropolitan water-cycle planning framework will outline current and future citywide infrastructure requirements. Regional water-cycle plans will be based on catchments and groupings of local governments (such as the growth areas and inner-city local governments). These plans will be consistent with the metropolitan framework and be informed by detailed examination of the particular characteristics of each region. Plans will have a 10-year timeframe, with detailed implementation plans to be updated every three years. Our new approach to water-cycle management will secure the water supply needed to keep our city's parks, gardens and street trees thriving; improve the amenity of our suburbs; and protect the ecological health of rivers, creeks and waterway parklands. Local whole-of-water-cycle plans will also be developed consistent with citywide infrastructure planning and relevant subregional plans. These will be based on examination of the characteristics of the municipality, as outlined in *Melbourne's Water Future*.

In the short to medium term

- Update planning provisions to recognise the strategic intent of *Melbourne's Water Future*.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)
- Deliver five demonstration local water-cycle plans, to inform the rollout of additional plans in subsequent years.
  OFFICE OF LIVING VICTORIA
- Examine the costs and benefits of implementing new building controls to improve the water performance of new buildings.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)
- Encourage the use of whole-of-water-cycle management approaches in Melbourne's urban renewal precincts.
  METROPOLITAN PLANNING AUTHORITY

DIRECTION 5.6
PROTECT OUR SIGNIFICANT WATER AND SEWERAGE ASSETS

There are some 7,000 kilometres of waterways in metropolitan Melbourne, and they form an essential component of our city's open-space network. They provide a sense of place and important habitat for maintaining biodiversity. The rivers and creeks of Port Phillip Bay and Western Port are popular recreational destinations for residents and tourists, with around 90 million visits each year[34].

Melbourne's drinking water is sourced from a combination of closed, forested catchments and open catchments that receive water from land in private ownership. Parts of Melbourne's catchments are vulnerable to changes in land use and development. These changes could contribute to pollution of source waters used for Melbourne's drinking water supply if they are not appropriately managed.

These risks may also apply to the drainage catchments of drinking water storage reservoirs such as Greenvale, Silvan and Cardinia reservoirs, located within our green wedges.

INITIATIVE 5.6.1
PROTECT OUR WATER AND SEWERAGE ASSETS

Significant metropolitan infrastructure assets, including Greenvale Reservoir and the Eastern Treatment Plant, are being pressured by encroaching sensitive and incompatible land uses. Some sewerage assets could also be subject to urban encroachment, resulting in risks to urban amenity and health.

In the short term

- Work with water authorities to determine land-area and buffer requirements for significant water and sewerage infrastructure and review planning provisions to ensure the ongoing protection of public health and safety.
  OFFICE OF LIVING VICTORIA

INITIATIVE 5.6.2
PROTECT OUR OPEN SPACE WATERWAY CORRIDORS FROM INAPPROPRIATE DEVELOPMENT

The government has introduced significantly stronger planning protections for Melbourne's two main river corridors, the Yarra and Maribyrnong rivers. These include mandatory height controls; controls in relation to site coverage, vegetation removal and drainage requirements; and discouraging development that intrudes on existing public and private open space adjacent to the rivers.

This approach to protecting rivers from inappropriate development will be extended to other rivers in Melbourne.

In the short term

- In partnership with local governments and stakeholders, prepare and implement planning provisions for major metropolitan waterway corridors, consistent with the approaches adopted for the Yarra and Maribyrnong rivers.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 5.7
REDUCE ENERGY CONSUMPTION AND TRANSITION TO CLEAN ENERGY

Clean energy – also known as green energy – is energy obtained from renewable or natural resources and does not create environmental debt. Clean energy can also be energy that creates less pollution, or no pollution at all, or that uses resources that can be easily renewed.

While national energy policy settings and action in national markets for energy generation will largely determine how we reduce energy consumption, state and local initiatives are also important. Such initiatives can provide integrated solutions to water, waste and energy issues and include converting waste to energy, reducing atmospheric emissions and reducing demand for landfill facilities.

However, the main path to clean energy locally is through energy efficiency and local energy generation. This is happening in innovative ways in Melbourne and around the world. Dandenong's Cogeneration Precinct Energy Project is producing low-carbon electricity and thermal heating and cooling for building owners and tenants. The Doncaster Hill Smart Energy Zone includes an energy-efficient facility that will supply heating, cooling and power to the Manningham City Square building and the Manningham Civic Centre via a micro-grid.

INITIATIVE 5.7.1
SUPPORT LOCAL GOVERNMENTS AND THE PRIVATE SECTOR IN THEIR EFFORTS TO PROMOTE ENERGY EFFICIENCY

Many local governments are highly innovative in their approach to energy efficiency and, importantly, adopt the innovations of other local governments. This is common where local government partners with the private sector to pilot innovative ideas. The City of Melbourne has won international recognition for an ambitious program of energy efficiency upgrades to existing commercial buildings. Its environment upgrade agreements provide secure, low-cost finance for building upgrades, with the city acting as an intermediary. We will ensure that other local governments can adopt a similar approach.

In the short term

- Review recently undertaken precinct scale distributed generation projects to identify key barriers to their development.

  DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

In the medium term

- Amend the *Local Government Act 1989* so that local governments can use environment upgrade agreements as has occurred with the *City of Melbourne Act 2001*.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (LOCAL INFRASTRUCTURE)

- Investigate ways to facilitate the private sector to voluntarily undertake energy-efficient building upgrades.

  DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

DIRECTION 5.8
PLAN FOR BETTER WASTE MANAGEMENT AND RESOURCE RECOVERY

Victoria has increased its annual waste generation from roughly 8 million tonnes in 2000 to 11.9 million tonnes in 2011, with Melbourne accounting for about 80 per cent of Victoria's solid waste production. As Melbourne grows, we will need to manage waste production and disposal. Our primary objectives will be to reduce the amount of waste produced, get value out of waste by recovering and reusing as much waste as possible and minimise the environmental and public health risks associated with waste disposal.

Getting Full Value: the Victorian Waste and Resource Recovery Policy outlines the government's approach to reducing waste generation and making better use of the resources available from materials that are currently being sent to landfill. It also highlights that waste management and resource recovery facilities need secure, long-term sites and secure, long-term supplies of waste materials to remain commercially viable. They need access to existing freight corridors between transfer stations, recovery facilities and landfills and markets for end products; and to be buffered from incompatible and sensitive land uses.

The planning system must ensure that waste management and resource recovery sites and infrastructure are protected from incompatible nearby land uses. It must also ensure that waste management and resource recovery systems provide adequate infrastructure for new urban developments in a way that ensures the health and amenity of residents are protected.

INITIATIVE 5.8.1
SEPARATE WASTE MANAGEMENT AND RESOURCE RECOVERY FACILITIES FROM URBAN ENCROACHMENT AND ASSESS OPPORTUNITIES FOR NEW WASTE FACILITIES

Waste management and resource recovery facilities are essential parts of our urban infrastructure. Historically, planning for our city's waste and resource recovery infrastructure has been medium-term, focusing on the opportunistic use of old quarries for landfills. This has not always matched the timeframes of urban land-use planning and, as a consequence, conflicts between landfills and residential land uses have occurred.

A lack of long-term land certainty is a barrier to infrastructure investment. Waste and resource recovery facilities need to remain fully operational and productive over the life of the investment. This relies on land and separation distances being secured, and on appropriate zoning of land within designated separation distances surrounding landfill sites and resource recovery sites.

We will create direct links between waste and resource recovery infrastructure planning and land-use planning by applying a combination of statutory measures and clearer guidance to identify and protect waste and resource recovery sites and separation distances.

Co-locating new waste-related infrastructure with complementary activities provides an opportunity to share existing separation distances and facilitate the integration of waste, water and energy management.

Waste-to-energy technologies are an example of advanced resource recovery infrastructure that can be co-located with other complementary infrastructure. The government welcomes investments in waste-to-energy and other alternative reuse technology that can convert waste into useful products and create new business opportunities in reprocessing and reusing waste.

In the short term

- Determine the capacity of existing landfill and waste management sites, and identify potential new locations for additional facilities, if required.
  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Prepare and implement planning provisions to clarify separation distances for all landfill and resource recovery sites listed in the Municipal Solid Waste Infrastructure Schedule and the Metropolitan Landfill Schedule of the *Metropolitan Waste and Resource Recovery Strategic Plan* under the *Environment Protection Act 1970*.
  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Prepare and implement planning provisions to support co-location of allied and non-sensitive industries on or near waste and energy precincts.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Encourage co-location of new resource recovery infrastructure with complementary infrastructure (such as wastewater treatment and other industrial activities). High-priority areas for immediate action include organics processing to service the south-east metropolitan area.
  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Ensure precinct structure plans provide for waste and resource recovery infrastructure identified in the *Metropolitan Waste and Resource Recovery Strategic Plan*.
  METROPOLITAN PLANNING AUTHORITY

- Encourage best practice establishment and operation of resource recovery centres and transfer stations. High priority areas include the south-east metropolitan area and the growth areas.
  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

INITIATIVE 5.8.2
DEVELOP NEW WASTE SYSTEMS TO MEET THE LOGISTICAL CHALLENGES OF MEDIUM- AND HIGHER-DENSITY DEVELOPMENTS

Most high-rise residential and mixed-use developments, and some medium-density residential developments, lack comprehensive waste and resource recovery infrastructure and services which were not designed into the developments. Owners' corporations currently contract for the provision of waste services on an individual-site basis, with waste services often more costly and not as integrated and comprehensive as waste services provided by local governments. There are also additional costs with the collection of hard waste and recyclable materials from these sites, which often means recycling services are not contracted for, and all waste collected goes to landfill.

At a precinct level, individual-site contracting results in many different waste-collection service providers, bin types and collection schedules, and hence many different vehicles entering the precinct to collect waste.

We will ensure that waste infrastructure and waste service requirements are appropriately dealt with in planning provisions for medium-and-higher-density residential and mixed use developments.

In the short term

- Ensure the new 'good planning guide' better defines the need for, and provision of, waste infrastructure for all multi-unit residential developments.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING) AND DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Review and streamline regulations and planning provisions for waste and recycling storage and collection in apartment buildings.
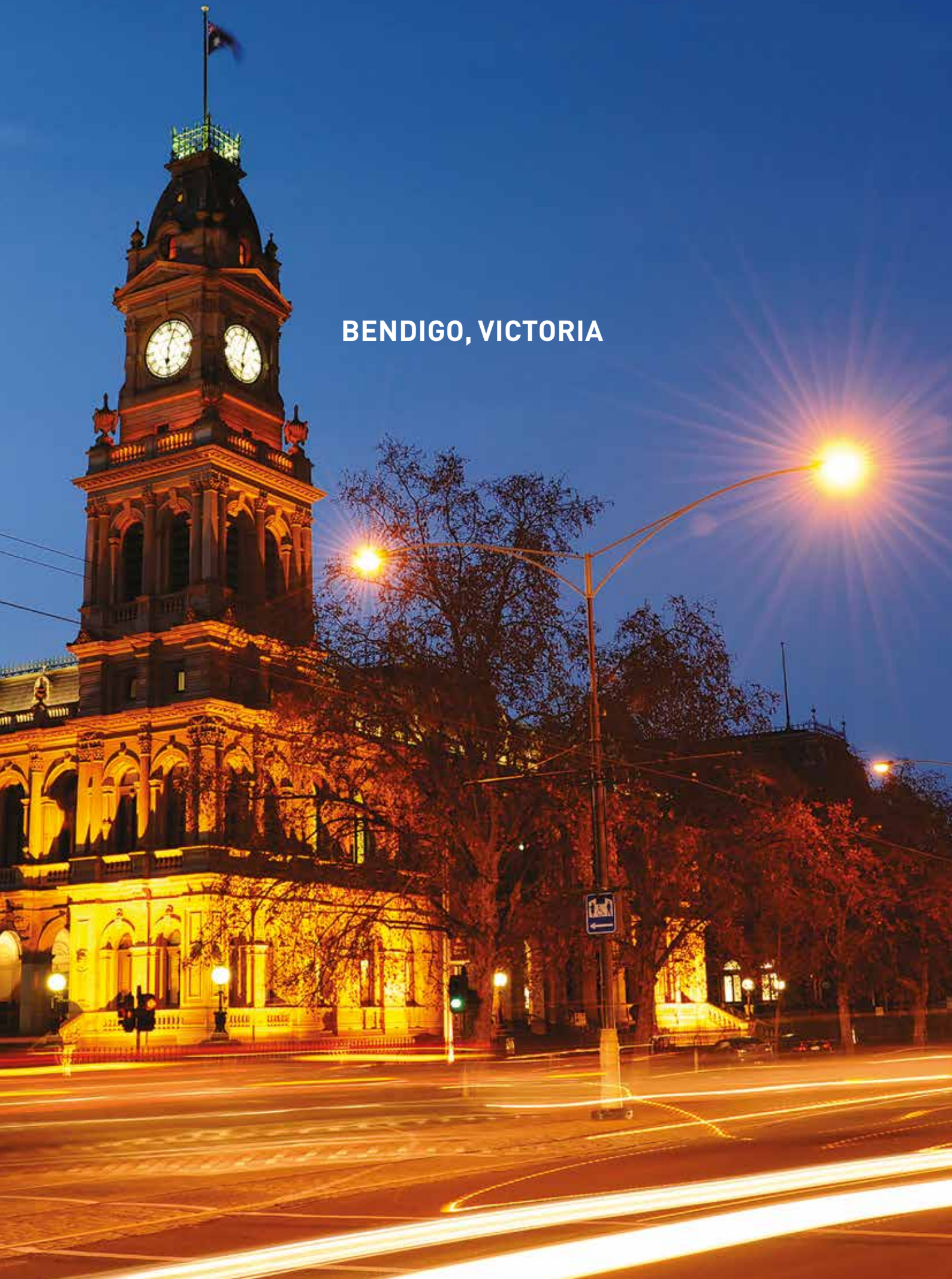
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING) AND DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

- Investigate and encourage precinct-wide innovations in waste management and recycling.

  DEPARTMENT OF ENVIRONMENT AND PRIMARY INDUSTRIES

BENDIGO, VICTORIA

A STATE OF CITIES

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

A STATE OF CITIES

WE WILL

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

ISSUES

SUMMARY

Victoria's economy and liveability depend on strong connections between Melbourne and the state's regional cities.

Victoria is a relatively compact state and, with improving transport and communication links, our regional cities are increasingly within commuting distance of Melbourne.

While Victoria's population has increased by 18 per cent in the last decade, 86 per cent of this growth has occurred in Melbourne.

With Victoria's population projected to rise to around 10 million by 2051, regional cities will need to take a greater share of population growth. This will enable regional cities to offer more opportunities to their residents and mitigate some of the population pressure on Melbourne.

In the context of Melbourne's continued domination of state population growth, it is important to consider an alternative state growth scenario whereby the regions begin to capture a greater share of Victoria's overall population growth. Research has confirmed that in many cases the cost of servicing residents in regional centres is significantly below the cost of servicing residents in the growth areas of capital cities.

Eight regional growth plans have been developed across regional Victoria. These provide 20–30 year land-use strategies and set out how each region can accommodate a greater share of the state's growth.

OUR PLAN

DIRECTIONS

6.1 Deliver a permanent boundary around Melbourne

6.2 Rebalance Victoria's population growth from Melbourne to rural and regional Victoria over the life of the strategy

6.3 Integrate metropolitan, peri-urban and regional planning implementation

6.4 Improve connections between cities

SOLUTIONS

Establish a permanent metropolitan urban boundary, having regard to input from local governments and the report of the Logical Inclusions Advisory Committee of November 2011.

Better manage Melbourne's peri-urban region, including designating towns for growth.

Strengthen the economic, social and amenity roles of the regional city CBDs by encouraging increased business and residential densities as well as social, civic and cultural facilities in these locations.

Identify a pipeline of renewal and infill opportunities in regional cities and centres that optimise infrastructure investment and surplus government land.

Identify a pipeline of new rural village-style developments to attract growth out of Melbourne and into the peri-urban area and regional Victoria.

Bring together planning strategies for metropolitan Melbourne and regional Victoria.

Continue to provide road and rail upgrades between Melbourne, the peri-urban areas and regional cities.

Develop long-term plans for freight and logistics infrastructure along key corridors linking Melbourne and regional Victoria (such as the Hume Highway, between Geelong and the South Australia border, the Western and Midland highways and in Gippsland).

ISSUES

VICTORIA'S FUTURE

Victoria's economy and liveability are based on strong connections between Melbourne, its peri-urban and green-wedge areas, and the state's regional and rural population centres.

These people and business connections are the legacy of Victoria's past as an agricultural, mining and manufacturing state, the enjoyment we get from our state's diverse landscapes and coastal regions, the state's relatively compact size, and the easy access Melburnians have to many of the state's larger regional cities and tourism centres.

This settlement pattern provides many benefits to Victorians. Many regionally based people and businesses have good access to metropolitan-based business, health, educational, cultural and sporting facilities and opportunities including access to national road, rail, port and airport gateways.
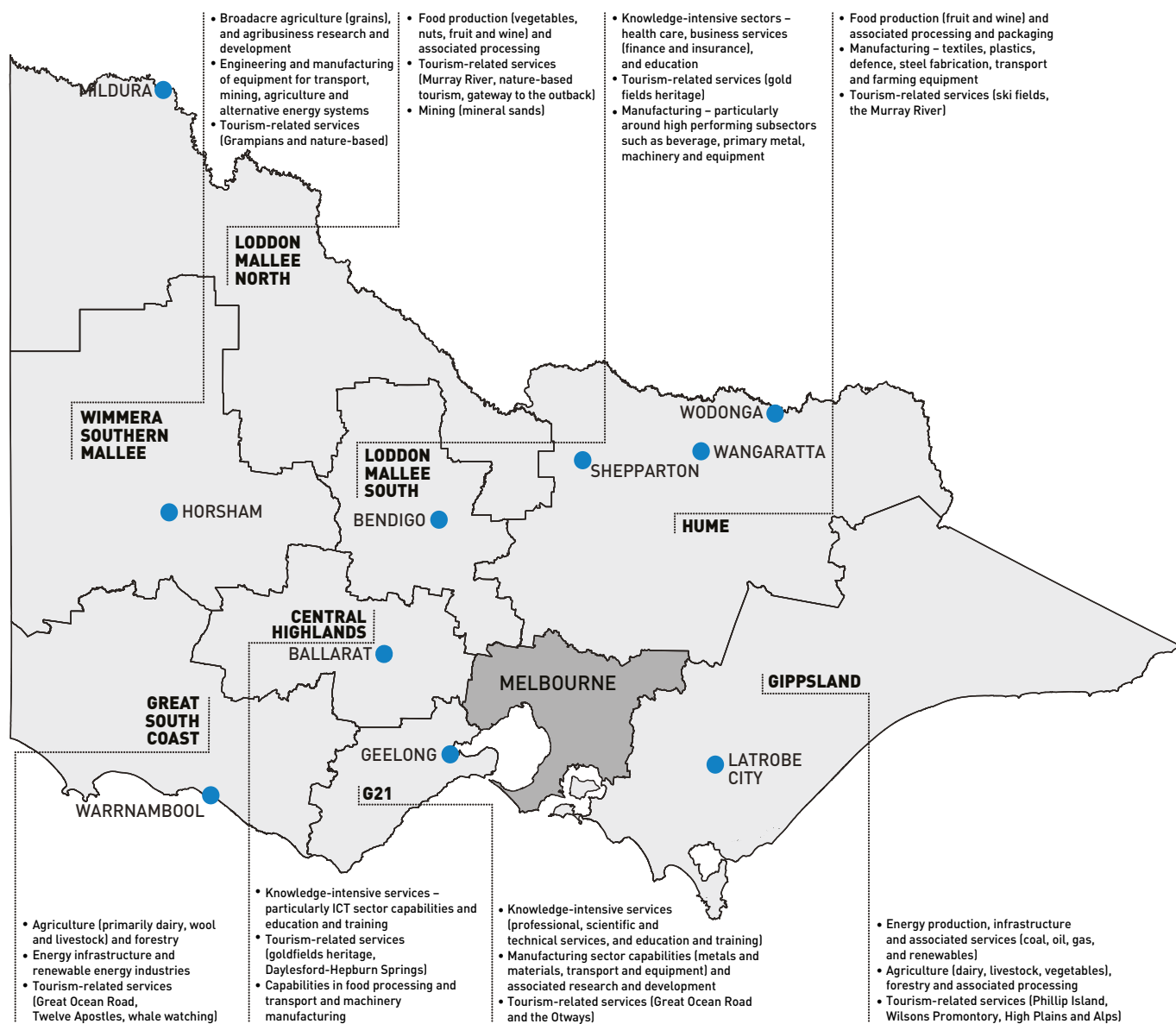
With improving transport and communications links, Victoria's major regional cities are increasingly within commuting distance of Melbourne, opening up more employment opportunities for regionally based Victorians and more housing and lifestyle options for metropolitan residents. These links also help regionally based businesses access larger labour pools and improve their productivity, market access and competitiveness.

