





## LIVEABLE COMMUNITIES AND NEIGHBOURHOODS

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

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# LIVEABLE COMMUNITIES AND NEIGHBOURHOODS

## WE WILL

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## ISSUES

### SUMMARY

Melbourne is recognised as one of the world's most liveable cities. Key features of the city's liveability include our distinctive suburbs, green and leafy character, and the legacy of high-quality design of buildings, streets and places.

An important part of Plan Melbourne's vision is the creation of 20-minute neighbourhoods, so that people can access a range of local services within 20 minutes of home.

While generous green spaces are a fundamental component of Melbourne's identity, open spaces are not evenly distributed across the metropolitan area, with established suburbs generally having less open space than growth areas.

Melbourne is known for its well-preserved heritage buildings, distinctive modern architecture and well-designed urban spaces. These are fundamental to Melbourne's liveability and more can be done to strengthen protection of this heritage.

Melbourne's sporting and cultural venues are integral to the city's identity. To maintain Melbourne's reputation and competitiveness, we will continue to maintain and expand the city's cultural, sporting and convention infrastructure.

## OUR PLAN

### DIRECTIONS

- 4.1 Create a city of 20-minute neighbourhoods
- 4.2 Protect Melbourne and its suburbs from inappropriate development
- 4.3 Create neighbourhoods that support safe communities and healthy lifestyles
- 4.4 Plan for future social infrastructure
- 4.5 Make our city greener
- 4.6 Create more great public places throughout Melbourne
- 4.7 Respect our heritage as we build for the future
- 4.8 Achieve and promote design excellence

### SOLUTIONS

Support a network of vibrant and safe neighbourhood centres and work with local governments to undertake pilot projects with their local communities that demonstrate 20-minute neighbourhood principles. Protect Melbourne's neighbourhood centres, including provision for mandatory controls and establishing liveability measures of our neighbourhoods.

Implement healthy design guidelines to support healthier neighbourhood design and ensure that municipal public health and wellbeing plans inform and shape municipal strategic statements.

Create health precincts to meet the needs of residents across Melbourne and include health precincts in the State Planning Policy Framework and in any future urban renewal planning guidelines.

Coordinate a whole-of-government approach to the delivery of education, health, recreation and cultural facilities and remove planning impediments to not-for-profit community services in the planning system.

Develop a new metropolitan open space strategy which will include measures to improve provision of open space, identify the need for new open space in areas that are expected to grow substantially, and update regulations outlining the role of all levels of government.

Prepare a Distinctive Melbourne policy that specifies what Melbourne's distinctive aspects are and how they should influence new development, and prepare with VicRoads and local governments a long-term metropolitan boulevard strategy and implementation plan that identifies new boulevard corridors.

Fund subregional cultural and sporting facilities and support cultural events and programs across Melbourne.

Value heritage when managing growth and change, and continue to assist local governments to improve heritage planning and assessment, respecting our city's Aboriginal heritage and designing new incentives for heritage conservation.

Promote urban design excellence by extending the emphasis on good design, apparent in the inner-city's built environment, across the whole metropolitan area and improve access to information and technology to support planning processes.

## ISSUES

Melbourne is recognised as one of the most liveable cities in the world. It offers its residents and visitors a vibrant and diverse range of options for employment, entertainment, education, recreation and living. Melbourne's liveability is the result of several key factors.

### MELBOURNE IS A CITY OF SUBURBS

- with their own distinctive characters, ranging from the central city and its vibrant high-density, inner-urban areas that offer a rich variety of cultural, entertainment and sporting attractions, to low-density, family-friendly suburbs with good access to a range of services and facilities including shops, cafes and restaurants, early-years centres, schools, retail precincts and community facilities.

### MELBOURNE IS A VERY GREEN CITY

- with a landscape of well-forested suburbs, parks and gardens, a vibrant waterfront and network of waterways, and a hinterland of rural and semi-rural areas that are easily accessible to all Melburnians.

