Planning Policy Framework, Integration version March 2014

Revised SPPF with draft Plan Melbourne and RGPs included, and showing potential integration of local policy.

This document has been prepared by the SPPF Review Advisory Committee.

This document is based on the Advisory Committee’s interpretation of the October 2013 version of Plan Melbourne, and the December 2013 versions of Regional Growth Plans.

The Committee proposes that state policy appears in each scheme, but regional policy appears only in relevant schemes. Local policy would appear only in the scheme to which it applies. All state and regional policy would appear in the Victoria Planning Provisions, but local policy would not.

This version shows the how policy would apply in the:

Banyule City Planning Scheme
ABOUT THIS DOCUMENT

This document has been prepared by the SPPF Review Advisory Committee. It is document a ‘work-in-progress’ of the Committee for comment. Comments are sought until 23 May 2014. An information package containing and explaining this document as well as general information about consultations and the actions of the Committee can be found on the website of the Department of Transport, Planning and Local Infrastructure at www.dtpli.vic.gov.au/planning. Go to the section listing current planning panels and advisory committees.

The Committee is headed towards an integrated version of state, regional and local policy to replace the SPPF and LPPF and provide a more streamlined and easy to interpret presentation of policy.

The Committee has benefited from feedback on its earlier ‘foundation draft’. Two critical issues have emerged:
1. The ‘rules of entry into the Planning Policy Framework (PPF), and
2. A more defined approach to language.

Mark up conventions

Clauses in this draft have been marked to identify where the policy has originated:

[10.2p5] Clause and paragraph number from current SPPF. These policies may have been edited by the Committee.

[New] New text introduced as part of a policy neutral review of the SPPF by the Committee.

[Update] New text inserted after consultation with policy owners (State government departments and statutory authorities and agencies).

[PM pg 10][1.1.1.1] Plan Melbourne page reference or action reference

[RGP] New text to implement Regional Growth Plans


Rules of entry

New policy must meet each of the rules of entry to be considered for inclusion in the PPF.

Rule 1. Status
1. At a state policy level, the policy must be formally adopted policy of the State Government.
2. At a regional policy level, the policy must be formally adopted policy of the State Government or all the affected councils.
3. At the local policy level, the policy must be formally adopted policy of the relevant planning authority, or the State Government.

Rule 2. Relevance
1. The policy must achieve at least one of the following four objectives:
   (a) facilitate sound, strategic planning and co-ordinated action at State, regional and municipal levels
   (b) facilitate the integration of land use and development planning and policy with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels
   (c) facilitate development
   (d) facilitate positive actions by responsible authorities and planning authorities to meet the planning objectives of Victoria.
2. The policy is best applied through the land use planning and development system.
Rule 3. Drafting
1. The text of the policy must be prepared in a form that meets the drafting conventions of the Planning Policy Framework.

Rule 4. Document references
1. Documents required to make or inform a planning decision, which meet Rule 1, may be included under “Guidelines for decision makers.”
2. Documents which do not meet Rule 1, but which form useful background as to why a policy has been drafted in a particular way, may be included as “Background Documents”.

Defined language

Strategies
The following matrix of strategy verbs presents the Committee’s approach to the use of verbs in strategies based on the policy approach to be taken and the type of action to which the policy is directed. It identifies whether the strategy has a focus of facilitation, regulation, further planning work or identifying matters for consideration.

<table>
<thead>
<tr>
<th>ACTION THEMES</th>
<th>APPROACH TO BE TAKEN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Make it happen</td>
</tr>
<tr>
<td></td>
<td>(facilitate)</td>
</tr>
<tr>
<td>Build new</td>
<td>Facilitate</td>
</tr>
<tr>
<td>Repair</td>
<td>Provide</td>
</tr>
<tr>
<td>Reinforce</td>
<td>Upgrade</td>
</tr>
<tr>
<td>Preserve</td>
<td>Maintain</td>
</tr>
<tr>
<td>Preserve</td>
<td>Reduce (the adverse impact)</td>
</tr>
<tr>
<td>Decide</td>
<td>Recognise</td>
</tr>
<tr>
<td>Plan</td>
<td>Prepare (a specific type of plan)</td>
</tr>
</tbody>
</table>

Particular provisions
Particular provisions relevant to the policy matter have been listed to aid the decision maker.