Over the past decade, Victoria's population has increased by 18 per cent, from 4.9 million in 2003 to 5.7 million in 2013. This growth has been concentrated in Melbourne's established suburbs and growth areas which together account for 86 per cent of the state's growth. Regional Victoria's population growth has predominantly been in regional cities and Melbourne's peri-urban regions (as shown in Figure 16).

The majority (36 per cent) of the inward migration into regional cities came from regional Victoria, 26 per cent from metropolitan Melbourne, and 24 per cent from interstate. Of the regional cities, the three centres most proximate to metropolitan Melbourne (Geelong, Ballarat and Bendigo) have contributed the most to population growth in regional Victoria.

With Victoria's population projected to rise to around 10 million by 2051, regional areas will need to be prepared to take a greater share of future growth. Particularly, regional cities and selected towns within the peri-urban region can prepare to attract people who may otherwise settle in metropolitan Melbourne.
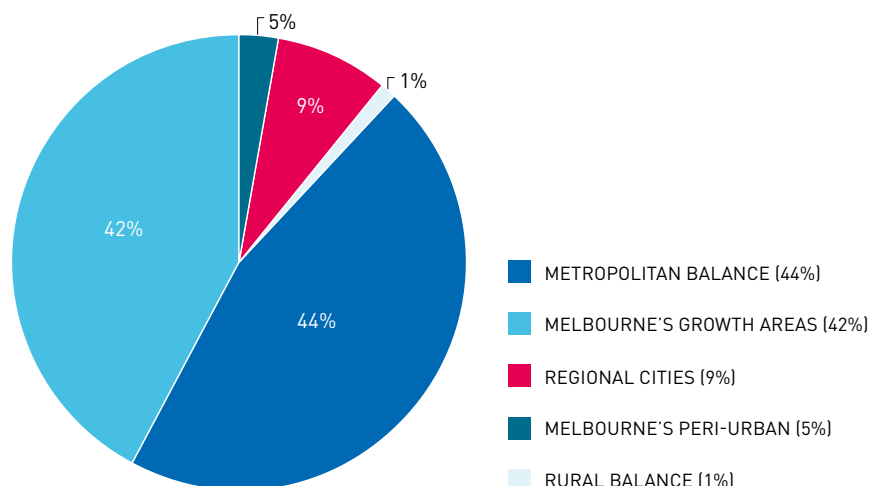
MAP 27 – REGIONAL GROWTH PLANS – A STATE OF CITIES

- Broadacre agriculture (grains), and agribusiness research and development
- Engineering and manufacturing of equipment for transport, mining, agriculture and alternative energy systems
- Tourism-related services (Grampians and nature-based)

- Food production (vegetables, nuts, fruit and wine) and associated processing
- Tourism-related services (Murray River, nature-based tourism, gateway to the outback)
- Mining (mineral sands)

- Knowledge-intensive sectors – health care, business services (finance and insurance), and education
- Tourism-related services (gold fields heritage)
- Manufacturing – particularly around high performing subsectors such as beverage, primary metal, machinery and equipment

- Food production (fruit and wine) and associated processing and packaging
- Manufacturing – textiles, plastics, defence, steel fabrication, transport and farming equipment
- Tourism-related services (ski fields, the Murray River)

MILDURA

LODDON MALLEE NORTH

WIMMERA SOUTHERN MALLEE

LODDON MALLEE SOUTH

WODONGA

WANGARATTA

SHEPPARTON

HORSHAM

BENDIGO

HUME

CENTRAL HIGHLANDS

BALLARAT

MELBOURNE

GIPPSLAND

GREAT SOUTH COAST

GEELONG

LATROBE CITY

WARRNAMBOOL

G21

- Agriculture (primarily dairy, wool and livestock) and forestry
- Energy infrastructure and renewable energy industries
- Tourism-related services (Great Ocean Road, Twelve Apostles, whale watching)

- Knowledge-intensive services – particularly ICT sector capabilities and education and training
- Tourism-related services (goldfields heritage, Daylesford-Hepburn Springs)
- Capabilities in food processing and transport and machinery manufacturing

- Knowledge-intensive services (professional, scientific and technical services, and education and training)
- Manufacturing sector capabilities (metals and materials, transport and equipment) and associated research and development
- Tourism-related services (Great Ocean Road and the Otways)

- Energy production, infrastructure and associated services (coal, oil, gas, and renewables)
- Agriculture (dairy, livestock, vegetables), forestry and associated processing
- Tourism-related services (Phillip Island, Wilsons Promontory, High Plains and Alps)

FIGURE 16 – DISTRIBUTION OF POPULATION GROWTH WITHIN VICTORIA, 2001–2011

SOURCE: AUSTRALIAN BUREAU OF STATISTICS, 2001 AND 2011

NOTE: PERCENTAGES DO NOT SUM TO 100 DUE TO ROUNDING

5%
9%
1%
42%
44%

- METROPOLITAN BALANCE (44%)
- MELBOURNE'S GROWTH AREAS (42%)
- REGIONAL CITIES (9%)
- MELBOURNE'S PERI-URBAN (5%)
- RURAL BALANCE (1%)

By providing opportunities for decentralised population and employment growth in regional cities, we can help regional cities become larger and their regions more independent. As they grow, they will be able to provide better employment opportunities and better local health and educational services to their residents and to surrounding rural populations. They will also provide Victorians with more choices about where they live and work.

Smaller towns in the peri-urban and regional areas also offer the opportunity for an attractive country lifestyle. Attracting more growth to some of these strategic towns will not just take pressure off Melbourne, but also attract greater provision of services to these towns as populations grow. Development in and around these towns should not be an imitation of Melbourne's growth areas, but should offer a less-crowded, lower-density housing product, with larger housing lots that will particularly cater for families.

Within these regions, residential development will need to be balanced with the protection of the productive land, economic resources and biodiversity assets that are critical to the state's economic and environmental sustainability.

VICTORIA'S REGIONS

Victoria's regions vary from Gippsland's coastal plains and the High Country in the east, to the open plains of the Mallee in the north, the Wimmera in the west and the coastal cliff country in the south-west.

They are home to the state's agricultural and horticultural industries and associated agribusiness services and manufacturing, as well as major environmental and tourism-related assets and services, such as the Goldfields region, the Great Ocean Road, the Gippsland Lakes and High Country and the Murray River.

The regions are also resource-rich, with significant resources of brown coal, oil, gas, mineral sands and timber; and contain many of the state's energy, water and transport infrastructure assets, as shown in Map 27.

Development in regional Victoria is increasingly positioned around a network of larger regional centres. These operate not only as service hubs to their rural hinterlands but as important urban settlements with diverse economies and strong communities.

Eight regional growth plans have been developed across regional Victoria. Each plan provides a 20-to-30 year land-use strategy that sets out how each region can accommodate a greater share of Victoria's growth. Plans will be supported by regional investment strategies to identify opportunities to unlock future growth potential.

The regional growth plans identify land-use and infrastructure initiatives to accelerate growth such as:

- working to provide settlement options in a broad range of peri-urban and regional towns, to attract population growth away from Melbourne, and ensure that this growth is in an appropriate form that is different from Melbourne's growth areas
- identifying opportunities to revitalise regional city CBD areas to encourage the growth of knowledge-economy jobs
- identifying health and education precincts (such as Waurn Ponds, Ballarat University and La Trobe University Bendigo) and developing strategies to protect, grow and diversify jobs in these precincts
- identifying land-use and infrastructure requirements to facilitate the growth of export-based industrial areas (such as the Logic distribution centre near Wodonga, GV Link in the Goulburn Valley, the Ballarat West growth area and Marong Industrial Park in Bendigo)
- prioritising actions to address supply-chain bottlenecks and enhance regional connections identified in the government's long-term freight and logistics plan *Victoria – The Freight State*
- working with regional city councils to unlock their growth potential and achieve accelerated growth outcomes including developing an integrated infrastructure planning and delivery model for these cities
- applying metropolitan-type planning tools (such as a principal public transport network, a principal bike network and a SmartRoads operating framework), initially in Geelong, Ballarat and Bendigo
- auditing land in regional cities and centres to identify land suitable for urban renewal and strategic redevelopment (including surplus government land) and barriers to redevelopment
- providing support to strategic planning initiatives such as Vision 2 in Geelong and precinct structure planning in other locations.

MAP 28 – KEY COMMODITIES AND FREIGHT FLOWS
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

Metropolitan region
Regional city
Regional centre
Freight flows
Major road
Rail network

Note: Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill.

MILDURA — Fruit Grapes Almonds Wine
Mineral sands
Livestock
SWAN HILL
Stockfeed
HOPETOUN
Fertilizer
Fruit Grain Pork
Canned vegetables
Grain Rice Livestock
Fruit Canned fruit
ECHUCA
Olives/Oil
Dairy
TO SYDNEY/BRISBANE
WODONGA
General freight
WANGARATTA
Beef cattle
General freight
SHEPPARTON
General freight Fruit
BENALLA
HORSHAM
General freight
BENDIGO
Grain Wine Pork
MARYBOROUGH
General freight
CASTLEMAINE
Woodchips Timber Live sheep Stockfeed Mineral sands
ARARAT
BALLARAT
BACCHUS MARSH
Vegetables Stockfeed
Timber Vegetables Beef cattle
HAMILTON
MELBOURNE
Meat Livestock
Timber Dairy Paper Fertilizer
BAIRNSDALE
Canned vegetables
Flowers Timber General freight
GEELONG
WARRAGUL Flowers Vegetables
LATROBE CITY
SALE Dairy Vegetables
PORTLAND
Livestock Stockfeed Dairy
COLAC General freight
Pork
General freight
WARRNAMBOOL
LEONGATHA
Phosphate Alumina Mineral sands Woodchips
WONTHAGGI Dairy
Imports / Exports

MAP 29 – PERI-URBAN REGION TOWNS WITH GROWTH POTENTIAL
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

Metropolitan region
Urban area
Non-urban area
Peri-urban town with growth potential
Town

Note: For details, see the regional growth plans.

* Moe forms part of Latrobe City which is the grouping of Traralgon, Morwell, Moe and Churchill

SEYMOUR, BROADFORD, Yea, Alexandra, KILMORE, Woodend, Romsey, Macedon, Riddells Creek, GISBORNE, BALLAN, BACCHUS MARSH, MELBOURNE, GEELONG, Drysdale / Clifton Spring, Leopold, Ocean Grove, Cowes, San Remo, DROUIN, WARRAGUL, Trafalgar, MOE*, Korumburra, LEONGATHA, WONTHAGGI

POSITIONING REGIONAL INDUSTRIES FOR GROWTH IN ASIA

Regionally based industries (including agriculture, mining, forestry, higher education and research, manufacturing and tourism) are well-positioned to take advantage of the centre of the global economy shifting to Asia. Asia is projected to represent more than half of global output within 40 years with GDP-per-capita rising from $6,600 in 2010 to $38,600 in 2050[35]. Businesses in Victoria are already engaging with these opportunities through agribusiness, tourism and education. The value of Victorian food exports to China alone has increased by over 200 per cent in the last four years[36].

Long-term growth in Asia is expected to accelerate demand for beef, lamb, wheat and dairy products, and for processed foods. Victoria is well-placed to capitalise on these opportunities[37]. Increasing growth and urbanisation in the Asian region will also present opportunities for the state's significant brown coal and mineral sands deposits.

There are five major regional transport corridors linking metropolitan Melbourne to its hinterland by road and rail. These link primary industries to national and international markets: with many of the state's national transport gateways located in metropolitan Melbourne, improving them will be critical to delivering on this goal. Further investment in this connecting infrastructure will improve the competitiveness of Victoria's export-oriented industries. Map 28 shows Victoria's transport links and key commodities moved by freight.

TABLE 2 – POPULATION GROWTH RATES IN SELECTED PERI-URBAN TOWNS OF MELBOURNE
SOURCE: TOWNS IN TIME, DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

PERI-URBAN TOWN	POPULATION		AVERAGE ANNUAL GROWTH RATE 2006-2011
	2006	2011	
BACCHUS MARSH	13,051	14,779	2.5%
BALLAN	1,770	2,008	2.6%
BROADFORD	2,999	3,342	2.2%
DROUIN	6,652	9,108	6.5%
GISBORNE	6,283	7,906	4.7%
KILMORE	4,703	6,189	5.6%
LEONGATHA	4,298	4,697	1.8%
SEYMOUR	5,913	5,871	-0.1%
WARRAGUL	11,345	12,966	2.7%
WONTHAGGI	6,361	7,252	2.7%

MELBOURNE'S PERI-URBAN REGIONS

Plan Melbourne emphasises the notion of giving value to Melbourne's non-urban areas, which was first identified by the Melbourne and Metropolitan Board of Works in *Planning Policies for the Metropolitan Region* (1971). To reinforce this long-standing policy concept, we will define a permanent boundary for metropolitan (urban) Melbourne. This will allow the protection of key assets and economic opportunities in non-urban areas (often referred to as the peri-urban regions).

The peri-urban regions consists of major transport corridors and a variety of townships and agricultural areas with significant biodiversity, recreational and tourist values. There are also important functions within the peri-urban regions that Melbourne relies on, including intensive food production, critical transport infrastructure, water catchments and waste management infrastructure (including organic waste composting facilities). Figure 17 shows some of the iconic places that make up Melbourne's peri-urban regions, and the types of infrastructure, environmental and recreational assets they provide for Melbourne's residents and visitors.

The peri-urban regions have the potential to attract more agribusiness activities, food production and tourism, as well as develop alternative energy sources (such as wind and solar farms). The development of the Port of Hastings, of Avalon as our city's second international airport, and of a possible third airport to the south-east of Melbourne will help strengthen these economic advantages and provide more local job opportunities and new business enterprises. With the right support and long-term planning for resilient communities, towns in peri-urban regions, and especially along the regional transport corridors, can also continue to provide affordable options for living and working locally.

Over time, different planning controls have managed activities in the peri-urban regions. Just over a decade ago, green wedge zones were introduced to manage that part of the peri-urban regions within metropolitan Melbourne (as defined in the Victoria Planning Provisions). In some areas, green wedge management plans have been developed to provide further direction about how this part of the peri-urban region is managed. Plan Melbourne seeks to ensure that the values of the whole peri-urban region are appropriately managed.

There are several towns in the peri-urban regions with higher annual growth rates (1.8 per cent) than Victoria as a whole (1.6 per cent) and regional Victoria (0.9 per cent). Table 2 shows growth rates in selected peri-urban towns from 2006 to 2011.

FIGURE 17 – MELBOURNE'S PERI-URBAN REGIONS

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

A GREAT OCEAN ROAD
Stretching from the Bellarine Peninsula to Apollo Bay, this area is characterised by contained townships separated by rural and coastal areas. It is highly valued for its scenic attributes, tourism role, environmental quality and lifestyle appeal.

B BELLARINE PENINSULA
Located to the east of Geelong, this area has scenic landscapes and significant environmental values, including part of a Ramsar wetland site of international significance. The area plays an important tourism role, offering a range of coastal recreation activities and food and wine experiences. A ferry connects this area to the Mornington Peninsula.

C AVALON
The stretch of land between Werribee and Geelong contains state and nationally-significant economic assets and infrastructure, including Avalon Airport, major road and rail infrastructure, Port of Geelong, and Melbourne Water Western Treatment Plant. It has significant environmental and landscape values, including part of a Ramsar wetland site of international significance.

D WESTERN PLAINS
This area is characterised by undulating volcanic plains, steep gorges formed by the Little and Werribee Rivers, nationally listed grasslands and high-quality wetlands, important for many threatened fauna species. Two major grassland reserves are planned. Other significant land uses include extractive industry and agricultural production.

E BALLARAT CORRIDOR
This area sits between the edge of metropolitan Melbourne and Ballarat. It is a major transport corridor supported by the Western Freeway and the Melbourne - Ballarat rail corridor, linking two major economic centres and tourism destinations.

F CENTRAL GOLD
This area has a rich goldfields history, rural production areas, forests and natural landscapes. It has settlements ranging from small historic townships to the large regional cities of Ballarat and Bendigo, popular tourist destinations. It includes parts of the upper and middle reaches of the Campaspe, Coliban and Loddon rivers, important catchment areas.

G MACEDON RANGES
Located to the north-west of Melbourne, the area contains valued environmental and cultural features. It has tourism assets such as the iconic Hanging Rock, historic townships, and equine and wine industries that attract tourism and economic activity.

H HUME CORRIDOR
This area provides a national and international gateway to Melbourne. It includes the national Hume Freeway/Highway (linking Melbourne to Shepparton, Bendigo, Albury-Wodonga, Canberra, Sydney and Brisbane) and Melbourne Airport.

I UPPER GOULBURN VALLEY
This area sits within the Goulburn River catchment and has significant landscape and natural values. Although the catchment comprises only two per cent of the Murray Darling Basin's land area, it generates 11 per cent of water. Lake Eildon is a major water storage in the area and is used for irrigation, stock and domestic supply, power generation and recreation.

J THE RANGES
This forested landscape is rich in biodiversity and stretches across significant conservation reserves found in the Kinglake National Park, Yarra Ranges National Park, Lake Eildon National Park, the Cathedral Ranges State Park, Bunyip State Park and Baw Baw National Park. Approximately 80 per cent of Melbourne's drinking water comes from closed water catchments in the Yarra Ranges. The area is also important for timber production, recreation and tourism purposes.

K YARRA VALLEY
Located on the eastern fringe of metropolitan Melbourne, the Yarra Valley contains a mix of urban and rural communities. The climate, soils, rainfall and proximity to markets make this area an intensively farmed areas in the state. Each year, over 2.2 million tourists visit the area which is recognised locally and internationally as a fine food and wine producing area.

L DANDENONG RANGES
The thick temperate rainforest of the Dandenong Ranges is high in biodiversity values and a large portion of the area is set aside for conservation as part of the Dandenong Ranges National Park. The area's natural beauty attracts many visitors and is popular for walking, picnicking, bed and breakfasts, restaurants, cafes and boutique shopping. Heavy rainfall and rich volcanic soils support farming activities such as nursery plants, floriculture, berries and orchard fruit.

M CENTRAL GIPPSLAND BROWN COAL DEPOSITS
Gippsland's brown coal resource and electricity generation infrastructure produce around 90 per cent of the state's electricity. It is one of the world's largest deposits of brown coal.

N SOUTH EAST PRODUCTION
This area contains high quality agricultural soils, good climatic conditions, major road and rail infrastructure and is in proximity to metropolitan markets, making it an important food production area. The Bunyip Food Belt project, which aims to secure a reliable water source for the area, will further strengthen its role as a food production area. The Strezeleki Ranges are high in natural values. There are water supply catchments throughout west Gippsland that make a significant contribution to Melbourne's water supply.

O WESTERN PORT AND SOUTH EAST COAST
A major feature of the area is Western Port, a Ramsar wetland site of international significance and listed on the Register of the National Estate. The beautiful coastline and beaches attract many holiday makers, one of the most popular attractions being the iconic Phillip Island penguin parade. Other key assets for the state include Victoria's first desalination plant at Wonthaggi and valuable wind energy resources.

P PORT OF HASTINGS
The Port of Hastings has operated as a commercial facility for over 100 years and is now planned to be expanded as a major Victorian container port. The Port of Hastings is located within Western Port, a Ramsar wetland site of international significance and listed on the Register of the National Estate.

Q MORNINGTON PENINSULA
Often described as Melbourne's playground, the Mornington Peninsula is one of Victoria's most popular tourism and recreation areas and is well known for its fine food and wine. It contains high environmental value, scenic landscapes, coastal villages and highly productive farm land, including some of the land within the Bunyip Food Belt (recycled water project) area.