### MELBOURNE IS WELL-DESIGNED

- with many iconic buildings and places including the city's Victorian architecture, tree-lined boulevards and vibrant suburban centres, as well as more modern elements of the city including its contemporary public buildings, bridges, freeways and major sporting and cultural precincts.

Our plan is to build on these strengths by protecting the distinctiveness of the city's built and natural environment and ensuring all areas of the city offer attractive, safe and healthy neighbourhoods that have good access to a range of services and facilities. To achieve this, we will support Melbourne's local governments to take a broader, whole-of-community approach to planning for their communities and provide them with a more flexible planning system that supports the development of more liveable places at the neighbourhood, regional and citywide levels.

## A CITY OF 20-MINUTE NEIGHBOURHOODS

A key part of our vision is the creation of a city of 20-minute neighbourhoods. The 20-minute neighbourhood is about living locally. It is about the way we plan and develop areas at the local level so that people can access a range of local services and facilities, ideally within 20 minutes of home.

20-minute neighbourhoods need to offer safe and convenient access to a range of services and facilities including shops, cafés and restaurants, early-years centres, primary and secondary schools, parks and sporting fields, medical centres and public transport.

While Melbourne has some 20-minute neighbourhoods (mainly in inner-urban areas and areas close to larger activity centres), others lack convenient access to public transport or local services.

A number of overseas cities (such as Portland in the USA) have adopted the 20-minute neighbourhood approach. They emphasise using neighbourhood-level economic data to attract and match businesses to local areas and to invest in better walking and cycling links in and between neighbourhoods.

The 20-minute neighbourhood concept is supported by research that demonstrates neighbourhoods with a mix of services and facilities, and which are well-connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and to have vibrant local economies.

20-minute neighbourhoods help improve health and wellbeing, reduce travel costs and traffic congestion, and reduce vehicle emissions. They also create opportunities to provide a greater diversity of housing choices close to where goods and services are located.

## A CITY OF HEALTHY NEIGHBOURHOODS

In support of the 20-minute neighbourhood concept, we also want to ensure that our communities are designed to be healthy, safe and active places. The relationship between well-designed communities and enhanced individual and community health is increasingly recognised by health professionals concerned with preventable chronic disease. Healthy communities are those in which housing is within walking, cycling or public transport distance of employment, education, social, cultural, recreational and health facilities, and where people have access to open space and places where they can gather.

Good health is also about the adequate provision of accessible health services. In 2011, the Victorian Government released the *Victorian Health Priorities Framework 2012–2022: Metropolitan Health Plan*.

The plan acknowledges that, in the past decade, planning approaches have not adequately addressed area- and population-based needs. It recognises that in future, service planning and resource allocation will need to take better account of population distribution, growth projections and existing infrastructure and resources. This will include planning based on geographic boundaries and local population health needs.

Plan Melbourne includes land-use and urban-planning initiatives designed to support the delivery of the plan, including clarifying and strengthening planning for existing and future hospital and health-related precincts.

## MELBOURNE AS A GREEN CITY

Beyond central Melbourne, the metropolitan area is shaped by its natural environment. The generous green landscapes throughout our metropolitan area are a fundamental part of the city's identity and a much-valued community resource that contributes to the liveability of our neighbourhoods. However, open space is not distributed evenly across metropolitan Melbourne. Map 24 shows that established suburbs generally have less public open space than outer and growth municipalities. In response, we will encourage more tree planting and the development of more open space, including new parks in urban-renewal precincts and established areas, and develop more major roads as tree-lined boulevards. Public spaces that are irrigated using stormwater or recycled water provide multiple benefits: they reduce environmental impacts on downstream rivers and the bays, help to conserve water, cool the city, improve air quality, and provide shade and visual amenity.