Guidelines for decision makers
These include:
1. Relevant matters to be considered
2. Information to be supplied with permit applications
3. Standards that should be met in planning decisions.

Documents to be considered as relevant hold weight in decision making, at the discretion of the decision maker.
Strategic planning guidelines
The strategic planning guidelines are intended to indicate desirable further strategic work within a framework of continuous improvement.

<table>
<thead>
<tr>
<th>List of strategic planning guideline verbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Monitor, consider</td>
</tr>
<tr>
<td>b) Review</td>
</tr>
<tr>
<td>c) Plan, Prepare (a specific type of plan), Identify</td>
</tr>
<tr>
<td>d) Use</td>
</tr>
</tbody>
</table>

Background documents
These are reference documents that provide background information to assist in understanding the context within which objectives, strategies and guidelines have been framed.
CONTENTS

01 THE OPERATION OF THE PLANNING POLICY FRAMEWORK ............................................. 1
  01.01 The role of the Planning Policy Framework ......................................................... 1
  01.02 Integrated planning and decision making .......................................................... 2
  01.03 Structure and application .................................................................................. 3

02 CONTEXT .................................................................................................................. 7
  02.01 State context ..................................................................................................... 7
  02.02 Local Context .................................................................................................. 10

03 THE PLANNING VISION ............................................................................................ 11
  03.01 A Vision for Victoria ...................................................................................... 11
  03.02 Planning for growth ..................................................................................... 14
  03.03 Planning for urban renewal areas ................................................................... 17
  03.04 Planning for urban growth areas ..................................................................... 17
  03.05 Planning for cities ........................................................................................ 18
  03.06 Planning for Identified Distinctive Areas ...................................................... 18
  03.07 Planning for peri-urban areas and green wedge areas .................................. 22
  03.08 Planning for urban renewal areas .................................................................. 22
  03.09 Planning for urban growth areas ................................................................... 23
  03.10 Planning for local areas .................................................................................. 24

04 ENVIRONMENTAL VALUES .................................................................................... 28
  04.01 Biodiversity .................................................................................................... 28
  04.02 Waterways and coasts ................................................................................... 29
  04.03 Potable water catchments and groundwater .................................................. 31

05 ENVIRONMENTAL RISKS ...................................................................................... 33
  05.01 Bushfire ......................................................................................................... 33
  05.02 Flooding and coastal inundation ...................................................................... 33
  05.03 Erosion and landslide .................................................................................... 34
  05.04 Salinity ........................................................................................................... 35
  05.05 Contaminated and acid sulfate soils .............................................................. 35
  05.06 Noise .............................................................................................................. 37
  05.07 Air quality ...................................................................................................... 38
  05.08 Hazardous facilities ...................................................................................... 38

06 LANDSCAPE AND BUILT ENVIRONMENT .............................................................. 40
  06.01 Regional landscape quality ............................................................................ 40
  06.02 Urban design .................................................................................................. 40
  06.03 Landscape design .......................................................................................... 43
  06.04 Environmentally sustainable design .............................................................. 44
  06.05 Infrastructure design .................................................................................... 44
  06.06 Advertising signs .......................................................................................... 45