LEGEND
- AIRPORT
- BIODIVERSITY
- EXTRACTIVE INDUSTRIES
- FERRY FACILITIES
- FORESTRY
- PORT FACILITIES
- PRODUCTIVE AGRICULTURE
- MAJOR ROAD & RAIL INFRASTRUCTURE
- SCENIC LANDSCAPES
- TOURISM AREA
- WATER INFRASTRUCTURE & RESOURCES
- WIND ENERGY RESOURCES

CREATING A STATE OF CITIES

Integrated land-use and transport planning can help regional cities achieve a greater share of the state's growth. The experience of cities such as Geelong demonstrates the benefits of renewing and redeveloping CBD areas. At the Geelong Waterfront, infrastructure investments, land acquisition and rezoning have catalysed urban development that maximises the value of the land and has had a positive transformative effect on the whole city.

Victoria's metropolitan and regional planning can be aligned in a way that builds on the interdependence of our urban settlements and facilitates their development as a networked 'state of cities'.

Unlocking the growth potential of these cities – so they can accommodate a greater proportion of the state's future growth, with good transport connections between them and with Melbourne – will create a state of cities where there are greater choices for people about where to live, work or start a business.

The government will help create a state of cities by:

- working with local governments to support the growth of housing and employment in regional cities
- ensuring we have the right infrastructure to support the growth and competitiveness of regional industries and their access to markets, and in particular Asian markets
- ensuring peri-urban regions are protected where they should be, and productive where they can be, so that the outward growth of Melbourne does not impinge on our high-value hinterland.

DELIVERING A PERMANENT BOUNDARY AROUND MELBOURNE

Previous plans for Melbourne have established the direction for outward growth. The 1954 plan reinforced a tendency to grow to the south-east. The 1971 plan adopted a 'corridor' approach to urban growth. Land between the corridors was called 'non-urban', and we have come to call them green wedges.

Melbourne 2030 introduced the concept of limits to urban expansion formalised through the Urban Growth Boundary, which excluded landscape and conservation areas from urban development.

A permanent boundary will provide a clear policy signal about long-term development options and protect the values of non-urban land, opportunities for productive agricultural land and significant landscapes.

As Melbourne reaches its natural limits, there is an opportunity to rebalance the distribution of population to support active growth in rural and regional Victoria.

WHAT TO DO NEXT:

The Metropolitan Planning Authority will investigate options for a mechanism to lock in a permanent boundary for Melbourne's contiguous metropolitan built-up area. The Metropolitan Planning Authority will work with local governments to confirm an appropriate permanent boundary having regard to:

- the report of the Logical Inclusions Advisory Committee of November 2011
- Melbourne's natural values and topographic features
- boundaries formed by major infrastructure.

OUR PLAN

DIRECTION 6.1
DELIVER A PERMANENT BOUNDARY AROUND MELBOURNE

Melbourne's outward growth has generally reached its natural boundaries of mountains, floodplains, productive agricultural areas and important natural habitats; or it is stretched to the point where access to jobs, goods and services is increasingly constrained.

There is now an opportunity to make a clear statement on Melbourne's metropolitan urban boundary. This will have a range of benefits. It will provide long-term certainty to the planning objectives originally set out in the early 1970s, which sought to protect the non-urban values of the land surrounding Melbourne's urban areas. It will also provide a clear policy signal about long-term urban development options, which, together with active support for growth in regional Victoria, should provide an opportunity to rebalance the distribution of Victoria's population over the long term.

INITIATIVE 6.1.1
CONFIRM THE MECHANISM AND LOCK IN A PERMANENT BOUNDARY

In the short term

- Confirm a mechanism to lock in a permanent settlement boundary around Melbourne's built-up metropolitan area.
  METROPOLITAN PLANNING AUTHORITY

- Establish a permanent metropolitan urban boundary to replace the Urban Growth Boundary, having regard to:
  - input from local governments
  - the report of the Logical Inclusions Advisory Committee of November 2011
  - Melbourne's natural values and topographical features
  - boundaries formed by major infrastructure.
  METROPOLITAN PLANNING AUTHORITY

DIRECTION 6.2
REBALANCE VICTORIA'S POPULATION GROWTH FROM MELBOURNE TO RURAL AND REGIONAL VICTORIA OVER THE LIFE OF THE STRATEGY

Increasing the growth of regional Victoria will help improve the state's competitiveness by strengthening regional labour markets, expanding markets for local goods and services, and providing a greater diversity of affordable housing and employment opportunities. To achieve this goal over the life of Plan Melbourne, government will enact a broad range of policies designed to clarify Melbourne's future suburban expansion, better link Melbourne to its peri-urban regions and regional areas, and optimise the potential of regional areas to attract new investment and population growth.

Regional growth plans identify cities and towns in regional Victoria with the capacity to accommodate growth, and include growth frameworks for larger centres. Map 29 identifies a number of towns in Melbourne's peri-urban regions that have potential for housing and employment development, attracting population growth out of Melbourne.

INITIATIVE 6.2.1
BETTER MANAGE MELBOURNE'S PERI-URBAN REGIONS, INCLUDING DESIGNATING TOWNS FOR GROWTH

The peri-urban regions include major state infrastructure assets including water catchments and waste management and recycling facilities. More particularly, the peri-urban regions encircle metropolitan Melbourne with townships on or close to the major transport corridors attracting considerable population growth. We need to manage future growth in the peri-urban regions to optimise their potential to accommodate additional housing and employment, while protecting their productive land, strategic economic resources and biodiversity assets. Consistent with regional growth plans, planning schemes should:

- define land areas within the peri-urban regions that are strategically important to the metropolitan area, and the state, for agriculture, natural resources, housing growth and recreation
- coordinate planning across the peri-urban regions, and between local governments
- safeguard the interests of the state in the development and conservation of local resources
- assist in implementing the directions of Plan Melbourne, and regional growth plans.

In the short term

- Support local governments to prepare and implement policy statements for the peri-urban region and their potential growth centres and small towns.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with local governments, develop peri-urban town plans to increase the supply of land for housing and attract population growth out of Melbourne. Potential towns include Ballan, Bacchus Marsh, Kilmore, Broadford, Warragul-Drouin and Wonthaggi.

  METROPOLITAN PLANNING AUTHORITY

- Determine whether any areas (such as parts of the Mornington Peninsula) should no longer be considered to be part of metropolitan Melbourne.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 6.2.2
REVIEW REGIONAL CITY GROWTH OPPORTUNITIES

Accelerating regional city growth will require proactive actions by government to foster the growth of higher-income jobs and the diversification of industries operating in these cities. It will also be dependent on the timely provision of infrastructure that reduces transport costs and builds the human capital endowment of these cities, and proactive efforts to attract private investment that better integrate local businesses into state, national and global markets.

The experience of cities such as Geelong shows the benefits of facilitating renewal and redevelopment of CBD areas.

The Geelong Waterfront redevelopment demonstrates that targeted infrastructure investments, land acquisition and rezoning can catalyse urban development that maximises land value, and has a transformative effect for these cities. In response to the important role our regional cities can play in attracting a greater percentage of the state's future population growth, we will implement metropolitan-type development strategies to optimise their growth potential.

In the short term

- Work with the Department of State Development, Business and Innovation and local governments to facilitate development of potential state and regionally significant employment precincts in regional cities.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Support increased business and residential densities as well as social, civic and cultural facilities in regional city CBDs to strengthen them economically and socially.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with the Department of State Development, Business and Innovation to identify a pipeline of renewal and infill opportunities in regional cities and centres that optimise infrastructure investment and the use of surplus government land.

  METROPOLITAN PLANNING AUTHORITY

INITIATIVE 6.2.3
UPDATE OUR LONG-TERM POPULATION PROJECTIONS FOR RURAL AND REGIONAL VICTORIA AND ASSESS IMPLICATIONS FOR REGIONAL GROWTH PLANS

The population of Victoria is significantly influenced by Commonwealth policy decisions on migration. The Australian Bureau of Statistics released new national population projections for Australia, its states and territories and the capital cities in November 2013[38]. These latest projections anticipate substantially higher levels of immigration and natural increase, and hence overall population growth, compared to previous projections[39]. The availability of updated data on the underlying components of population growth will allow an update of Victoria's population projections (Victoria in Future) to be completed in 2014.

Plan Melbourne proposes a number of policy outcomes which are likely to influence local population patterns over the medium-to-long term.

The new ABS data, together with new Victoria in Future projections, will allow scenarios to be prepared which can provide insights on the implications of the proposed policy positions for metropolitan and regional planning.

In the short term

- Prepare updated Victoria in Future population and housing projections.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with the Department of State Development, Business and Innovation to prepare a number of population and housing scenarios for rural and regional Victoria which reflect the impacts of the spatial policy initiatives in the regional growth plans and Plan Melbourne.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 6.2.4
PROTECT AND ENHANCE VALUED ATTRIBUTES OF IDENTIFIED DISTINCTIVE AREAS

The distinctive areas of the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and Yarra Valley have significant geographic and physical features which contribute to the quality of life of Victorians, and are a distinctive part of our state. These areas play an important role as tourist destinations and have strong economic bases driven by tourism, agribusiness and lifestyle, with all areas linking strongly with Melbourne.

Because of their attractiveness, accessibility and proximity to metropolitan Melbourne, these areas are increasingly coming under pressure for growth and change. This could potentially undermine the long-term natural or non-urban uses of land in these areas and needs to be carefully managed. Planning for these areas needs to identify the key values and activities important to these areas and ensure that they are preserved and enhanced for ongoing use by present and future generations.

In the short term

- Work with local governments to finalise localised planning statements for the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and Yarra Valley.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 6.3
INTEGRATE METROPOLITAN, PERI-URBAN AND REGIONAL PLANNING IMPLEMENTATION

The joint development of Plan Melbourne and regional growth plans creates a unique opportunity to align Victoria's metropolitan and regional planning in a way that builds on, and leverages, the interdependence of our urban settlements to create a state of cities.

Plan Melbourne, in conjunction with the eight regional growth plans, will integrate strategic land-use and transport planning throughout Victoria. By maintaining a strong alignment of major infrastructure planning and decision making, and a consistent framework for monitoring the implementation of Plan Melbourne and the regional growth plans, we can channel future growth to take advantage of Melbourne's proximity to Victoria's regional cities and the employment, housing and lifestyle choices available in the peri-urban regions.

INITIATIVE 6.3.1
BRING TOGETHER PLANNING STRATEGIES FOR METROPOLITAN MELBOURNE AND REGIONAL VICTORIA

Plan Melbourne and the regional growth plans integrate land-use planning and transport priorities across the state. Together with the government's economic and fiscal strategy and *Victoria – The Freight State*, this provides a long-term framework for Victoria's sustained growth and prosperity. Implementing an integrated plan will require shared governance and resource allocation arrangements.

In the short term

- Establish a consistent monitoring framework and data sources for implementing Plan Melbourne and regional growth plans to aid integrated decision making and performance comparisons.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Support regional local governments experiencing growth pressures to update their municipal strategic statements to take account of directions in Plan Melbourne and regional growth plans.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 6.4
IMPROVE CONNECTIONS BETWEEN CITIES

The productivity and competitiveness of regional economies depend on infrastructure that can attract investment and reduce transport and communications costs. Infrastructure planning and delivery will protect and enhance key corridors linking our state of cities. Attracting more people to regional cities will require planning and infrastructure reforms that overcome these issues.

Victoria's primary industries are experiencing high growth in exports of commodities (such as woodchips, mineral sands, grain, dairy and meat). The domestic market for fresh food and agricultural products will grow as Victoria and Australia increase in population. Our export markets for this produce will also grow in the years ahead. Victoria's freight task is expected to triple by 2050. We will need well-planned land use and transport corridors that better connect Melbourne and regional Victoria if we are to maintain our pre-eminent national role in freight and logistics.

High-quality infrastructure that connects rural producers to key national and international gateways (such as the Port of Melbourne and Melbourne Airport) is critical to cost competitiveness. We will take action to identify and address supply-chain bottlenecks, and ensure ongoing maintenance and protection of the existing road and rail networks.

INITIATIVE 6.4.1
IMPROVE TRANSPORT CONNECTIONS BETWEEN MELBOURNE AND REGIONAL CITIES

All Victoria's regions have at least one high-capacity transport route. These routes connect regional cities to Melbourne, connect regional cities to each other, and connect Melbourne to the nation. Improvements to these routes are continually being made (such as the proposed new station at Grovedale in Geelong, improved rail services to Eaglehawk in Bendigo, and a new station at Epsom in Bendigo).

Continuing population growth and the changing economic role of regional cities will generate additional movements between regional cities, and to and from Melbourne.

Improving connectivity between key regional cities in response to these changes will open up new opportunities for growth in regional Victoria that can, in the long term, assist in reducing some of the growth pressures on Melbourne, particularly along the Midland Highway (which connects Geelong, Ballarat, Bendigo, Shepparton and Benalla), and the Hume Highway.

In the short term

- Continue to deliver road and rail upgrades between Melbourne, the peri-urban regions and regional cities.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 6.4.2
STRENGTHEN TRANSPORT LINKS ON NATIONAL NETWORKS FOR THE MOVEMENT OF GOODS BETWEEN REGIONAL CITIES, MELBOURNE, INTERSTATE AND INTERNATIONALLY

The ability to move goods efficiently by road and rail between key regional cities and markets in Melbourne, interstate and internationally is critical to Victoria's economy. *Victoria – The Freight State* highlights that a major component of regional Victoria's economic output is the value of agricultural production and exports.

Agricultural exports from Victoria account for 29 per cent of national agricultural exports, making Victoria the largest food and fibre exporting state, with exports worth $9 billion. To retain this position, planning must ensure that goods are able to reach domestic and international markets reliably, and at the lowest possible cost. The great majority of product from regional Victoria is exported through the ports of Melbourne, Geelong and Portland; is staged through Melbourne for interstate export; or is consumed in Melbourne. Melbourne Airport also plays an important role in handling high-value, time-sensitive regional produce exports.

Nineteen regional transport plans and studies have been developed by local governments across Victoria. They provide valuable information about industry drivers, supply-chain trends and freight movements.

Through *Victoria – The Freight State*, planning will proceed in collaboration with the Commonwealth Government to ensure transport links on national networks connecting goods to their markets remain efficient and accessible. This planning will be informed by the 19 regional plans and studies.

The Avalon corridor between Werribee and Geelong contains existing and planned nationally significant economic assets including airport, road, rail and waste facilities. *The G21 Regional Growth Plan* identifies a need to retain a settlement break between Lara and Little River, to delineate Melbourne and Geelong and provide a gateway to both cities. There is also a need to protect areas of high biodiversity value, including Ramsar conservation areas, and land-use buffers for infrastructure and Avalon Airport. Given the range of constraints on the availability of land for development, it is important that this stretch of land be safeguarded for state infrastructure opportunities and complementary development in future.

In the short term

- Complete upgrades to the national network connecting key regional centres to export gateways, including Princes Highway West, Calder Freeway, Western Highway and Princes Highway East.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Identify the long-term economic freight and logistics opportunities related to Avalon Airport in the area between Geelong and Werribee.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue to strengthen regional freight networks consistent with industry drivers and supply-chain trends identified in *Victoria – The Freight State* and the 19 regional transport plans and studies.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence the Murray Basin Rail Project with upgrades on the Mildura to Maryborough and the Murtoa to Hopetoun rail lines, and standardisation between Mildura and Geelong.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Work with the Commonwealth to commence delivery of projects on the national network.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Work with the Commonwealth, Australian Rail Track Corporation, other jurisdictions and industry to develop the proposal for the transcontinental link from Mildura.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FRAMEWORKS FOR REGIONAL CITIES

Regional growth plans include detailed planning frameworks for Victoria's regional cities. These frameworks will help to guide economic and employment growth through optimal land-use and infrastructure planning, while preserving the distinctive character, environment and liveability of our regions.

Together the eight regional growth plans provide the settlement framework for regional Victoria and inform revisions to the State Planning Policy Framework so that there is one cohesive strategy for Victoria that aligns with Plan Melbourne.

BALLARAT

BENDIGO

GEELONG

HORSHAM

LATROBE

MILDURA

SHEPPARTON

WANGARATTA

WARRNAMBOOL

WODONGA
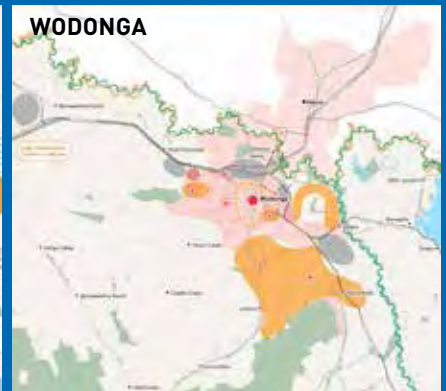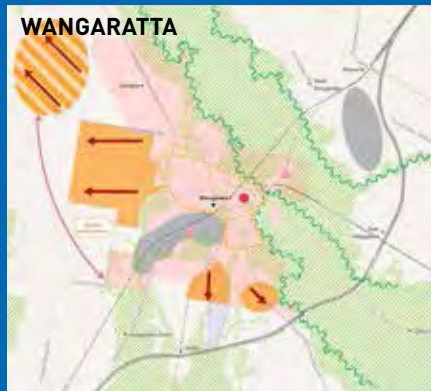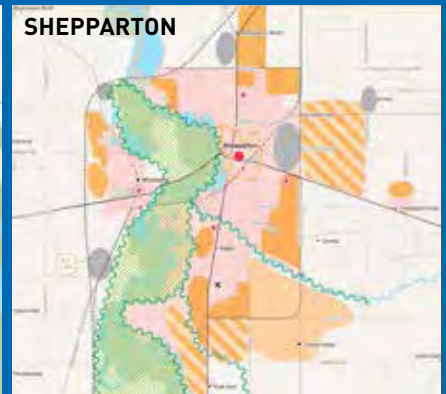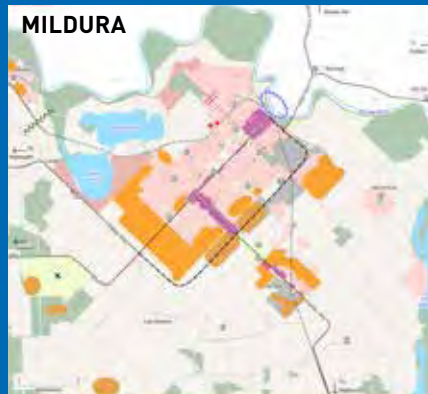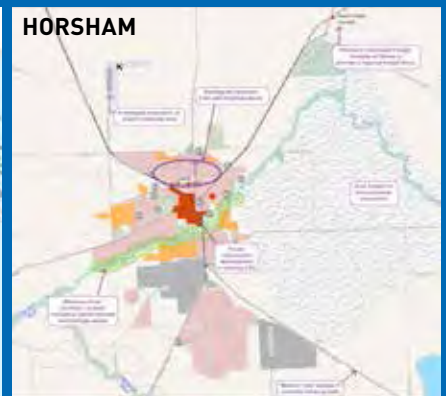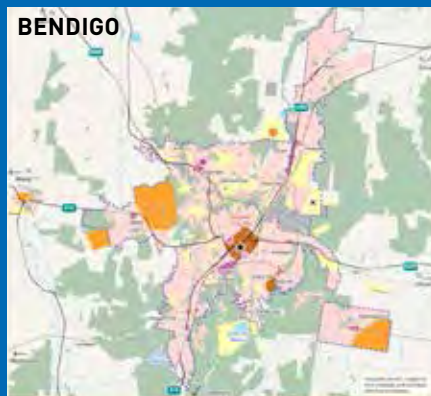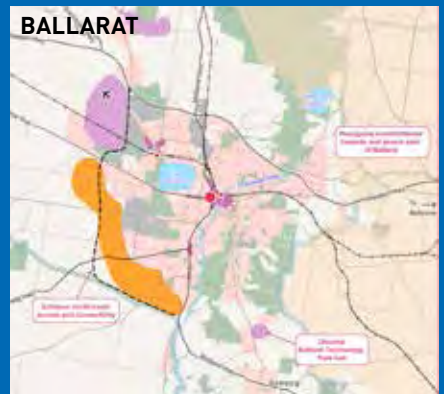
IMPLEMENTATION: DELIVERING BETTER GOVERNANCE

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

IMPLEMENTATION: DELIVERING BETTER GOVERNANCE

WE WILL

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

ISSUES

Successful implementation will require a sustained and joint effort by all levels of government and the private sector.

A pipeline of infrastructure projects and investment opportunities provides confidence to the market and greater certainty for the community, investors and the construction and development industries.

The expansion of the central city will be a significant part of this pipeline. A well-planned roll-out of these urban renewal projects will help provide the certainty and confidence required to secure investment in the expanded central city.

Each of the five metropolitan subregions will, by 2050, have an economy shaped by over 1 million people, providing critical mass for stronger economic performance and spatial integration.