## PROTECTING MELBOURNE'S HERITAGE

Melbourne is recognised for its well-preserved heritage buildings, its strong and distinctive modern architectural character, and its well-designed urban spaces. Effective heritage protection and quality urban design improve people's experience of the city and are fundamental to our liveability and sense of identity. However, more can be done to strengthen Melbourne's credentials as a distinctive and well-designed city.

There are many examples of successful change in Melbourne's history. The coming decades will bring new opportunities to reinterpret and reshape our public spaces, and to renew ageing precincts and public spaces with new people, businesses and vibrant new uses. While it is inevitable that during times of growth there will be tensions between preserving the best of the past and building for the future, we need to manage future growth and change so Melbourne's distinctive characteristics and heritage are maintained and its liveability is enhanced.

## STRENGTHENING MELBOURNE'S IDENTITY

Melbourne's cultural and sporting venues are integral to the city's identity. Our stadiums, convention facilities, libraries, museums, galleries, performing arts venues, parks and open spaces all contribute to making Melbourne a vibrant, creative city that supports a busy year-round calendar of events and festivals. These things help define the city and make Melbourne attractive to residents, visitors and investors.

To maintain our city's reputation and global competitiveness, we will ensure that we maintain and expand our cultural, sporting and convention infrastructure and add to it with new, world-class facilities. As part of this process, we will focus on achieving a higher standard of design excellence in our buildings and urban landscapes, by establishing consistent processes that promote excellent design outcomes in both public- and private-sector developments and embedding them in the planning system.

**FIGURE 14 – THE 20-MINUTE NEIGHBOURHOOD**

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



# HEALTHY SPACES AND PLACES GUIDELINES, AUSTRALIA

## CREATING HEALTHY ENVIRONMENTS THAT SUPPORT ACTIVE LIVING



The urban environment can have a significant impact on our health. The environment influences opportunities for walking, cycling and public transport use, as well as recreational physical activity.

The built environment can promote increased physical activity by:

- creating connected, walkable and rideable neighbourhoods with easy access to key facilities and destinations such as shops, schools and public transport
- creating compact, mixed-use areas with higher levels of street connectedness and density, activity centres with a variety of land uses, high-quality public open space, and opportunities for social interaction (such as town squares)
- delivering facilities for physical activity (such as sports grounds, swimming centres and playgrounds)
- lowering traffic speeds and improving streetscape amenity (with street trees, places to rest and converse, shared community gardens and green verges).

*Healthy Spaces and Places* is a national guide for planning, designing and creating sustainable communities that encourage healthy living. It provides practical tools, case studies and guidelines to encourage built environments that provide opportunities for physical activity and other health-related activities, and to raise awareness of the relationship between physical activity and the built environment.

The Australian Government's Department of Health and Ageing funded *Healthy Spaces and Places*, a unique collaboration between the Australian Local Government Association, the National Heart Foundation of Australia and the Planning Institute of Australia.

At present in Australia, the built environment often does not encourage active lifestyles, but reinforces sedentary behaviour and car dependence. As a national guide, *Healthy Spaces and Places* supports and complements the planning and design initiatives of state, territory and local governments.

*Healthy Spaces and Places* is for everyone who can make a difference to the overall health and wellbeing of Australians, including planning and design professionals, health professionals, the property development industry, governments and the community (community organisations and everyone with an interest in active, healthy living).

It is a single source of easy-to-find information that brings together expertise from different areas (such as health, planning, urban design, community safety and transport planning) to help break down the silo mentality and other barriers that prevent knowledge and expertise combining to achieve the best results.

HEALTHY PLACES AND SPACES  
SHOWS HOW TO DESIGN PLACES  
TO INTEGRATE PHYSICAL  
ACTIVITY INTO DAILY ROUTINES

## DIRECTION 4.1 CREATE A CITY OF 20-MINUTE NEIGHBOURHOODS

Plan Melbourne aims to create a city of 20-minute neighbourhoods where people have safe and convenient access to the goods and services they need for daily life within 20 minutes of where they live, travelling by foot, bicycle or public transport. This includes a variety of housing choices, shops and commercial services, schools, parks and recreation opportunities and good walking and bicycle infrastructure.

Many areas of Melbourne already offer a 20-minute neighbourhood experience. They have the three critical factors in place: sufficient population to attract businesses and services, a good walking environment and a centre to which people are attracted. In some areas, an existing shopping area may not be easily accessible by walking, and new village-style cafe and shopping areas may need to be created; or an existing smaller strip may benefit from being expanded to offer more services and amenities to local residents.

Plan Melbourne has directions and initiatives to encourage targeted infill development of areas with insufficient population to support a 20-minute neighbourhood experience. They include the establishment of new housing and mixed-use zones and planning changes to encourage small-lot construction, infill and mixed-use development. These housing-related elements of the 20-minute neighbourhood initiative are outlined in Housing choice and affordability.

Communities also need to be planned in ways that make walking and cycling safe and convenient, and be supported by accessible public transport. These transport-related elements of 20-minute neighbourhoods are outlined in A more connected Melbourne.

### INITIATIVE 4.1.1 SUPPORT A NETWORK OF VIBRANT NEIGHBOURHOOD CENTRES

Planning neighbourhood centres that maintain their 'village' character and feel, while enabling a mix of goods and services, is a key role for local governments working with their communities. However, more can be done through the planning system to encourage local governments and their communities to develop and energise these centres.

Vibrancy can also be enhanced by supporting and improving access to cafés, dining and shopping, and by creating village shopping strips that promote small business. This can include accommodating more community-based services, and shop-top housing, and by creating more open space. Enhancing the quality of public spaces by making places safer, and improving pedestrian and cycle access, also boosts the investment appeal and economic success of smaller centres.

Many newer innovations that add to the 20-minute neighbourhood include the trend toward local 'food truck' businesses that allow small and unique outdoor food vendors to trade. Melbourne has led Australia in this movement, and successful food trucks include Mexican cuisine, gourmet burgers and Asian-inspired street food.

#### In the short term

- Update the State Planning Policy Framework to specify the role of neighbourhood centres. This will articulate their retail, residential and mixed-use role to assist decision makers, including local governments and the Victorian Civil and Administrative Tribunal.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Prepare a practice note giving guidance for deciding permit applications for shops and supermarkets in the reformed commercial zones.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Develop policy and guidelines on establishing new village cafe and shopping strips in inner and middle suburbs, including for the expansion of existing village precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Examine restrictions on the operation of food trucks to encourage new operators.

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

### INITIATIVE 4.1.2 SUPPORT LOCAL GOVERNMENTS TO PLAN AND MANAGE THEIR NEIGHBOURHOODS

Achievement of the 20-minute neighbourhood can be assisted by local governments planning and managing their neighbourhoods using the principles of:

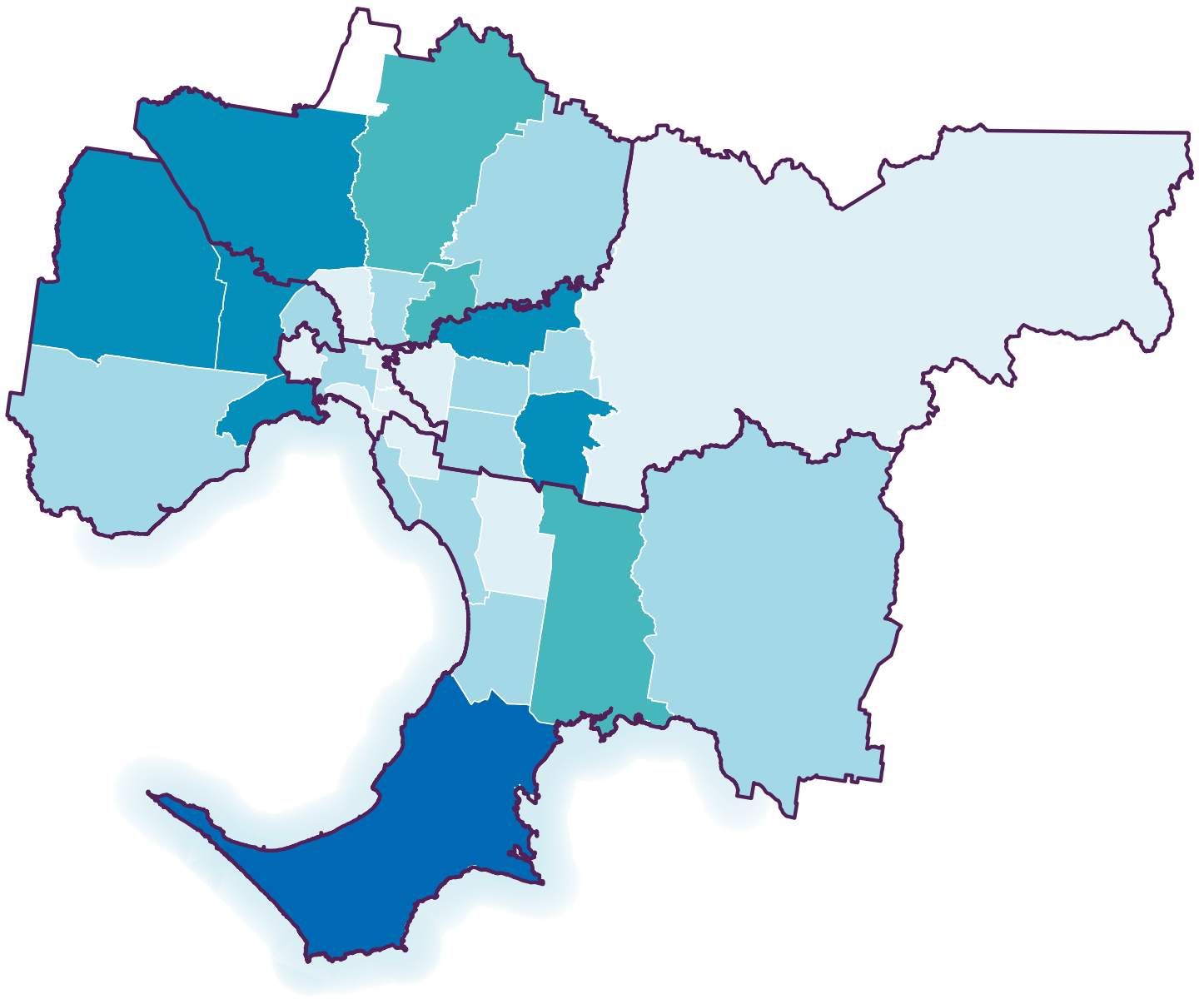
- improving walkability, cycling and safety to provide healthier communities
- improving housing choice and diversity
- increasing the usability of, and access to, safe open space
- improving local economic opportunities
- encouraging adequate local services and infrastructure
- ensuring access to public transport.

The needs of local neighbourhoods vary across Melbourne and local governments are best placed to understand and apply local solutions. This is evident in the many projects already undertaken by local governments to achieve this central plank of Plan Melbourne, with further effort focused on targeted pilot projects.

#### In the short term

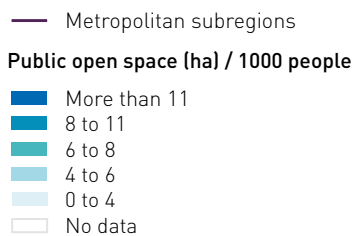
- Investigate options for a 20-minute neighbourhood fund to support local governments to undertake projects with their community that demonstrate 20-minute neighbourhood principles.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)



**MAP 24 – PUBLIC OPEN SPACE PER CAPITA BY LOCAL GOVERNMENT AREA**

SOURCE: VICTORIAN ENVIRONMENT ASSESSMENT COUNCIL, 2012



Note: data calculated on public open space land within the urban growth boundary.