Implementation will be driven through the new Metropolitan Planning Authority which will work with government departments and agencies, local governments, land owners and development partners to plan for the future of Melbourne and Victoria's regional cities.

OUR PLAN

DIRECTIONS

7.1   Drive delivery and facilitate action
7.2   Better informed decision making and greater alignment of infrastructure delivery to growth
7.3   Make more efficient use of existing resources
7.4   Open up new funding sources
7.5   Monitor progress and outcomes

SOLUTIONS

Support the Metropolitan Planning Authority to implement Plan Melbourne.

Work with the five metropolitan subregional planning groups to inform collaborative planning and investment.

Reform the State Planning Policy Framework so it aligns and integrates with Plan Melbourne, regional growth plans and other recent state policies; and so it provides better guidance to decision makers such as local governments and the Victorian Civil and Administrative Tribunal.

Develop a consistent format for municipal strategic statements and further streamline planning controls.

Facilitate growth in major urban-renewal precincts around Melbourne to increase housing choices, encourage the productive use of infrastructure and support local governments to deliver infrastructure more quickly.

Identify underutilised government land, and introduce a system to manage it, capture its value and dispose of it.

Continue to improve infrastructure and community facilities in growth areas. This will include improving the coordination of funding between all levels and areas of government and the private sector, and investigating ways for the Victorian and Commonwealth governments to help local governments bring forward investment in priority infrastructure.

Reform development contributions, including implementing a new standard contributions system; and investigate the use of value capture to change the way we fund city-shaping infrastructure.

Require the Metropolitan Planning Authority to report annually to Parliament on its progress implementing Plan Melbourne, and report annually to the Minister for Planning to inform government decision making about implementation of the plan across the five metropolitan subregions.

ISSUES

WHAT WE WILL DO

Successful implementation of Plan Melbourne will require a sustained and joint commitment by all areas and levels of government and the private sector.

The State Government is making a whole-of-government commitment to the plan. It will support the Metropolitan Planning Authority to coordinate efforts across government departments and agencies to implement the plan's directions and initiatives, particularly through the five metropolitan subregional planning groups. The authority will also focus on activity in locations that Plan Melbourne identifies as strategically significant for Melbourne's growth and competitiveness.

The Metropolitan Planning Authority will work with government departments and agencies, local governments, landowners and development partners to plan for the future urban structure of significant precincts. It will focus on facilitating appropriate development and help to coordinate government investment. It will also work to speed up development processes and advise on opportunities to cut red tape in these areas. This will ensure that Victoria boosts its competitiveness by continuing to improve the planning system's efficiency and effectiveness.

The commitment of Melbourne's local governments is essential for the plan's success. They will work with the Metropolitan Planning Authority through the subregional planning groups to improve planning decision making and infrastructure coordination.

Plan Melbourne includes mechanisms to monitor its implementation. We will establish and report against a range of indicators of our performance in reshaping the city's future development, and publish data and information about the city's growth and change.

DECISION-MAKING PROCESSES TO SUPPORT THE DELIVERY OF PLAN MELBOURNE

Plan Melbourne has been developed in the context of the Victorian Government's economic and fiscal strategy. This was outlined in the 2014–15 Budget and addresses the challenges facing Victoria to drive future economic growth and prosperity by:

- rebuilding budget capacity
- improving productivity, including through the provision of major infrastructure, more responsive and productive service delivery and continuing to build the skills and capabilities of the Victorian workforce
- ensuring Victoria is a competitive and low-cost place to do business.

Importantly, the focus on rebuilding the budget's capacity includes the government's medium-term fiscal parameters. These target:

- infrastructure investment of 1.3 per cent of GSP (calculated as a five-year rolling average)
- reduced general government net debt as a percentage of GSP to 2022
- fully-funded superannuation liability by 2035
- net operating surplus of at least $100 million a year, consistent with the infrastructure and debt parameters.

The government's commitment to responsibly manage the budget directly supports a sustained program of infrastructure development and continuing high-quality public services for Victorians, while avoiding excessive levels of debt.

Given this, final decisions about the implementation and timing of actions and infrastructure delivery will be made in a manner consistent with the government's economic and fiscal strategy, including the medium-term fiscal parameters. The government will continue its commitment to rigorous decision making about initiatives that require funding, statutory amendments or new regulations.

In particular, all projects and initiatives requiring budget funding will be carefully assessed in relation to budget capacity and will have rigorous business cases using cost-benefit analyses as part of their economic impact assessment. Where appropriate for infrastructure projects, this will include ensuring consistency with the government's *Investment Lifecycle and High Value/High Risk Guidelines*. For all other initiatives and actions, implementation and timing will be subject to consideration of their evidence base, and likely net benefits.

CREATING AN INVESTMENT PIPELINE OF INFRASTRUCTURE PROJECTS AND INVESTMENT OPPORTUNITIES

A pipeline of infrastructure projects and investment opportunities provides confidence to the market and greater certainty for the community, investors and the construction and development industries. Plan Melbourne highlights key infrastructure investments and identifies opportunities for investment across the city.

The Metropolitan Planning Authority will focus on unlocking areas of strategic value to metropolitan Melbourne including opportunities for land-use efficiency and productivity. Strategic locations include urban-renewal sites, land around railway stations and other transport infrastructure, level crossings, and areas prioritised through the new urban structure outlined in the plan.

The expansion of the central city will be a significant part of this pipeline and includes large precincts at Fishermans Bend Urban Renewal Area, E-Gate , City North, Dynon, the Flinders Street to Richmond station corridor and Arden-Macaulay.

A well-planned roll-out of these urban renewal projects will help provide the certainty and confidence required to secure investment in the expanded central city and to capture value to ensure appropriate returns to government. The Metropolitan Planning Authority will work with the government agencies responsible for these projects and contribute to advice for the government.

OUR VISION FOR MELBOURNE'S SUBREGIONS

The subregional planning groups will bring together state and local governments to collectively consider the actions required to effectively deliver on Plan Melbourne. By 2050, each subregion will have an economy shaped by over 1 million people, providing critical mass for stronger economic performance and spatial integration.

Plan Melbourne will help Melbourne grow over the next 40 years into the largest economic and demographic centre in Australia. The opportunities provided by the expanded central city will also help meet our vision of supporting the central city to become Australia's largest business services centre.

We will work with the subregional planning groups to improve economic performance. Each subregion will be anchored by a national employment cluster and leverage off an economic gateway (a port, airport or interstate freight terminal).

SUBREGIONS OF LOCAL GOVERNMENT TO DRIVE DELIVERY

Plan Melbourne establishes five metropolitan subregional planning groups of local governments to work with the Metropolitan Planning Authority to collectively plan for jobs, housing and investment in infrastructure and services.

The Metropolitan Planning Authority will chair the subregional planning groups. The groups will comprise local government chief executive officers and senior officers of the Department of Transport, Planning and Local Infrastructure. Each group will be supported by working groups of senior local government officers and officers from relevant state government departments.

The work of these groups will inform the annual report the authority will make to the Minister for Planning early in the annual state budget process. The report will identify barriers to implementing the plan, and possible solutions to them. This process will supplement the state budget process by providing a comprehensive picture of issues that are arising implementing the plan, and suggested potential solutions to them.

The new subregions are aligned to the current Regional Management Forum regions, but aim to distinctly focus on particular planning and infrastructure delivery needs.

The Regional Management Forums will continue as the appropriate governance mechanism, for broader policy discussions.

The new subregions have been created to:
- reflect natural economic flows, and flows of people around the city
- reflect approximate communities of interest
- be of roughly similar numbers of people.

WHAT TO DO NEXT
- Continue the rollout of meetings with support of the subregional planning groups and their working groups.
- Work with the subregional planning groups to develop their understanding of the barriers to implementing Plan Melbourne in their subregion, and potential solutions to those barriers. For example, solutions may include planning activities, research to fill important gaps in data, subregional infrastructure investment opportunities and how they could be funded, and needed modifications to the delivery of services.
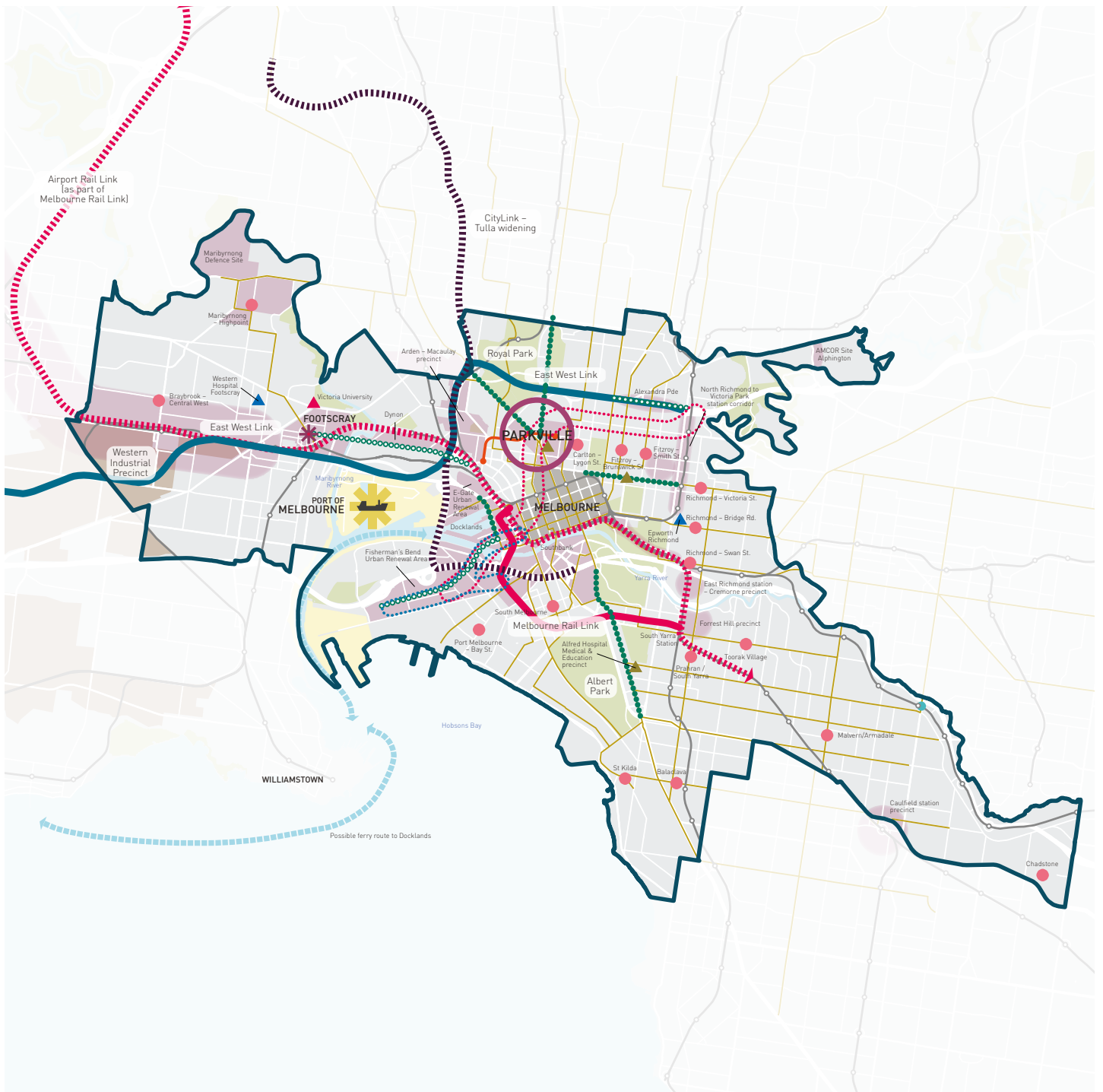
MAP 30 – CENTRAL SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.

Airport Rail Link
(as part of
Melbourne Rail Link)

CityLink –
Tulla widening

Maribyrnong
Defence Site

Maribyrnong –
Highpoint

Arden – Macaulay
precinct

Royal Park

East West Link

AMCOR Site
Alphington

Western Hospital
Footscray

Victoria University

North Richmond to
Victoria Park
station corridor

Braybrook –
Central West

East West Link

FOOTSCRAY

Dynon

Alexandra Pde

PARKVILLE

Carlton –
Lygon St.

Fitzroy –
Smith St.

Fitzroy –
Brunswick St.

Western
Industrial
Precinct

Maribyrnong
River

E-Gate
Urban
Renewal
Area

Richmond – Victoria St.

PORT OF
MELBOURNE

Docklands

MELBOURNE

Richmond – Bridge Rd.

Fisherman's Bend
Urban Renewal Area

Southbank

Epworth
Richmond

Richmond – Swan St.

East Richmond station
– Cremorne precinct

South Melbourne

Yarra River

Port Melbourne –
Bay St.

Melbourne Rail Link

Forrest Hill precinct

South Yarra
Station

Alfred Hospital
Medical &
Education
precinct

Prahran /
South Yarra

Toorak Village

Albert
Park

Malvern/Armadale

Hobsons Bay

St Kilda

Balaclava

WILLIAMSTOWN

Caulfield station
precinct

Possible ferry route to Docklands

Chadstone

N

0   2.5   5
Kilometres

Legend:

- Central subregion boundary
- Melbourne Central Business District
- Metropolitan region
- Road network
- Rail network
- Level crossing removal
- Tram network
- East West Link
- CityLink-Tulla widening
- Melbourne Rail Link (final alignment not yet determined)
- Airport Rail Link (as part of Melbourne Rail Link)
- Potential rail
- Potential light rail (alignment not yet determined)
- Potential ferry route
- Parkville Employment Cluster
- Transport gateway – existing
- State significant industrial precinct – existing
- Metropolitan activity centre – existing
- Activity centre – existing
- Health/Education precinct
- Health precinct
- Education precinct
- Existing boulevard
- Boulevard to be investigated/implemented
- Key bus route
- Urban renewal area
- Major open space
- Waterway
- Seaport

CENTRAL SUBREGION

MUNICIPALITIES

Melbourne, Stonnington, Maribyrnong, Port Phillip, Yarra

CURRENT POPULATION

485,000

FUTURE POPULATION GROWTH TO 2031

230,000 TO 280,000

CURRENT NUMBER OF JOBS

567,200

FUTURE JOB GROWTH TO 2031

260,000 TO 320,000

PLACES OF STATE SIGNIFICANCE

Expanded central city

National employment cluster – Parkville

Metropolitan activity centre – Footscray

State-significant industrial precinct – Western

Transport gateway – Port of Melbourne

Health and/or education precincts – Alfred Medical Research and Education Precinct (Prahran), Western Hospital (Footscray), Victoria University (Footscray), various health and education institutions in Parkville, St Vincent's Hospital Melbourne and other health institutions (Fitzroy/East Melbourne), Epworth Richmond

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Balaclava, Braybrook-Central West, Carlton-Lygon Street, Chadstone, Fitzroy-Brunswick Street, Fitzroy-Smith Street, Malvern/Armadale, Maribyrnong-Highpoint, Port Melbourne-Bay Street, Prahran/South Yarra, Richmond-Bridge Road, Richmond-Swan Street, Richmond-Victoria Street, South Melbourne, St Kilda, Toorak Village

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Fishermans Bend Urban Renewal Area, E-Gate Precinct, Arden-Macaulay Precinct, Collingwood, Docklands, Southbank, Footscray Precinct, Tottenham corridor, Dynon corridor, Flinders Street to Richmond Station corridor, City North Precinct, East Richmond Station-Cremorne Precinct, Flemington-Newmarket Precinct, North Richmond to Victoria Park Station, Forrest Hill Precinct, Amcor Site-Alphington, Maribyrnong Defence Site, Alexandra Parade

IMPORTANT FUTURE INITIATIVES

East West Link

Melbourne Rail Link, including Airport Rail Link

CityLink-Tulla widening

Rail Project from Clifton Hill via Parkville to Fishermans Bend Urban Renewal Area

Based on a growing mix of capital city functions (including government, business, tourism, social, cultural and recreational institutions and assets) the central city 'core' now extends well beyond the Hoddle Grid into St Kilda Road, Southbank and Docklands. Our aim is to plan for growth and change in Melbourne's Central Subregion to consolidate Melbourne's position as a highly competitive global city and to maintain the high standards of liveability, distinctiveness and character that make Melbourne special.

HOUSING REQUIREMENTS - BY TYPE TO 2031

DWELLING REQUIREMENT TO 2031 — 120k-145k DWELLINGS

ALLOCATION BETWEEN DETACHED AND OTHER DWELLINGS — 120k-145k OTHER — 0k-10k DETACHED

DETAILED COMPOSITION BASED ON CURRENT AND EXPECTED TRENDS — 100k-120k APARTMENTS — 15k-25k TOWNHOUSES FLATS & UNITS

SPATIAL ESTIMATES - BY AREA TO 2031

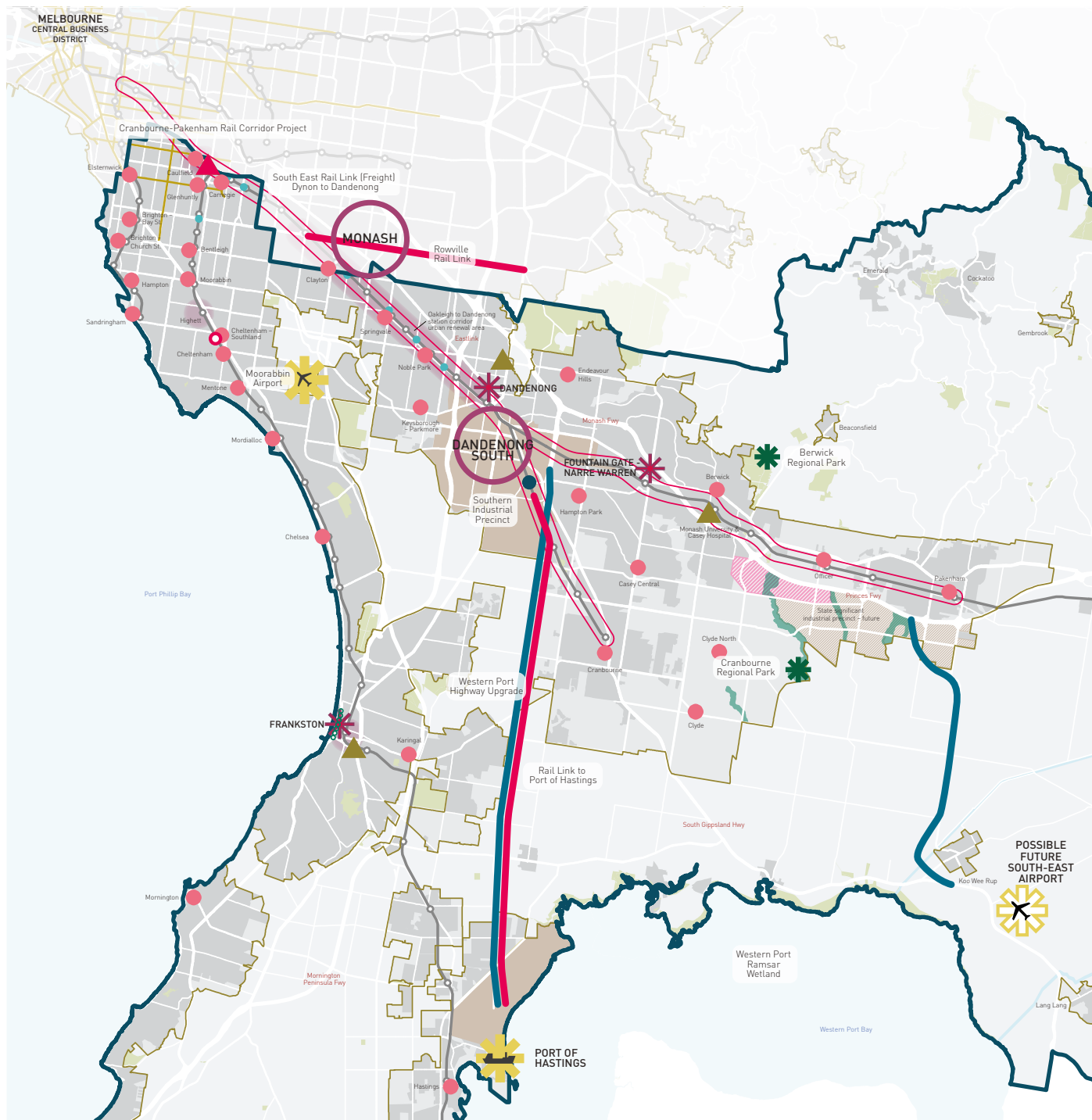DWELLING REQUIREMENT TO 2031 — 120k-145k DWELLINGS

FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.
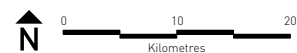
NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.
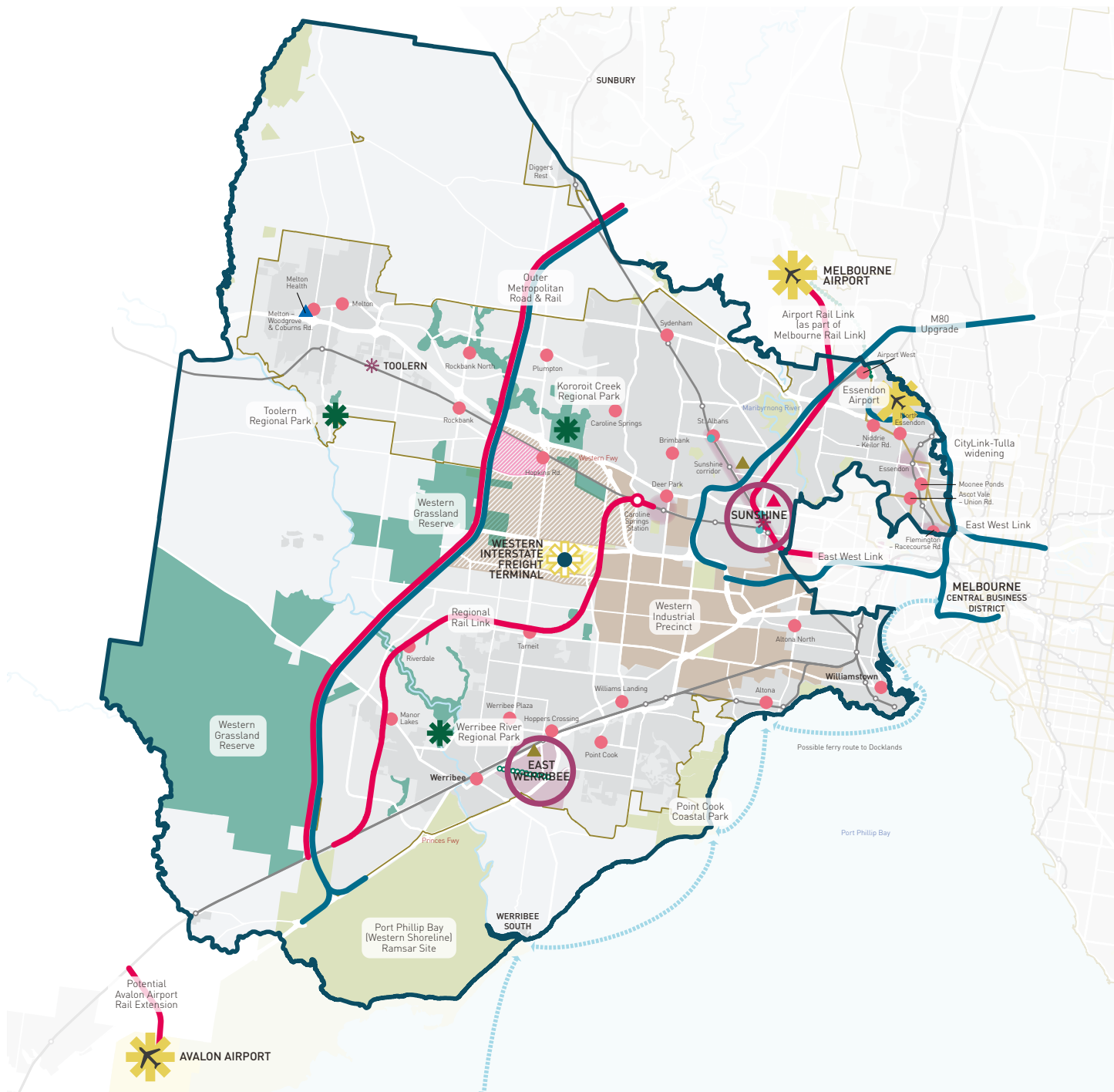
MAP 31 – WESTERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.

N
0   5   10
Kilometres

Legend:

- Western subregion boundary
- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Level crossing removal
- Tram network
- Road initiative
- Rail initiative
- New station
- Potential ferry route
- National employment cluster
- Transport gateway – existing
- Transport gateway – future
- Metropolitan intermodal system terminal
- State significant industrial precinct – existing
- State significant industrial precinct – future
- Business and residential (as shown in growth corridor plans)
- Health/Education precinct
- Health precinct
- Education precinct
- Metropolitan activity centre – existing
- Metropolitan activity centre – future
- Activity centre – existing and future
- Boulevard to be investigated/implemented
- Regional open space – future
- Urban renewal area
- Biodiversity conservation area
- Major open space
- Waterway
- Airport

Map labels: SUNBURY, Diggers Rest, Melton Health, Melton – Woodgrove & Coburns Rd., Melton, Outer Metropolitan Road & Rail, MELBOURNE AIRPORT, Airport Rail Link (as part of Melbourne Rail Link), M80 Upgrade, Airport West, Essendon Airport, TOOLERN, Rockbank North, Plumpton, Sydenham, North Essendon, CityLink-Tulla widening, Toolern Regional Park, Kororoit Creek Regional Park, Caroline Springs, Brimbank, St Albans, Niddrie – Keilor Rd., Essendon, Moonee Ponds Ascot Vale – Union Rd., Rockbank, Western Fwy, Hopkins Rd., Deer Park, Sunshine corridor, SUNSHINE, Flemington – Racecourse Rd., Western Grassland Reserve, Caroline Springs Station, East West Link, MELBOURNE CENTRAL BUSINESS DISTRICT, WESTERN INTERSTATE FREIGHT TERMINAL, Regional Rail Link, Western Industrial Precinct, Riverdale, Tarneit, Altona North, Williamstown, Manor Lakes, Werribee Plaza, Williams Landing, Altona, Werribee River Regional Park, Hoppers Crossing, Point Cook, Possible ferry route to Docklands, Werribee, EAST WERRIBEE, Point Cook Coastal Park, Port Phillip Bay, Western Grassland Reserve, Port Phillip Bay (Western Shoreline) Ramsar Site, WERRIBEE SOUTH, Princes Fwy, Potential Avalon Airport Rail Extension, AVALON AIRPORT, Maribyrnong River

WESTERN SUBREGION

MUNICIPALITIES

Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham

CURRENT POPULATION

712,000

FUTURE GROWTH TO 2031

370,000 TO 430,000

CURRENT NUMBER OF JOBS

173,100

FUTURE JOB GROWTH TO 2031

90,000 TO 125,000

PLACES OF STATE SIGNIFICANCE

National employment clusters – Sunshine (emerging), East Werribee (emerging)

Metropolitan activity centres – Sunshine, Toolern (future)

State-significant industrial precincts – Western, and identified future industrial precinct

Transport gateway – Essendon Airport

Health and/or education precincts – Sunshine Hospital and Victoria University (St Albans), Werribee Mercy, Melton Health, Victoria University (Sunshine)

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Airport West, Altona, Altona North, Ascot Vale-Union Road, Brimbank, Caroline Springs, Deer Park, Flemington-Racecourse Road, Hopkins Road, Hoppers Crossing, Manor Lakes, Melton, Melton-Woodgrove and Coburns Road, Moonee Ponds, Niddrie-Keilor Road, North Essendon, Plumpton, Point Cook, Riverdale, Rockbank North, Rockbank South, St Albans, Sydenham, Tarneit, Werribee, Werribee Plaza, Williams Landing, Williamstown

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

East Werribee Employment Precinct, Tottenham corridor, Essendon station, Sunshine corridor, Deer Park station, Flemington-Newmarket Precinct

IMPORTANT FUTURE INITIATIVES

Completion of Regional Rail Link

CityLink-Tulla widening

East West Link

Potential Western Interstate Freight Terminal

Melbourne Rail Link, including Airport Rail Link

Outer Metropolitan Ring Road

Caroline Springs station

With the provision of necessary infrastructure and support for development of new employment opportunities in Werribee and Sunshine, the Western Subregion can leverage off its existing strengths and better connect the residents of the west to employment and educational opportunities. We want to see Melbourne's west continue to develop its civic, cultural and environmental assets, and to be the city's fastest-growing region into the middle of this century. *Managing Melbourne's Growth* (June 2012) identifies that the area covered by the West Growth Corridor Plan will accommodate an additional 377,000 or more people and have the capacity to accommodate at least 164,000 jobs.

HOUSING REQUIREMENTS - BY TYPE TO 2031
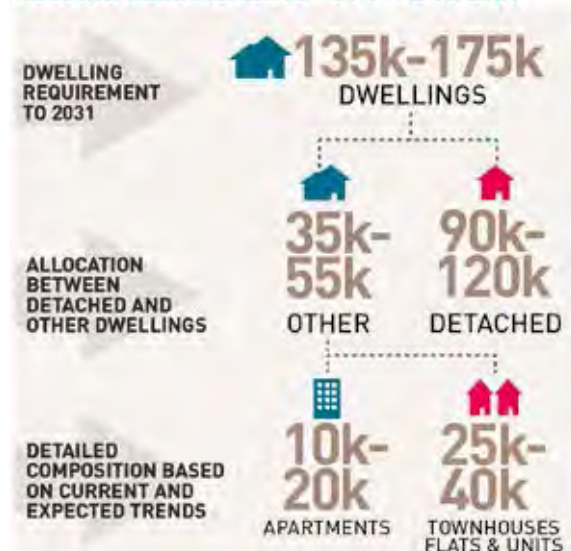
DWELLING REQUIREMENT TO 2031 — 135k-175k DWELLINGS

ALLOCATION BETWEEN DETACHED AND OTHER DWELLINGS — 35k-55k OTHER — 90k-120k DETACHED

DETAILED COMPOSITION BASED ON CURRENT AND EXPECTED TRENDS — 10k-20k APARTMENTS — 25k-40k TOWNHOUSES FLATS & UNITS

SPATIAL ESTIMATES - BY AREA TO 2031

DWELLING REQUIREMENT TO 2031 — 135k-175k DWELLINGS

ALLOCATION BETWEEN AREAS — 30k-45k ESTABLISHED AREAS — 100k-130k GROWTH AREAS

FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.

NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.
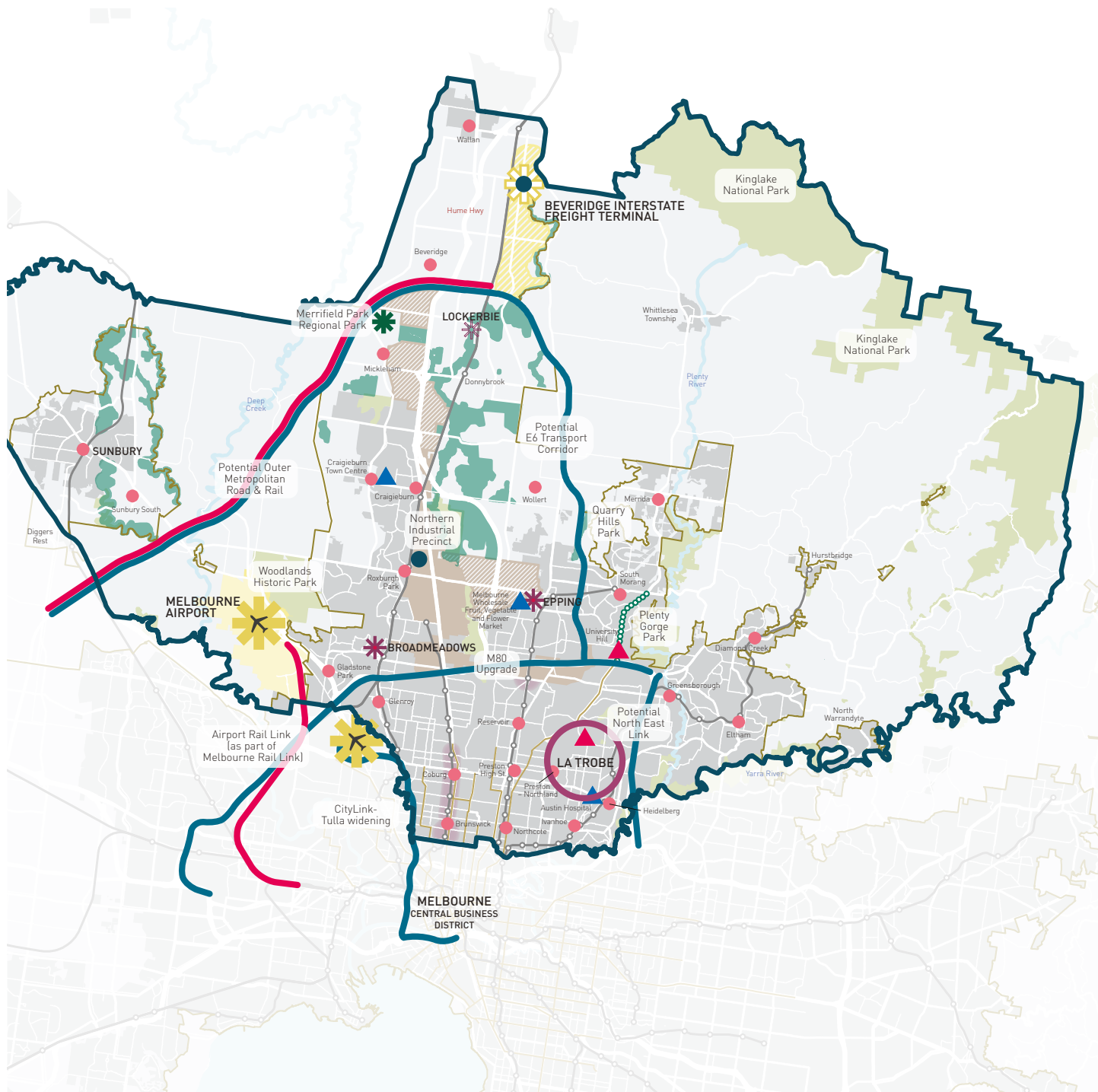
MAP 32 – NORTHERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.

N

0   5   10
Kilometres

▬ Northern subregion boundary	State significant industrial precinct – existing
Metropolitan region	State significant industrial precinct – future
Metropolitan urban boundary	✳ Metropolitan activity centre – existing
Urban area	✳ Metropolitan activity centre – future
Road network	● Activity centre – existing and future
Rail network	▲ Health/Education precinct
Tram network	▲ Health precinct
Road initiative	▲ Education precinct
Rail initiative	Boulevard to be investigated/implemented
⦿ La Trobe Employment Cluster	✳ Regional open space (future)
✳ Transport gateway – existing	Urban renewal area
✳ Transport gateway – future	Biodiversity conservation area
● Metropolitan intermodal system terminal (indicative location)	Major open space
	Waterway
	✈ Airport

178 PLAN MELBOURNE

NORTHERN SUBREGION

MUNICIPALITIES

Banyule, Darebin, Hume, Mitchell (part), Moreland, Nillumbik, Whittlesea

CURRENT POPULATION

869,000

FUTURE GROWTH TO 2031

400,000 TO 470,000

CURRENT NUMBER OF JOBS

231,500

FUTURE JOB GROWTH TO 2031

100,000 TO 140,000

PLACES OF STATE SIGNIFICANCE

National employment cluster – La Trobe (emerging)
Metropolitan activity centres – Broadmeadows, Epping, Lockerbie (future)
State-significant industrial precincts – Northern, and identified future industrial precincts
Transport gateway – Melbourne Airport
Health and/or education precincts – Austin Hospital, Northern Hospital, Craigieburn Health Service, La Trobe University, University Hill (includes RMIT Bundoora campuses)

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Beveridge, Brunswick, Coburg, Craigieburn, Craigieburn Town Centre, Diamond Creek, Eltham, Gladstone Park, Glenroy, Greensborough, Heidelberg Ivanhoe, Mernda, Mickleham, Northcote, Preston-High Street, Preston-Northland, Reservoir, Roxburgh Park, South Morang, Sunbury, Sunbury South, Wallan, Wollert

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Keon Park station, Brunswick to Batman Station corridor, Jewell station, Watsonia station

IMPORTANT FUTURE INITIATIVES

Melbourne Rail Link, including Airport Rail Link

CityLink-Tulla widening

Potential North East Link

Outer Metropolitan Ring Road

Potential Beveridge Interstate Freight Terminal (future)

Potential E6 Transport Corridor

A key focus for the Northern Subregion will be to continue to develop a diverse industry base linked to its key transport infrastructure and educational, technology and research capabilities. It will grow its outer areas into vibrant, well-serviced communities including through the development of the North East Link and the new La Trobe Employment Cluster. *Managing Melbourne's Growth* (June 2012) identifies that the area covered by the North Growth Corridor Plan will accommodate an additional 260,000 or more people and have the capacity to accommodate at least 83,000 jobs. The Sunbury/Diggers Rest Growth Corridor Plan will accommodate an additional 71,000 or more people and have the capacity to accommodate at least 10,000 jobs.

HOUSING REQUIREMENTS - BY TYPE TO 2031
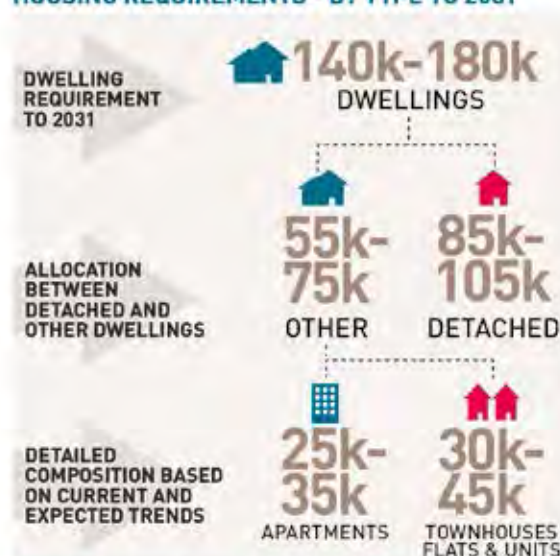
DWELLING REQUIREMENT TO 2031 — 140k-180k DWELLINGS

ALLOCATION BETWEEN DETACHED AND OTHER DWELLINGS — 55k-75k OTHER / 85k-105k DETACHED

DETAILED COMPOSITION BASED ON CURRENT AND EXPECTED TRENDS — 25k-35k APARTMENTS / 30k-45k TOWNHOUSES FLATS & UNITS

SPATIAL ESTIMATES - BY AREA TO 2031

DWELLING REQUIREMENT TO 2031 — 140k-180k DWELLINGS

ALLOCATION BETWEEN AREAS — 40k-60k ESTABLISHED AREAS / 95k-115k GROWTH AREAS

FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014
NOTE 1:   ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.
NOTE 2:   THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.
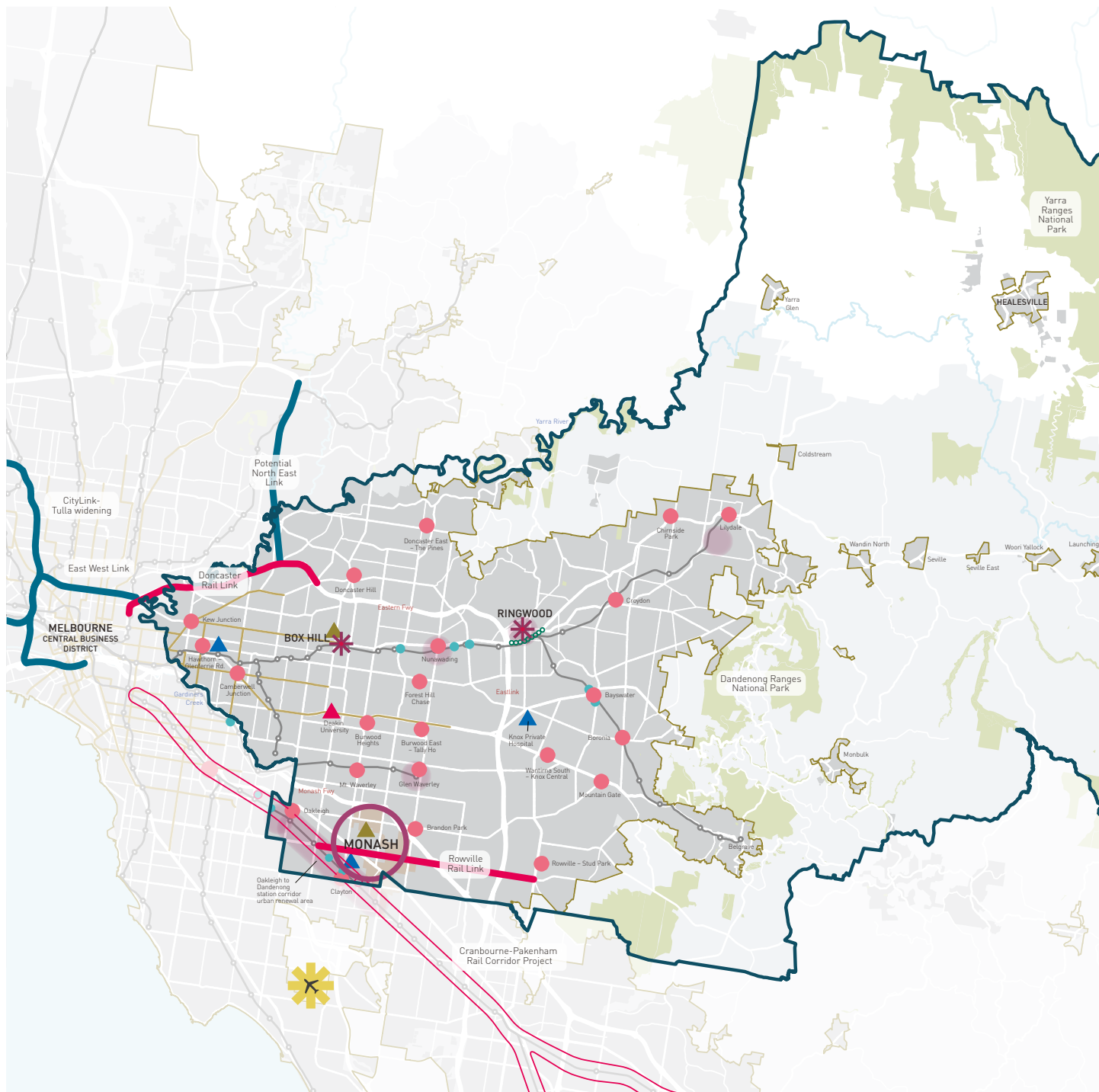
MAP 33 – EASTERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.