“ GOOD SOCIAL OUTCOMES MUST BE AT THE HEART OF MELBOURNE’S METROPOLITAN PLANNING STRATEGY IF WE WANT A CITY THAT MEETS THE NEEDS OF ITS CITIZENS INTO THE FUTURE. ”

VICTORIAN COUNCIL OF SOCIAL SERVICE

## DIRECTION 4.2 PROTECT MELBOURNE AND ITS SUBURBS FROM INAPPROPRIATE DEVELOPMENT

Input received from Melbourne's residents and businesses has highlighted the importance placed on protecting Melbourne's suburbs from inappropriate development. In response, Plan Melbourne provides mechanisms to ensure greater certainty about where development will be directed and which areas will be protected. The core of this plan is to focus on delivering density only in defined locations. This approach will help direct new development to areas with appropriate infrastructure, to support greater density and optimise the value of existing infrastructure in supporting Melbourne's growing population.

### INITIATIVE 4.2.1

#### PROTECT OUR UNIQUE NEIGHBOURHOODS FROM RESIDENTIAL DENSIFICATION

Melbourne can generally be described as a suburban city, with much of the change in the established areas being characterised as suburban renewal. However, if we are to have a more sustainable city and retain our liveability in future, we will need to supply housing in the right locations, and at the same time protect neighbourhoods that have created suburban Melbourne's image and provided so many family-friendly homes.

##### In the short term

- Deliver the Neighbourhood Residential Zone across at least 50 per cent of Melbourne's residential-zoned land.

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

- Ensure municipal housing strategies address the need to protect neighbourhoods.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL  
INFRASTRUCTURE (PLANNING)

### INITIATIVE 4.2.2

#### PROTECT MELBOURNE'S NEIGHBOURHOOD CENTRES, INCLUDING PROVISION FOR MANDATORY CONTROLS

The attributes of, and opportunities for, neighbourhood centres at the small scale vary considerably across the metropolitan area, which is one reason why local communities should lead the planning of their own centres. In some instances, where centres are already well-developed or communities are seeking to protect the unique character of their centres (such as by protecting heritage buildings or access to open space), they should be assisted in determining the desired built form outcomes.

Under Plan Melbourne, local governments, after preparing a local housing strategy and consulting with the community, will be able to prepare and exhibit a planning scheme amendment to introduce mandatory height controls for neighbourhood centres.

##### In the short term

- Update the practice note and prepare and implement planning tools to support local governments to introduce mandatory building height and local-character controls in neighbourhood centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL  
INFRASTRUCTURE (PLANNING)

- Investigate options for a fund to support local governments to plan and manage neighbourhood centres, including assessing building height and local character to inform the application of local mandatory controls.

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

### INITIATIVE 4.2.3

#### PROTECT UNIQUE CITY PRECINCTS

Melbourne's expanded central city area houses a range of important industrial and commercial activities that are critical to the city's competitiveness and efficiency. These areas are increasingly integrated with medium- and high-density housing to meet demand for inner-city living. As we move forward, it is important that we maintain an effective balance between Melbourne's central city area business locations (that allow for a wide range of employment, commercial and business activities) and areas where housing and liveable communities can develop.

More intensive development of the central city area ensures that suburban local residential areas are not placed under pressure for higher density development. However, increasing the density of parts of the expanded central city must be balanced by protecting areas that are sensitive from development which may compromise the values held by the community for those areas.