Legend:
- Eastern subregion boundary
- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Level crossing removal
- Tram network
- Road initiative
- Rail initiative
- Cranbourne-Pakenham Rail Corridor Project
- Monash Employment Cluster
- Transport gateway – existing
- State-significant industrial precinct – existing
- Metropolitan activity centre – existing
- Activity centre – existing
- Health/Education precinct
- Health precinct
- Education precinct
- Boulevard to be investigated/implemented
- Urban renewal area
- Major open space
- Waterway

N   0   10   20
        Kilometres

EASTERN SUBREGION

MUNICIPALITIES

Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse, Yarra Ranges

CURRENT POPULATION

1,046,000

FUTURE GROWTH TO 2031

150,000 TO 200,000

CURRENT NUMBER OF JOBS

366,400

FUTURE JOB GROWTH TO 2031

75,000 TO 100,000

PLACES OF STATE SIGNIFICANCE

National employment cluster – Monash
Metropolitan activity centres – Box Hill, Ringwood
State-significant industrial precinct – Monash
Health and/or education precincts – Box Hill Hospital, Monash Medical Centre (Clayton), Deakin University (Burwood), Swinburne University (Hawthorn), Monash University (Clayton), Knox Private Hospital

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Bayswater, Boronia, Brandon Park, Burwood East-Tally Ho, Burwood Heights, Camberwell Junction, Chirnside Park, Clayton, Croydon, Doncaster East-The Pines, Doncaster Hill, Forest Hill Chase, Glen Waverley, Hawthorn-Glenferrie Road, Kew Junction, Lilydale, Mount Waverley, Mountain Gate, Nunawading, Oakleigh, Rowville-Stud Park, Wantirna South-Knox Central

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Ringwood station, Oakleigh to Dandenong station corridor, Glen Waverley station, Lilydale Quarry, Nunawading station, Hughesdale

IMPORTANT FUTURE INITIATIVES

East West Link

Cranbourne-Pakenham Rail Corridor Project

Potential North East Link

Rowville Rail Link

Doncaster Rail Link

A key focus for the Eastern Subregion will be consolidating its future growth in targeted areas (including in the Monash Employment Cluster, Box Hill and Ringwood). Opportunities for transport upgrades include potential road and rail links.

HOUSING REQUIREMENTS - BY TYPE TO 2031

DWELLING REQUIREMENT TO 2031 — **80k-110k** DWELLINGS

ALLOCATION BETWEEN DETACHED AND OTHER DWELLINGS — **70k-90k** OTHER — **15k-25k** DETACHED

DETAILED COMPOSITION BASED ON CURRENT AND EXPECTED TRENDS — **30k-40k** APARTMENTS — **40k-60k** TOWNHOUSES FLATS & UNITS

SPATIAL ESTIMATES - BY AREA TO 2031

DWELLING REQUIREMENT TO 2031 — **80k-110k** DWELLINGS

FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014
NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.
NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.

MAP 34 – SOUTHERN SUBREGION

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013
NOTE: THIS MAP IS DIAGRAMMATIC OF THE STRUCTURAL ELEMENTS OF PLAN MELBOURNE.

N 0 — 10 — 20 Kilometres

Legend:

- Southern subregion boundary
- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Level crossing removal
- Tram network
- Road initiative
- Rail initiative
- New station
- Cranbourne-Pakenham Rail Corridor Project
- National employment cluster
- Transport gateway – existing
- Transport gateway – future
- Metropolitan intermodal system terminal (indicative location)

- State significant industrial precinct – existing
- State significant industrial precinct – future
- Business & residential (as shown in growth corridor plans)
- Metropolitan activity centre – existing
- Activity centre – existing and future
- Health/Education precinct
- Education precinct
- Boulevard to be investigated/implemented
- Regional open space (future)
- Urban renewal area
- Biodiversity conservation area
- Major open space
- Waterway
- Airport
- Seaport

Note: Diagrammatic of the structural elements of Plan Melbourne.

SOUTHERN SUBREGION

MUNICIPALITIES

Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston, Mornington Peninsula

CURRENT POPULATION

1,183,000

FUTURE GROWTH TO 2031

400,000 TO 480,000

CURRENT NUMBER OF JOBS

344,500

FUTURE JOB GROWTH TO 2031

110,000 TO 150,000

PLACES OF STATE SIGNIFICANCE

National employment cluster – Dandenong South

Metropolitan activity centres – Dandenong, Frankston, Fountain Gate/Narre Warren

State-significant industrial precincts – Southern, Port of Hastings, and identified future industrial precinct

Transport gateways – Port of Hastings, Moorabbin Airport

Health and/or education precincts – Frankston Hospital and Monash University (Frankston), Casey Hospital and Monash University (Berwick), Dandenong Hospital, Monash University (Caulfield)

PLACES OF LOCAL SIGNIFICANCE

Activity centres – Bentleigh, Berwick, Brighton-Bay Street, Brighton-Church Street, Carnegie, Casey Central, Caulfield, Chelsea, Cheltenham, Cheltenham-Southland, Clyde, Clyde North, Cranbourne, Elsternwick, Endeavour Hills, Glenhuntly, Hampton, Hampton Park, Hastings, Karingal, Mentone, Moorabbin, Mordialloc, Mornington, Noble Park, Officer, Pakenham, Keysborough-Parkmore, Rosebud, Sandringham, Springvale

Neighbourhood centres

URBAN RENEWAL OPPORTUNITIES

Caulfield Station Precinct, Huntingdale to Dandenong station corridor, Frankston station, Highett Precinct

IMPORTANT FUTURE INITIATIVES

Southland station

Port of Hastings Upgrade

Cranbourne-Pakenham Rail Corridor Project

South East Rail Link (freight)

Western Port Highway Upgrade

Possible future south-east airport

A key focus for the Southern Subregion will be establishing Melbourne's new container facilities at Port of Hastings, new rail and highway connections to Hastings, and better transport links to the city along the Dandenong rail corridor. *Managing Melbourne's Growth* (June 2012) identifies that the area covered by the South East Growth Corridor Plan will accommodate an additional population of 230,000 or more people and have the capacity to accommodate at least 86,000 jobs.

HOUSING REQUIREMENTS - BY TYPE TO 2031

DWELLING REQUIREMENT TO 2031 — **165k-205k** DWELLINGS

ALLOCATION BETWEEN DETACHED AND OTHER DWELLINGS — **90k-115k** OTHER — **70k-95k** DETACHED

DETAILED COMPOSITION BASED ON CURRENT AND EXPECTED TRENDS — **15k-25k** APARTMENTS — **70k-95k** TOWNHOUSES FLATS & UNITS

SPATIAL ESTIMATES - BY AREA TO 2031

DWELLING REQUIREMENT TO 2031 — **165k-205k** DWELLINGS

ALLOCATION BETWEEN AREAS — **80k-100k** ESTABLISHED AREAS — **85k-105k** GROWTH AREAS

FIGURE SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, PRELIMINARY POPULATION PROJECTIONS, 2014

NOTE 1: ALL PROJECTS REQUIRING BUDGET FUNDING WILL BE CAREFULLY ASSESSED IN RELATION TO BUDGET CAPACITY.

NOTE 2: THE HOUSING FIGURES REFER TO NET ADDITIONS TO DWELLINGS AND NET GROSS ADDITIONS AND THEREFORE DO NOT TAKE INTO ACCOUNT DEMOLITION AND REPLACEMENT OF DWELLINGS.

OUR PLAN

DIRECTION 7.1
DRIVE DELIVERY AND FACILITATE ACTION

Melbourne, let's talk about the future identified the need for good governance structures and processes. With metropolitan planning and delivery functions shared across three levels of government, the private sector and community stakeholders, a key challenge will be to ensure that Plan Melbourne guides effective delivery and decision making.

This will require the implementation of new reforms to the planning system, including the introduction of reformed residential, industrial and commercial zones, and of VicSmart. It will also require new coordination structures and for the new Metropolitan Planning Authority to coordinate all major stakeholders, particularly for strategic locations where additional jobs and housing are planned.

In addition to finalising Plan Melbourne and regional growth plans, further work has been identified through the Victorian Planning System Ministerial Advisory Committee for additional reform activities. These include:

- reform of the State Planning Policy Framework, followed by reform of municipal strategic statements
- further statutory reform involving a review of special planning controls (known as overlays and particular provisions).

Central to these further reforms will be the development of a change program, shifting the focus of planners from a regulatory mindset under the current system to a facilitative mindset that encourages development consistent with the Directions of Plan Melbourne and regional growth plans.

INITIATIVE 7.1.1
SUPPORT THE ONGOING OPERATION OF THE NEW METROPOLITAN PLANNING AUTHORITY

The Metropolitan Planning Authority has been established and funded to implement the key aspects of Plan Melbourne. The activities, functions, powers and responsibilities of the authority are needed to:

- effectively champion the plan's outcomes, objectives and directions over the long term
- provide clarity and certainty for stakeholders through clear roles, processes and relationships with other agencies, avoiding overlaps where possible
- assist cross-government coordination and cooperation to:
  - work with the subregional planning groups to identify implementation barriers and recommend solutions to drive implementation of the plan's initiatives
  - produce integrated and efficient land-use, transport and other infrastructure planning outcomes
  - provide advice about service and infrastructure delivery decisions (including sequencing).

In the short term

- Ensure the Metropolitan Planning Authority has the appropriate decision-making powers to deliver on Plan Melbourne's initiatives, particularly for state-significant precincts.

METROPOLITAN PLANNING AUTHORITY

The authority's activities will include:

- planning the urban structure of designated sites and precincts earmarked for significant change
- working in partnership with subregional groups of local governments to support better informed decisions, and to deliver the plan
- helping to coordinate whole-of-government, integrated land-use and infrastructure outcomes
- working with local governments and water authorities to ensure that whole-of-water-cycle management is embedded in all new developments
- collecting development contributions within designated sites
- providing strategic oversight of implementation of the plan
- maintaining a focus on housing supply, affordability and diversity
- under delegation from the Minister for Planning, acting as planning or responsible authority for designated urban-renewal precincts
- undertake other functions as delegated from the Minister for Planning.

> " COUNCIL IS SUPPORTIVE OF THE IDEA OF IDENTIFYING AND REINFORCING EMPLOYMENT AND INNOVATION CLUSTERS ACROSS MELBOURNE. "

MONASH CITY COUNCIL

INITIATIVE 7.1.2
CREATE FIVE SUBREGIONAL PLANNING GROUPS TO HELP DRIVE DELIVERY OF THE PLAN

Traditionally, government responses to metropolitan issues have been built around service delivery or portfolio-specific issues. There has been growing recognition at all levels of government that collaborative, area-based responses can be more effective than traditional approaches, particularly to complex, interlocking metropolitan issues.

In metropolitan Melbourne, five Regional Management Forums that align with the Plan Melbourne's five metropolitan subregions, bring together senior government officers across the three tiers of government on regional priorities, and deal with matters that require high level collaborative attention and brokering of solutions.

In addition, the Metropolitan Planning Authority will work with government departments to coordinate the activities of five metropolitan subregional planning groups of local governments around land use planning, transport and infrastructure. This will include ongoing discussions about the implementation of initiatives, annual strategy sessions with each subregion and relevant departmental secretaries, and providing advice to each subregion on social and economic infrastructure.

To ensure a consistent approach, these subregional planning groups will work closely with the five metropolitan Regional Management Forums to ensure implementation of Plan Melbourne is considered in the context of the broader whole of government policy landscape.

Increasing the economic performance of subregions by capitalising on their competitive advantages and major city-shaping projects (such as East West Link and the Melbourne Rail Link) will create opportunities to increase productivity.

In the short term

- Continue the rollout of meetings of the five metropolitan subregional planning groups and their working groups to identify implementation barriers and recommend solutions to implementation of the plan's initiatives.
  METROPOLITAN PLANNING AUTHORITY

THE NEW METROPOLITAN PLANNING AUTHORITY

The key activities of the new Metropolitan Planning Authority are:

Metropolitan activities – provide advice to the Minister for Planning on matters relating to land and development consistent with Plan Melbourne and undertake planning and land use studies as directed by the Minister for Planning.

Regional Victoria activities – provide general planning advice and support local government in the delivery of the objectives of the Regional Growth Plans as directed by the Minister for Planning.

Precinct activities – prepare precinct structure plans and integrated infrastructure and service delivery plans for designated priority sites and precincts.

Decision-maker processes – act as the planning authority on designated precincts or sites.

State Budget processes – provide advice to government on infrastructure priorities and land use opportunities consistent with the Strategy.

INITIATIVE 7.1.3
PREPARE A NEW STATE PLANNING POLICY FRAMEWORK

In Victoria, the State Planning Policy Framework outlines metropolitan planning principles, goals and directions, and forms part of all planning schemes in Victoria. The State Planning Policy Framework must be taken into account when preparing amendments to planning schemes or making decisions under a planning scheme.

We will amend the State Planning Policy Framework to align with Plan Melbourne, regional growth plans and other major state strategies. To support this, we have established the Ministerial Advisory Committee on the State Planning Policy Framework. Aims of this process will be to reduce unnecessary red tape, rationalise the State Planning Policy Framework and improve decision making.

In the short term

- Update the State Planning Policy Framework to align with Plan Melbourne, regional growth plans and other recent state policies, and provide improved guidance to decision makers such as local governments and the Victorian Civil and Administrative Tribunal.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.1.4
DEVELOP A CONSISTENT FORMAT FOR MUNICIPAL STRATEGIC STATEMENTS

After the State Planning Policy Framework is revised, the structure of municipal strategic statements (MSSs) will be reviewed, to ensure they align with Plan Melbourne and regional growth plans. Providing a clearer structure for MSSs, and strongly linking them back to the State Planning Policy Framework, will help local governments across the metropolitan area work with developers and with their communities to provide greater certainty and facilitate development that is consistent with local and state policy directions.

In the short term

- Seek advice from the Ministerial Advisory Committee on the State Planning Policy Framework about a revised structure for municipal strategic statements.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Work with local governments to trial and implement a new structure for local policy and municipal strategic statements.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.1.5
FURTHER STREAMLINE PLANNING CONTROLS

As part of implementing Victoria's reformed residential zones, special planning controls (known as overlays and particular provisions) will be reviewed. These controls trigger the need for a planning permit and can apply in areas of special significance (such as heritage sites and environmentally-sensitive areas) and for car-parking requirements. In some instances, a number of these controls will apply to one area of land.

The review of these planning controls will identify ways to further streamline the system. This will include a review of the conditions that trigger the need for a permit, reducing the need for layering of overlays and providing greater certainty that prescriptive controls can and should be provided.

In the short term

- In partnership with local governments, review overlays and particular provisions in the Victoria Planning Provisions to identify options for streamlining controls.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- In partnership with selected local governments, trial streamlined planning provisions.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

DIRECTION 7.2
BETTER INFORMED DECISION MAKING AND GREATER ALIGNMENT OF INFRASTRUCTURE DELIVERY TO GROWTH

The timely provision of infrastructure is a major concern for the community and was raised in numerous consultation submissions, particularly in reference to growth areas. Similarly, lessons from major inner-urban renewal projects (such as Southbank and Docklands) have identified that urban-growth areas face similar timing questions when it comes to the delivery of infrastructure.

Infrastructure plans are now a central element of planning for Melbourne's growth corridors, and are prepared as part of the precinct structure plan process. Infrastructure plans can be used to provide clarity about what infrastructure is required and allow sequencing of development to coincide with delivery. These plans also provide the opportunity for the private sector to play a greater role in delivering infrastructure in a more timely manner.

INITIATIVE 7.2.1
SEQUENCE GROWTH IN MAJOR URBAN-RENEWAL PRECINCTS AROUND MELBOURNE TO ENCOURAGE PRODUCTIVE USE OF INFRASTRUCTURE

Plan Melbourne seeks to create a pipeline of residential development in the central city and major urban-renewal precincts, particularly around railway stations. As brownfield locations, these precincts often need a level of intervention to facilitate their redevelopment (as they are generally non-residential areas), including providing additional community infrastructure to ensure they become liveable communities.

In the short term

- Ensure that urban-renewal structure plans include an infrastructure plan similar to that prepared for growth area precincts.
  METROPOLITAN PLANNING AUTHORITY

- Ensure the development sequence of major urban-renewal precincts around Melbourne optimises the use of existing and planned infrastructure.
  METROPOLITAN PLANNING AUTHORITY

INITIATIVE 7.2.2
SUPPORT LOCAL GOVERNMENTS TO DELIVER INFRASTRUCTURE IN A MORE TIMELY MANNER

Development contributions provide for much-needed infrastructure (such as schools, childcare centres and health centres). For good reasons, these contributions are set to deliver infrastructure at a level developers can afford. However, in most cases there is a lag between development occurring and infrastructure being delivered.

This is particularly an issue for new communities experiencing rapid growth.

In established areas, infrastructure planning does not start from a blank canvas. In these areas, there are existing residential and commercial land uses and a wide variety of local community-based infrastructure. Better use of our legacy of community infrastructure (such as the conversion of former town halls to libraries and other cultural and community-based uses) is all the more important in light of potentially high land values and development costs. It is crucial that community places and buildings are planned and designed so they have room to expand as our population ages and different patterns of work and social life emerge.

In the short term

- Support and encourage local governments to improve the alignment between development sequencing and the timely funding and delivery of essential local infrastructure identified in infrastructure plans. This may include brokering solutions that involve all levels of government.
  METROPOLITAN PLANNING AUTHORITY

- Encourage local governments to manage the timely delivery of local community infrastructure using a combination of a sequencing plan, development contributions expenditure, local government-funded works, and works-in-kind delivery of infrastructure funded by development contributions.
  METROPOLITAN PLANNING AUTHORITY

DIRECTION 7.3
MAKE MORE EFFICIENT USE OF EXISTING RESOURCES

Governments have limited funds to apply to new infrastructure projects, and face increasing demands to deliver effective outcomes with fewer resources. To meet future infrastructure needs, we must effectively manage project costs. The government has already taken steps to manage project costs by implementing the *Investment Lifecycle and High Value/High Risk Guidelines*. These guidelines cover the evaluation of project options, the development of project budgets, and robust governance arrangements for significant or high-risk projects.

INITIATIVE 7.3.1
INCREASE THE PRODUCTIVITY OF THE VICTORIAN ECONOMY BY IMPROVING THE UTILISATION OF EXISTING AND PROPOSED STATE INFRASTRUCTURE

Integrating land-use decisions around infrastructure projects maximises the benefits – particularly to productivity – to the wider community. Spatial planning decisions need to respond to the development opportunities created by infrastructure projects (from roads to hospitals).

In the short term

- Update the State Planning Policy Framework to reflect the importance of the availability of existing infrastructure as a driver of spatial planning decisions.

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.2
BETTER USE OF SURPLUS OR UNDERUTILISED GOVERNMENT LAND

The strategic use and development of government-owned land is important for achieving the outcomes of Plan Melbourne, regional growth plans and the government's economic and fiscal strategy.

The government is currently:

- conducting an audit of all government-owned land within the Urban Growth Boundary to identify sites for future development
- identifying land in the Melbourne metropolitan area and in regional cities that could be used for housing.

To facilitate the audit, Land Victoria established a database of the locations and key characteristics of all federal, state and local government land in Victoria. For the first time, we have comprehensive and current records of land owned or managed by governments. These records are being reviewed to identify land that could be used for housing and other development. Initially, the audit has focused on land identified as suitable for further development.

Using the audit findings, the government will identify land in strategic locations that could deliver Plan Melbourne's housing, transport and employment outcomes.

A land coordination unit will develop a 5-to-10-year plan to use the government land. This will allow for partnerships with other landholders (such as local governments and the private sector) to identify and implement major urban renewal.

In the short term

- In partnership with the Department of Treasury and Finance, establish criteria to identify underutilised government land and establish a system to manage value capture and dispose of underutilised land.

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Facilitate the release of surplus government land.

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Require the Metropolitan Planning Authority, the Department of Treasury and Finance and the Department of Transport, Planning and Local Infrastructure to work together to:
  - determine the work and skills required to bring specific categories of underutilised government land to market
  - identify underutilised government land that has potential to deliver on the outcomes of Plan Melbourne and the government's economic and fiscal strategy.

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.3
PRIORITISE STATE INVESTMENT

All areas of Victoria need timely provision of transport infrastructure, and other facilities and services that help to bring communities together.

The Growth Areas Infrastructure Contribution, or GAIC, is a charge designed to contribute to the funding of essential State infrastructure in Melbourne's growth areas. To facilitate the delivery of catalyst infrastructure projects, GAIC Work-in-Kind Guidelines and model agreements have been established and relate to the development and administration of Work-in-Kind agreements. Work-in-Kind agreements allow a GAIC Liable Entity to provide land and/or capital infrastructure works in a growth area in lieu of a cash payment of GAIC.

In the short term

- Determine the opportunities for a state growth areas rolling infrastructure fund for areas with substantial growth pressures (as a source of funds separate from the Growth Areas Infrastructure Contributions).

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Review the Growth Areas Infrastructure Contribution allocation model.

    DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.4
IMPROVE COORDINATION IN URBAN-RENEWAL PRECINCTS

Developing major infrastructure projects and building new suburbs is a complex, multi-layered task that involves a range of potential funding agencies, stakeholders and partners. All three levels of government fund new infrastructure and major asset upgrades.

In the short term

- Support government departments and agencies and subregional planning groups to assess community infrastructure needs (including for transport, education, health, justice, arts and human services) for areas that have, or are expected to have, strong population growth.
METROPOLITAN PLANNING AUTHORITY

INITIATIVE 7.3.5
ACHIEVE BETTER ECONOMIES OF SCALE IN INFRASTRUCTURE DEVELOPMENT

While increasing private-sector participation can drive greater efficiency and innovation, improving the methods by which we engage with the market, share risks and procure assets and services can also drive long-term gains for Victoria and reduce costs. This can include bundling a number of smaller projects into larger delivery contracts. These types of strategies emphasise place-based coordination across sectors that are traditionally separate (such as transport, commercial development, civic development, residential development, health and education).

In the short term

- Investigate project bundling opportunities in major urban renewal and growth area developments where appropriate.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.3.6
CREATE MORE OPPORTUNITIES FOR PRIVATE-SECTOR PARTNERSHIPS

Victoria is recognised internationally as a leader in public-private partnerships. Through public-private partnerships and other mechanisms, private provision of services in public transport, health, custodial services (prisons), education and public housing is now widespread. Also, many functions have been contracted out to private organisations in areas such as waste management, park management, road maintenance and cleaning.

There are many opportunities to explore greater private-sector participation where it leads to greater efficiencies through competition, more innovation through global networks and better outcomes through incentivising project management and delivery. To ensure the community gets high-quality services, it is important to test the potential for market-based solutions to identify if services can be provided more efficiently by the private sector, or made more contestable.

In the short term

- Investigate opportunities to apply the key commercial principles and performance incentives in the public-private-partnership model on smaller-scale projects that are of sufficient value to attract private-sector involvement.
DEPARTMENT OF TREASURY AND FINANCE

- Continue to reduce public-private-partnership bid costs by improving current public-private-partnership tendering processes (such as by minimising proposal information requirements) to allow a deeper, more competitive public-private-partnership market.
DEPARTMENT OF TREASURY AND FINANCE

- Adopt greater use of outcome-based tendering for maintenance, service delivery and construction tenders to encourage innovation and widen the prospective bidder market beyond existing and incumbent service providers.
DEPARTMENT OF TREASURY AND FINANCE

- Encourage the potential for market-based solutions and contestable service delivery in appropriate government departments and agencies.
DEPARTMENT OF TREASURY AND FINANCE

This will be applicable where a ready private-sector market exists for similar skills and capability, and where benchmarking analysis indicates efficiencies can be achieved. This will include assessing any public-interest impacts and the potential for improvement in value-for-money and broader service outcomes.

DIRECTION 7.4
OPEN UP NEW FUNDING SOURCES

Ultimately, the community funds the infrastructure and services it expects and enjoys. We do this either directly (as users of services) or indirectly (by paying taxes to local, state or Commonwealth governments).

The way taxes are collected and allocated to projects is generally well-understood. But taxes are by no means the only funding source for capital investment and services in Victorian infrastructure and services. In fact, much investment in infrastructure is undertaken by the private sector, funded by us as users of services. With telecommunications (excluding the National Broadband Network) and utilities now essentially a private-sector market in Victoria, the vast majority of investment in these assets and services is now private. Melbourne's two toll roads are also financed by the private sector, funded by the tolls motorists pay each time they use the roads.

Whether it is energy, telecommunications, an office building or toll roads, the users of assets and services ultimately fund the investment through direct user charging.

Many government services are funded by a combination of taxes and user charges. In the case of local governments, local projects (such as libraries, parks, community centres and road improvements) are funded by a combination of direct charges for services and by charging indirect beneficiaries through the rating system (rates). The rating system allocates the cost of services based on improved property values, which rise when local amenities are improved through local government investments.

This funding mix of general taxation, direct user charging and capturing the value to indirect beneficiaries can be optimised over time, not only to generate more funds for investment, but also to increase fairness and the efficiency of assets and services through astute pricing policy.

During the 1990s, Victoria led the way with reform of essential infrastructure. Reforms to the water, electricity, gas and rail sectors all led to significant benefits for Victorians and have helped fuel our economic successes of the past decade. However, with the exception of tolling on both CityLink and EastLink, there have been no reforms to the way we fund major infrastructure.

In addition, we need to consider ways to free up revenue to preserve long-term transport corridors, and to support the planning and coordination work required to support the future growth of the city.

The government released new unsolicited proposal guidelines in 2014 for welcoming proposals from the private sector to deliver new infrastructure or services.

It provides a transparent process that encourages private parties to approach government with unique and innovative ideas. It also provides a framework for implementing direct approaches by the government to a private party to deliver a specific project or service in a smarter, faster and more efficient way.

INITIATIVE 7.4.1
REFORM DEVELOPMENT CONTRIBUTIONS

Development contributions ensure that when new communities arrive, necessary infrastructure (such as roads, drainage, sporting and community infrastructure) is in place to meet their needs. In May 2012, the government announced a preferred framework for a new local development contributions system based on standard levies. It appointed an independent Standard Development Contributions Advisory Committee to provide advice on the final system.

The reformed development contribution system is simple to use and administer, and will implement standard levies to reflect different development settings. It will rein in escalating costs to developers and cut red tape. The new levies are tailored to align with development settings in metropolitan and non-metropolitan areas for residential, retail, commercial and industrial development.

Most importantly, the reformed system will help deliver essential infrastructure (such as roads, open space, sporting and community facilities) to support growth and meet the future needs of residents across Victoria.

In the short term

- Implement the reformed development contribution system.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.4.2
USE VALUE CAPTURE TO CHANGE THE WAY CITY-SHAPING INFRASTRUCTURE IS FUNDED

There are many beneficiaries of infrastructure investment and new services. They include nearby property owners (who benefit from property value uplift), property developers (who benefit from the increased attractiveness of their development) and local businesses and residents (who benefit from reduced business costs, enhanced amenity and increased economic activity and productivity).

Capturing that part of the value that flows to these indirect beneficiaries can be a funding source for the initial investment. It creates a stronger link between the cost of new infrastructure and those who benefit from it, either directly as users or indirectly through increases in the value of their property or business.

Value capture creates the opportunity to accelerate infrastructure projects that have the support of local businesses and communities by creating a mechanism for them to contribute – and therefore fast-track – much-needed projects.

Effective value-capture mechanisms, however, require certain attributes if they are to be acceptable and practical:

- the benefit must be clearly demonstrable, quantifiable and attributable

- the mechanism must be practical, and easily administered and understood

- the mechanism should be transparent

- the mechanism should be fair and equitable, and not unduly burden low-income groups

- include a diverse range of beneficiaries (such as property owners, property developers, transport users, local residents, local businesses and non-local businesses).

There are many different types of value capture, including special local government levies or area-based improvement levies, where funding is time-limited and ring-fenced for specific infrastructure. The government will thoroughly examine how value capture might be applied to help fund major infrastructure projects.

In the short term

- Determine opportunities for, and implementation issues with, different value-capture mechanisms.
  DEPARTMENT OF TREASURY AND FINANCE

- Determine the opportunities and challenges of user-charging principles in the development of funding models for major urban transport projects and growth-area developments.
  DEPARTMENT OF TREASURY AND FINANCE

- Investigate the use of value-capture mechanisms and coordinate government efforts to facilitate development of land.
  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FIGURE 18 – PROPOSED 'EYE ON MELBOURNE' OUTCOMES AND MONITORING
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014
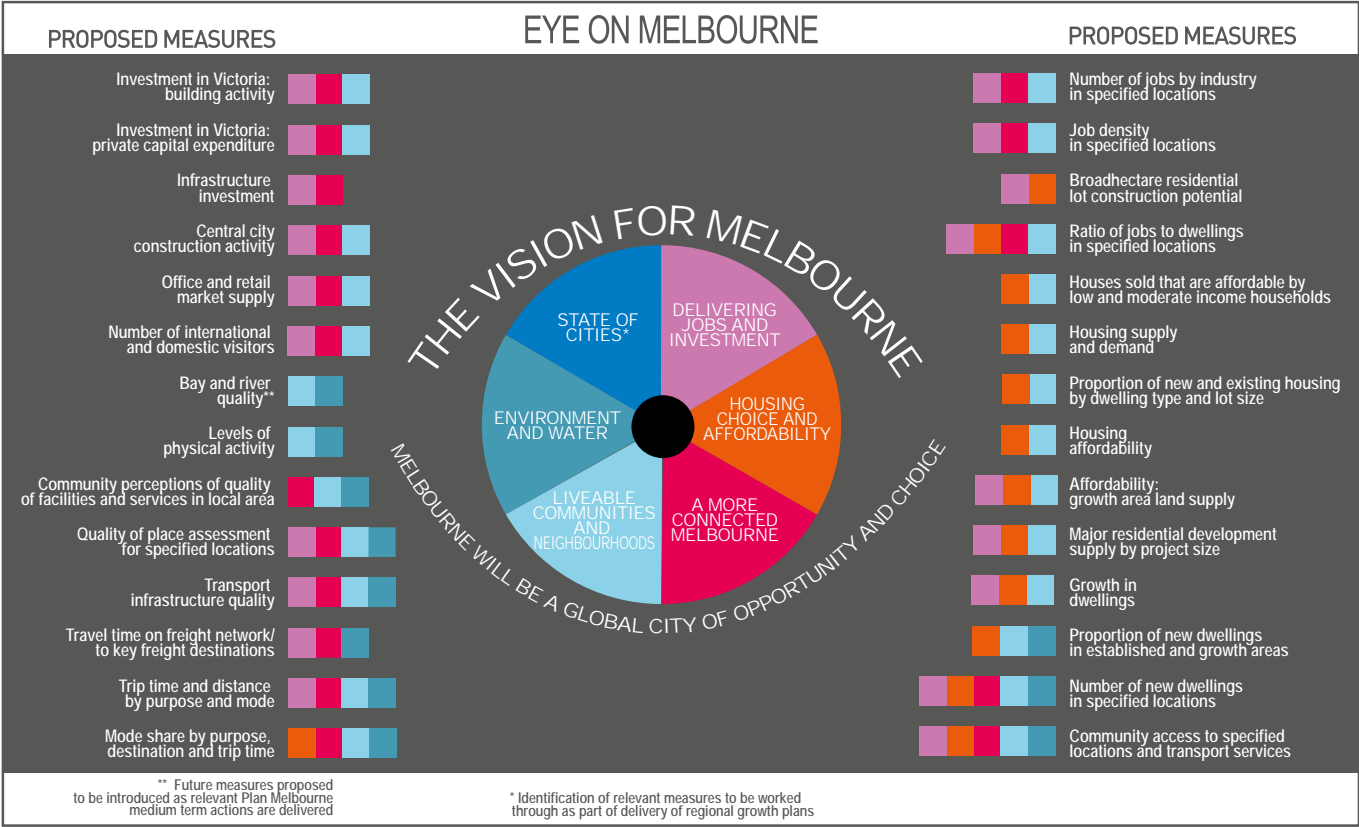
FIGURE 19 – MONITORING THE PERFORMANCE OF PLAN MELBOURNE
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013
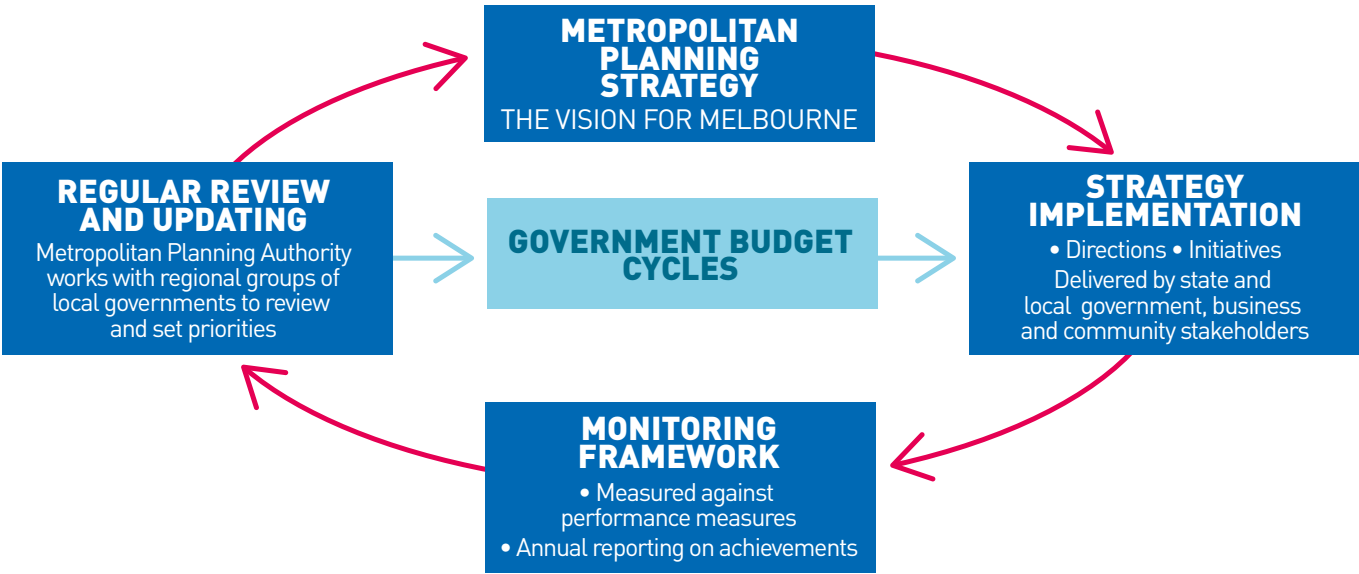
DIRECTION 7.5
MONITOR PROGRESS AND OUTCOMES

Melbourne, let's talk about the future suggested that many aspects of Melbourne's urban system have gone unmeasured, or not reported on, for too long. It suggested that to provide greater transparency and accountability, there was a need to measure the progress of both actions and outcomes.

To successfully deliver Plan Melbourne, we need a monitoring framework that is transparent, reliable, can monitor implementation of Initiatives and can identify changes in the city's development and requirements over time. The framework also needs to be integrated with the monitoring of Victoria's planning system and capable of informing delivery and investment decisions by all levels of government.

Plan Melbourne will be monitored in two ways. The first will monitor delivery of its actions. This will involve assigning responsibility for actions to appropriate departments and agencies, tracking delivery, and monitoring delivery against specified timeframes.

The second process will monitor the plan's outcomes. It will include a number of metropolitan-level measures that will assist with doing this.

Engagement with peak local government and business organisations has informed the development of an initial monitoring framework.

INITIATIVE 7.5.1
ESTABLISH A MONITORING FRAMEWORK FOR PLAN MELBOURNE

An initial monitoring framework has been developed to monitor and report on Plan Melbourne's actions and outcomes. The Plan Melbourne website (www.planmelbourne.vic.gov.au) includes a link to the monitoring framework page which provides further details on the framework.

The approach to monitoring outcomes is set out visually in the Eye on Melbourne (Figure 18). The Eye on Melbourne takes as its frame the vision for Melbourne set out in this plan. At the centre of the Eye on Melbourne are the first six outcomes from the plan. There are 28 measures, each of which addresses two or more outcomes, which are colour-coded against each measure according to the colour of the outcome.

The identification of proposed measures is an important starting point in progressing an approach to monitoring the plan's outcomes and objectives. Work will be undertaken in the short term to test and refine the measures, to ensure that they are robust and meaningful. This will include the development and analysis of baseline data to be included in the first outcomes reporting in July 2015.

In addition to reporting that will be undertaken as part of the monitoring framework (Figure 19), the Minister for Planning will table in Parliament an annual statement of the Metropolitan Planning Authority's progress implementing the plan's initiatives across Melbourne's five metropolitan

subregions. The Metropolitan Planning Authority will also work with subregional groupings of local governments to identify problems and solutions to delivery, to feed into the government's consideration of future budget priorities.

A process will also be put in place for independent review of the plan and its delivery after five years.

In the short term

- Test and refine the proposed outcome measures in the monitoring framework to ensure that they are robust and meaningful.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare a statement of progress for the Minister for Planning to table in Parliament, outlining progress in implementing the plan's initiatives across Melbourne's five metropolitan subregions.

  METROPOLITAN PLANNING AUTHORITY

In the medium term

- Conduct a detailed five-year review of the performance of Plan Melbourne and refresh its initiatives and actions.

  DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 7.5.2
SUPPORT PRODUCTS THAT IMPROVE INFORMATION FOR INDIVIDUALS AND BUSINESSES

In August 2012, the government announced the DataVic Access Policy to make government datasets easily available in a machine-readable format. The monitoring framework will be subject to this policy and data promptly released. There is also the opportunity to make data available to support external development of products that improve the information available to individuals and businesses. This will be complemented by a liveability index and an affordability index, providing suburb-level measures of liveability and affordability to inform decision making.

In the short term

- Publish datasets for use in products to help businesses and individuals make better-informed decisions.

  DEPARTMENT OF STATE DEVELOPMENT, BUSINESS AND INNOVATION

  The focus will be on data relating to metropolitan land use, transport, infrastructure and services.

DEVELOPING PLAN MELBOURNE

Plan Melbourne has been developed as a new metropolitan planning strategy over a period of more than two years. During this time, there has been extensive collaboration across government and a sustained dialogue with a wide range of professional, industry and community members. At critical phases of the development of Plan Melbourne, the views and responses of organisations and members of the community have been received through a variety of means.