##### In the short term

- Implement planning provisions for mandatory height controls in and around appropriate central city locations such as the Bourke Hill precinct and East Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL  
INFRASTRUCTURE (PLANNING)

- Implement planning provisions that allow for the strategic redevelopment of the Queen Victoria Market and immediate surrounding area that provides for a low scale market that fits within a back drop to the south and south east of higher density development, with appropriate building spacing, commercial and employment opportunities, community infrastructure and community facilities.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL  
INFRASTRUCTURE (PLANNING)

# HEALTHY TOGETHER WYNDHAM

## CREATING A HEALTHY CITY



Good planning of neighbourhoods can increase the numbers of people who walk or cycle to shops, schools, parks, services, facilities and public transport. This means healthier lifestyles for local residents and socially vibrant local communities. It also delivers economic and environmental benefits.

Healthy Together Victoria is a comprehensive preventive health initiative designed to improve people's health and wellbeing. Under the initiative a number of "healthy together communities" have been established across Victoria. To address increasing obesity rates and chronic disease, the Healthy Together Wyndham team has been:

- working where people live, work and play – in workplaces, schools, kindergartens, child-care centres and sports clubs
- helping create the conditions for good health by ensuring all residents have access to healthy food, recreation opportunities, employment, housing, community services, education and transport; by reducing social exclusion; and by limiting the availability of alcohol
- helping to deliver statewide health campaigns and programs (such as Jamie's Ministry of Food)
- delivering healthy eating and exercise programs
- increasing access to community wellbeing services.

Wyndham City Council is currently reviewing its city plan, municipal strategic statement and municipal public health and wellbeing plan to ensure they promote community health and wellbeing.

The council is also addressing health and wellbeing in precinct structure plans, and looking for opportunities to address health in local planning policies and laws, particularly to encourage healthy eating and physical activity.

HEALTHY TOGETHER WYNDHAM  
SHOWS HOW TO CONNECT  
THE DIFFERENT STRANDS  
OF PLANNING TO CREATE  
A HEALTHIER FUTURE

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

#### INITIATIVE 4.2.4

### PROTECT WATERWAYS FROM INAPPROPRIATE DEVELOPMENT

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

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

#### In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

#### INITIATIVE 4.2.5

### MEASURE AND MONITOR THE LIVEABILITY OF OUR NEIGHBOURHOODS

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

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

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

#### In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

## MONASH MEDICAL CENTRE CLAYTON – VICTORIA'S FIRST HEALTH PRECINCT

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

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

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

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

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

## DIRECTION 4.3 CREATE NEIGHBOURHOODS THAT SUPPORT SAFE COMMUNITIES AND HEALTHY LIFESTYLES

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

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

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

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

#### In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL  
INFRASTRUCTURE (PLANNING)

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

METROPOLITAN PLANNING AUTHORITY

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

METROPOLITAN PLANNING AUTHORITY

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

METROPOLITAN PLANNING AUTHORITY

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

METROPOLITAN PLANNING AUTHORITY

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

In Victoria, all local governments are required to prepare council plans, municipal public health and wellbeing plans (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. ”

## DIRECTION 4.8 ACHIEVE AND PROMOTE DESIGN EXCELLENCE

### INITIATIVE 4.7.4

#### ENCOURAGE PLACE NAMES THAT HONOUR LOCAL IDENTITY AND HISTORY

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

##### In the short term

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

##### METROPOLITAN PLANNING AUTHORITY

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

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

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

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

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

##### HAVE A CLEAR COMMITMENT TO QUALITY DESIGN

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

##### INCLUDE A DESIGN REVIEW IN ASSESSMENTS OF

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

##### STRENGTHEN DESIGN CAPABILITY AT ALL LEVELS OF

**GOVERNMENT** – More sophisticated design understandings and capabilities will help support local governments in their capacity to act as design advisers and assessors in the development approvals process.

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

### INITIATIVE 4.8.1

#### PROMOTE URBAN DESIGN EXCELLENCE

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

##### In the short term

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

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

# MELBURNIANS SAID...



JEN SMITH, COUNCIL TO HOMELESS PERSONS

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



THOMAS 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.

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- 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.

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