To provide a sound basis for the development of Plan Melbourne, a set of strategic principles were drafted. In 2012 the nine principles were the subject of roundtable discussions with government departments and agencies, and key representative stakeholder groups. The strategic principles were strongly supported and included as an important element of the discussion paper, *Melbourne, let's talk about the future*. The discussion paper also contained 16 ideas on how the plan might address infrastructure, housing, employment, transport, governance and environment challenges.

Following the release of the discussion paper in late October 2012, an intense program of consultation occurred within government, and with stakeholders and the wider community. Activities included focus groups, forums, surveys, advertising and intercept interviews to ensure as wide a range of community views as possible were recorded. The project website and social media were important communication channels. The Ministerial Advisory Committee engaged directly with many organisations and business groups, and especially with local governments to inform discussion about the development of a metropolitan plan.

By March 2013, thousands of individuals had been able to have their say on future planning for Melbourne and the submission period closed with 598 formal submissions. From all the data, views, information and submissions received on the discussion paper, the following themes emerged to assist in the development of the plan:

- preserve the unique character of Melbourne's neighbourhoods
- maintain access to open space including parklands and reserves
- make public transport a clear priority
- support education and health services to be located within 20 minutes of households
- support increased density in defined locations
- decentralise employment to create more local jobs in different parts of Melbourne
- build and retrofit environmentally-friendly houses and buildings
- form strong partnerships between local governments, industry and the community to create more effective funding, finance and delivery models
- support the vision of a polycentric city with connections to regional Victoria.

During 2013, further consultation was undertaken to develop the understanding and analysis of these themes. A vision for Melbourne emerged defining a future Melbourne as a global city of opportunity and choice. This was to be achieved by implementation of a plan based on seven outcomes and objectives:

- delivering jobs and investment
- housing choice and affordability
- a more connected Melbourne
- liveable communities and neighbourhoods
- environment and water
- a state of cities
- implementation: delivering better governance

The directions, initiatives and actions will implement these important objectives.

Plan Melbourne was released for a period of stakeholder feedback and public comment in October 2013. To support this phase of the project, a program of briefings focussed on informing and involving those stakeholders who had previously been consulted and provided input into the plan. A wider audience was also informed through contact with peak bodies and representative community groups, complemented by advertising, social media activity and eleven community information sessions around Melbourne.

As a result of this activity, over 450 submissions were received on Plan Melbourne, signifying a strong and ongoing engagement by Melburnians in the planning of their city. There was strong support for the underlying key concepts, and much constructive comment around the specific initiatives and actions.

In summary, these submissions:
- supported improving public transport
- saw the planning and delivery of infrastructure in various forms as important to the success of the plan
- supported urban development in areas that can accommodate it, although views were divided about development
- recognised the need to protect Melbourne's assets (its natural environment and suburban character)
- supported decentralisation of jobs to identified employment clusters
- supported a focus on implementation, especially through partnerships with local government.

The final Plan Melbourne is the result of the work of many people and organisations. It reflects the passion Melburnians have for their city, as well as the challenge of accommodating a richness and diversity of views from hundreds of organisations and thousands of individuals.

From late 2010 to early 2014, thousands of pieces of information have been received, analysed and assessed for inclusion in Plan Melbourne. Further discussion will continue as it is implemented, but the concepts and objectives included in Plan Melbourne are there with the secure knowledge that they have been drawn from stakeholders and the community, and have been tested through a rigorous process of discussion and feedback.

FIGURE 20 – DEVELOPING PLAN MELBOURNE

EVENT	PUBLICATIONS	ENGAGEMENT

EVENT

OCT 2011
MINISTERIAL ROUNDTABLES

MAY 2012
MINISTERIAL ADVISORY COMMITTEE (MAC) APPOINTED

2012–2013
MAC DISCUSSIONS AND DEPARTMENT RESEARCH

OCT 2013
PLAN MELBOURNE RELEASED FOR COMMENT

MAY 2014
FINALISED PLAN MELBOURNE RELEASED

PLAN MELBOURNE INTRODUCED

PUBLICATIONS

MAY 2012
REVIEW OF PLANNING POLICY
FACT SHEETS

JUN 2012
9 STRATEGIC PRINCIPLES

OCT 2012
DISCUSSION PAPER
STRATEGIC PRINCIPLES ENGAGEMENT SUMMARY

FEB 2013
DRAFT BACK-GROUND REPORT
MELBOURNE FACTS: TRENDS AND OPPORTUNITIES

OCT 2013
DISCUSSION PAPER ENGAGEMENT HIGHLIGHTS

ONLINE TOOLS
• RESOURCE LIBRARY
• MAP ROOM

MAY–JUN 2014
VC AMENDED VICTORIA PLANNING PROVISIONS AND PLANNING SCHEMES

MIN DIR 9 AMENDED MINISTERIAL DIRECTION 9

ONLINE TOOLS
• RESOURCE LIBRARY
• MAP ROOM
• SUBURBS PROFILE TOOL
• PLAN MELBOURNE 360
• ENGAGEMENT HIGHLIGHTS

ENGAGEMENT

MAY–JUN 2012
ONLINE FORUMS

MAC STAKEHOLDER CONVERSATIONS
JUL–SEP 2012
JUL–AUG 2012 COMMUNITY FOCUS GROUPS
JUL–AUG 2012 STAKEHOLDER ROUNDTABLES

OCT–NOV 2012 STAKEHOLDER ROUNDTABLES
NOV 2012 COMMUNITY RESIDENT GROUPS BRIEFING
OCT–MAR 2013 SUBMISSIONS AND SURVEY
JAN–MAR 2013 CONVERSATION TOOL KITS
FEB 2013 COMMUNITY FOCUS GROUPS
MAR 2013 VOX POPS
MAR 2013 MAJOR COMMUNITY FORUM

OCT 2013 STAKEHOLDER BRIEFING
OCT 2013 COMMUNITY RESIDENT GROUPS BRIEFINGS
MAR 2013 COMMUNITY INFORMATION ACTIVITIES
OCT–MAR 2013 ONLINE SUBMISSIONS

TOOLS AND RESOURCES

There are many tools and resources on the Plan Melbourne website (www.planmelbourne.vic.gov.au).

RESOURCE LIBRARY – a place to view some of the reference material that informed the plan.

MAP ROOM – a place to view maps showing the locations of the plan's directions and initiatives.

SUBURBS PROFILE TOOL – an online tool to find out more about a local area, or suburb, and how it compares to other places in Melbourne. The tool can generate maps highlighting the characteristics of Melbourne's population in relation to economic, social and housing issues.

PLAN MELBOURNE 360 – an interactive online tool using 360° panoramic images of metropolitan Melbourne to view places of interest and some of Plan Melbourne's initiatives and actions.

IMPLEMENTATION AND MONITORING

The Department of Transport, Planning and Local Infrastructure, which brings together planning for land, local government, communities and transport will coordinate the delivery of Plan Melbourne's actions.

The Planning portfolio regulates our planning system, and develops and implements planning policies. The Transport portfolio plans and delivers city shaping initiatives with its agencies and Local Infrastructure has a significant partnership with local government and is critical to Plan Melbourne's delivery.

The Metropolitan Planning Authority has been established to implement short term actions and the longer term strategic vision by focusing on place based planning projects. Places Victoria will continue to play a vital role in developing key government land holdings.

GLOSSARY

ACCESSIBILITY: the degree to which a place, service or environment is available to as many people as possible.

ACTIVE TRANSPORT: transport requiring physical activity, typically walking and cycling.

ACTIVITY CENTRES: suburban centres that provide a focus for services, employment, housing, transport and social interaction.

AFFORDABLE HOUSING: housing where the cost (whether of mortgage repayments or rent) is no more than 30 per cent of the household's income.

AGGLOMERATION: the location of businesses in close proximity to each other which allows them to get productivity and efficiency gains through large customer bases, knowledge-sharing and access to skilled workers.

BROWNFIELD LAND: land previously used, (often for industrial purposes), which is vacant, derelict or contaminated. Brownfield development sites are often sites for urban-renewal projects and typically require remediation work before any new development goes ahead.

CENTRAL CITY: the area within the Central Subregion that contains key capital city functions and civic facilities, as well as several precincts identified for major and strategic change. It is a larger area than the Melbourne CBD.

CENTRAL SUBREGION: includes the municipalities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong.

EASTERN SUBREGION: includes the municipalities of Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges.

ENVIRONMENT: our physical surrounds, including land, waters, atmosphere, climate, sounds, odours, animals and plants, as well as aesthetics.

ESTABLISHED URBAN AREAS: areas of Melbourne that have been urbanised for at least several decades.

GREEN WEDGES: open landscapes around Melbourne's outskirts, originally set aside in the 1970s to conserve rural activities and significant natural features from Melbourne's outward growth. Green wedges are defined in the *Planning and Environment Act 1987* as land outside the Urban Growth Boundary, as described in a metropolitan fringe local government planning scheme.

GREENFIELD LAND: undeveloped land identified for residential or industrial/commercial development, generally on the fringe of metropolitan Melbourne.

GROWTH AREAS: locations on the fringe of metropolitan Melbourne designated in planning schemes for large-scale transformation, over many years, from rural to urban use.

GROWTH CORRIDOR PLANS: plans that set strategic frameworks to guide development in Melbourne's four growth corridors. They broadly identify preferred land uses, likely transport corridors and locations of major and principal town centres. They are intended to inform the development of precinct structure plans.

HEALTH AND EDUCATION PRECINCTS: locations to cluster synergistic health and/or education services, to improve access to integrated service provision, improve outcomes, develop the health and education workforce and deliver economic benefits (such as innovation and job creation). These precincts may provide solely health, solely education, or a combination of health and education services.

HODDLE GRID: the grid pattern of streets making up Melbourne's CBD enclosed by Flinders Street, Spring Street, La Trobe Street and Spencer Street. The grid was designed by Robert Hoddle in 1837.

HOUSING DENSITY: one of several measures that describe how intensively an urban area is developed. Low-density, standard suburban residential areas have traditionally been between 8–20 dwellings per net residential hectare in Australian cities. Net residential hectare includes lots, local streets and connector streets but excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. Medium-density housing is about 21–80 dwellings per net residential hectare, though most commonly is between 30–40 dwellings per net residential hectare. Medium-density housing may be detached, semi-attached, attached or multi-unit. More than 80 dwellings per net residential hectare (such as apartments) is high-density.

INFILL: development of unused or underutilised land in existing urban areas. Most infill development sites are in inner and middle suburbs, offering the possibility of better utilising existing infrastructure to accommodate population growth.

INFRASTRUCTURE: basic urban facilities and networks needed for the functioning of a local community or broader society.

INNER SUBURBS: areas of metropolitan Melbourne within about seven to ten kilometres of the CBD.

KNOWLEDGE ECONOMIES: production and services based on knowledge-intensive activities that contribute to an accelerated pace of technical and scientific advancement, as well as rapid obsolescence. Their key characteristic is a greater reliance on intellectual capabilities than on physical inputs or natural resources.

LIVEABILITY: a measure of a city's residents' quality of life, used to benchmark cities around the world. It includes socio-economic, environmental, transport and recreational measures.

METROPOLITAN ACTIVITY CENTRES: higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres include Box Hill, Broadmeadows, Dandenong, Epping, Fountain Gate/Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Lockerbie and Toolern.

METROPOLITAN MELBOURNE: the area within the outer limits of the 31 municipalities that make up metropolitan Melbourne, plus part of Mitchell Shire within the Urban Growth Boundary.

METROPOLITAN URBAN BOUNDARY: the proposal for a new permanent boundary to replace the existing Urban Growth Boundary.

NATIONAL EMPLOYMENT CLUSTERS: designated geographic concentrations of interconnected businesses and institutions that make a major contribution to the national economy and Melbourne's positioning as a global city.

NORTHERN SUBREGION: includes the municipalities of Banyule, Darebin, Hume, Mitchell (part), Moreland, Nillumbik and Whittlesea.

OPEN SPACE: includes land reserved for natural landscape, parklands, recreation and active sports, as well as waterways and bays.

OUTER SUBURBS: includes suburbs in the municipalities of Brimbank, Frankston, Greater Dandenong, Knox, Maroondah, Mornington Peninsula, Nillumbik and Yarra Ranges.

PERI-URBAN REGIONS: comprise the hinterland beyond the proposed metropolitan urban boundary.

POLYCENTRIC: a city model that has more than one centre with a diverse range of employment and higher-order services.

PRECINCT STRUCTURE PLANS: detailed plans for future growth corridor developments, informed by growth corridor plans. Before development begins, the Metropolitan Planning Authority and the relevant local government will develop these plans to identify alignments of transport routes, town centres, open-space networks, densities of residential areas, and areas for industry and employment. They also produce other plans for state and local government infrastructure needs, development contributions and native vegetation protection.

PRODUCTIVITY: the economic value produced for an hour of work or a dollar of investment. Increasing productivity is a key source of economic growth and competitiveness.

REFORMED RESIDENTIAL, COMMERCIAL AND INDUSTRIAL ZONES: five new zones (Residential Growth Zone, General Residential Zone, Neighbourhood Residential Zone, Commercial 1 Zone and Commercial 2 Zone) introduced across Victoria on 1 July 2013.

REGIONAL GROWTH PLANS: plans being developed through partnerships between local governments and state agencies and authorities, to provide broad regional planning direction for land use and development across Victoria.

REGIONAL VICTORIA: includes all municipalities outside metropolitan Melbourne (except part of Mitchell Shire within the Urban Growth Boundary).

RURAL: non-urban parts of Victoria, particularly those outside the proposed metropolitan urban boundary, and excluding the peri-urban regions.

SIGNIFICANT CHANGE AREAS: places where investment and change will deliver a future preferred character that is different from the existing character of an area.

SMARTROADS: a VicRoads methodology to better manage Melbourne's road network through a set of guiding principles to establish priorities among cars, trucks, bicycles, pedestrians, motorcycles, taxis, buses and trams at different times of the day and permanently in some locations.

SOCIAL HOUSING: a type of rental housing that is provided and/or managed by the government or by non-government organisations. Social housing is an overarching term that covers both public housing and community housing.

SOUTHERN SUBREGION: includes the municipalities of Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston and Mornington Peninsula.

URBAN GREENING: growing plants wherever possible in cities to contribute to urban vegetation coverage, and providing a connection to nature that is often perceived to be missing in urban areas.

URBAN GROWTH BOUNDARY: the current geographic limit for the future urban area of Melbourne.

URBAN RENEWAL: the improvement or rehabilitation of urban areas. Urban renewal traditionally involved demolishing old or run-down buildings on brownfield sites in inner-city areas to build new residential or commercial developments or large-scale public works projects (such as convention centres, stadiums or freeways). Urban renewal can also build on an area's existing strengths to make better use of underutilised land located close to jobs, services and transport.

VALUE CAPTURE: is designed to utilise part of the uplift in future economic and social value created by the construction of significant infrastructure, to enable government to accelerate that investment earlier through innovative and tailored funding streams.

VICSMART: a new assessment process for straightforward, low-impact planning permit applications that provides a simpler and more consistent permit process through standard statewide requirements; ensures timely and efficient processing of applications; ensures the level of assessment is proportional to the nature of the proposal; reduces the regulatory and administrative burden on local governments; and provides certainty to applicants and local governments about the information required, and the matters to be considered, when making a decision.

VICTORIA PLANNING PROVISIONS (VPP): comprehensive set of planning provisions for Victoria. It is not a planning scheme and does not apply to any land. It is a statewide reference, used as required, to construct planning schemes. The planning authority (usually the local council) must provide the local planning policy content, including a Municipal Strategic Statement (MSS), and select the appropriate zones and overlays from the VPP, for inclusion in their planning scheme. The VPP also has references to a number of incorporated documents. Some part of the VPP, such as state policies, are included in every planning scheme.

WESTERN SUBREGION: includes the municipalities of Brimbank, Hobsons Bay, Melton, Moonee Valley and Wyndham.

DIRECTIONS AND INITIATIVES AT A GLANCE

ENDNOTES

1 A small part of the metropolitan Melbourne boundary also covers part of Mitchell Shire.

2 *Australian Bureau of Statistics 2013, 6291.0.55.001 – Labour Force, Australia, Detailed – Electronic Delivery, April 2013.*

3 *Australian Bureau of Statistics 2011 Census of Population and Housing.* Defined as the Melbourne Statistical Area Level 2 – SA2, Docklands SA2 and Southbank SA2

4 NATSEM calculations from the Australian Bureau of Statistics *Survey of Education and Work, ABS Cat No. 6227.0, 2011*

5 Herald Sun, 28 April 2012 'We're sports champion city again'

6 For further information on the development of population projections, see *A State of Cities* chapter

7 Based on Department of State Development, Business and Innovation Employment Projections, 2013. Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*

8 The new zones are Residential Growth Zone, General Residential Zone, Neighbourhood Residential Zone, Commercial 1 Zone and Commercial 2 Zone

9 Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*

10 Advice from National Institute of Economic and Industry Research, 2012–13

11 For more information, see *Implementation: Delivering Better Governance*

12 Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*

13 For more information, see *Implementation: Delivering Better Governance*

14 Floorspace projections will be updated in 2014 following the release of *Victoria in Future 2014*

15 Based on Department of State Development, Business and Innovation Employment Projections, 2013. Employment projections will be updated in 2014 following the release of *Victoria in Future 2014*

16 *National Visitor Survey*, Tourism Research Australia

17 *Melbourne Growth Corridor Plans: Managing Melbourne's Growth* (June 2012)

18 City of Melbourne 2013, *Future Living: A discussion paper identifying issues and options for housing our community*, Melbourne

19 Grattan Institute 2011, *The Housing We'd Choose, Carlton*

20 City of Melbourne 2013, *Future Living: a discussion paper identifying issues and options for housing our community*, Melbourne

21 City of Melbourne 2013, *Future Living: A discussion paper identifying issues and options for housing our community*, Melbourne

22 See *Liveable Communities and Neighbourhoods* for a description of the 20-minute neighbourhood concept

23 Projections of trips will be updated following the release of *Victoria in Future 2014*

24 Projections of container volumes will be updated following the release of *Victoria in Future 2014*

25 Projections of future demand for road travel and the freight task will be updated following the release of *Victoria in Future 2014*

26 Patronage projections will be updated following the release of *Victoria in Future 2014*

27 Projections of container volumes will be updated following the release of *Victoria in Future 2014*

28 Stanley JK, Hensher DA & Loader C 2011, '*Road transport and climate change: stepping off the greenhouse gas*', *Transportation Research Part A: Policy and Practice, Volume 45, Issue 10*, pp. 1020-1030

29 Wood L, Frank LD & Giles-Corti B 2010, '*Sense of community and its relationship with walking and neighbourhood design*', *Social Science & Medicine 70*, pp. 1381-1390

30 Moudon AV, Lee C, Cheadle AD, Garvin C, Rd DB, Schmid TL & Weathers RD 2007, '*Attributes of environments supporting walking*', Am J Health Promotion, May-Jun 2007, 21(5), pp. 448-59

31 www.climatechange.gov.au/reducing-carbon/reducing-australias-emissions/australias-emissions-projections

32 *The Biodiversity Conservation Strategy* is part of Victoria's program agreement with the Commonwealth Government under section 146 of the *Environment Protection and Biodiversity Conservation Act 1999*

33 See for example *http://localfoodconnect.org.au/* and *http://www.ceresfairfood.org.au/*

34 Office of Living Victoria, *Melbourne's Water Future, 2013*, Melbourne

35 Asian Development Bank 2011, *Asia 2050: Realizing the Asian Century, Manila 2*

36 Department of Primary Industries 2012, *Victorian Food and Fibre Export Performance 2011-12*

37 Department of Agriculture, Fisheries and Forestry 2012, *National Food Plan green paper 2012*, Commonwealth of Australia, Canberra

38 Australian Bureau of Statistics (Nov 2013) *Population Projections, Australia, 2006 to 2021 (cat. No. 3222.0).* Note that the Greater Melbourne Statistical Area defined by the ABS extends beyond the 31 local government areas that are defined as metropolitan Melbourne in this document.

39 The ABS population projections canvass a range of alternative assumptions: 3 for fertility (birth rates); 2 for life expectancy; 4 for net overseas migration, and 3 for interstate migration – giving a total of 72 combinations or scenarios (3x2x4x3 = 72). The particular scenario referred to in this document is the ABS medium projection (Series B) which uses a 'medium' assumption for each component, and is commonly used and quoted. This latest Series B projection foreshadows significantly higher levels of future population growth for Australia, Victoria and Melbourne, compared to previous sets of projections. The *Victoria in Future 2014* population projections, once developed, will provide updated projections for all regions and local government areas within Victoria.

40 *Securing Victoria's Economy*, Action 4