07 HERITAGE .............................................................................................................. 46
  07.01 Landscape and natural heritage ..................................................................... 46
  07.02 Aboriginal cultural heritage ....................................................................... 46
  07.03 Built heritage ................................................................................................ 47
<table>
<thead>
<tr>
<th>08</th>
<th>HOUSING</th>
<th>49</th>
</tr>
</thead>
<tbody>
<tr>
<td>08.01</td>
<td>Location of residential development</td>
<td>49</td>
</tr>
<tr>
<td>08.02</td>
<td>Housing diversity and affordability</td>
<td>51</td>
</tr>
<tr>
<td>08.03</td>
<td>Design of housing</td>
<td>52</td>
</tr>
<tr>
<td>08.04</td>
<td>Special purpose housing</td>
<td>53</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>09</th>
<th>ECONOMIC DEVELOPMENT</th>
<th>55</th>
</tr>
</thead>
<tbody>
<tr>
<td>09.01</td>
<td>Location of employment</td>
<td>55</td>
</tr>
<tr>
<td>09.02</td>
<td>Agriculture</td>
<td>57</td>
</tr>
<tr>
<td>09.03</td>
<td>Forestry and timber production</td>
<td>57</td>
</tr>
<tr>
<td>09.04</td>
<td>Resource exploration and extraction</td>
<td>58</td>
</tr>
<tr>
<td>09.05</td>
<td>Industrial development</td>
<td>59</td>
</tr>
<tr>
<td>09.06</td>
<td>Innovation and research</td>
<td>61</td>
</tr>
<tr>
<td>09.07</td>
<td>Commercial and retail uses</td>
<td>61</td>
</tr>
<tr>
<td>09.08</td>
<td>Small enterprises and home businesses</td>
<td>63</td>
</tr>
<tr>
<td>09.09</td>
<td>Tourism</td>
<td>63</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10</th>
<th>COMMUNITY DEVELOPMENT</th>
<th>66</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.01</td>
<td>Distribution of social and cultural infrastructure</td>
<td>66</td>
</tr>
<tr>
<td>10.02</td>
<td>Health facilities</td>
<td>67</td>
</tr>
<tr>
<td>10.03</td>
<td>Education facilities</td>
<td>67</td>
</tr>
<tr>
<td>10.04</td>
<td>Community facilities</td>
<td>68</td>
</tr>
<tr>
<td>10.05</td>
<td>Sport and recreation facilities</td>
<td>69</td>
</tr>
<tr>
<td>10.06</td>
<td>Cultural facilities</td>
<td>70</td>
</tr>
<tr>
<td>10.07</td>
<td>Gaming and brothels</td>
<td>71</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>11</th>
<th>OPEN SPACE</th>
<th>72</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.01</td>
<td>Public open space</td>
<td>72</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>12</th>
<th>TRANSPORT</th>
<th>75</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.01</td>
<td>The transport system</td>
<td>75</td>
</tr>
<tr>
<td>12.02</td>
<td>Walking networks</td>
<td>77</td>
</tr>
<tr>
<td>12.03</td>
<td>Cycling networks</td>
<td>78</td>
</tr>
<tr>
<td>12.04</td>
<td>Public transport networks</td>
<td>80</td>
</tr>
<tr>
<td>12.05</td>
<td>Water transport</td>
<td>82</td>
</tr>
<tr>
<td>12.06</td>
<td>Road network</td>
<td>82</td>
</tr>
<tr>
<td>12.07</td>
<td>Freight and logistics</td>
<td>84</td>
</tr>
<tr>
<td>12.08</td>
<td>Ports</td>
<td>87</td>
</tr>
<tr>
<td>12.09</td>
<td>Airports, Airbases and airfields</td>
<td>87</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13</th>
<th>INFRASTRUCTURE</th>
<th>90</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.01</td>
<td>Electricity generation and distribution</td>
<td>90</td>
</tr>
<tr>
<td>13.02</td>
<td>Whole of water cycle management</td>
<td>91</td>
</tr>
<tr>
<td>13.03</td>
<td>Telecommunications</td>
<td>93</td>
</tr>
<tr>
<td>13.04</td>
<td>Waste and resource recovery</td>
<td>94</td>
</tr>
<tr>
<td>13.05</td>
<td>Pipeline infrastructure</td>
<td>96</td>
</tr>
<tr>
<td>13.06</td>
<td>Survey infrastructure</td>
<td>97</td>
</tr>
</tbody>
</table>
01 THE OPERATION OF THE PLANNING POLICY FRAMEWORK

01.01 THE ROLE OF THE PLANNING POLICY FRAMEWORK

The Planning Policy Framework must be taken into account when a ‘planning authority’ prepares an amendment to this scheme or a ‘responsible authority’ makes a decision under this scheme. [10.3p2]

The Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities in Victoria. It also informs the investment decisions of all levels of government, private developers and the community. [10.1p1]

The Planning Policy Framework is an important tool in co-ordinating incremental changes to deliver long term strategic outcomes. It elaborates the objectives of planning in Victoria through appropriate land use and development policies that integrate transport, environmental, cultural, social, health and economic factors in the interests of net community benefit and sustainable development. [10.2p1]

The Planning Policy Framework implements the following objectives of the planning framework in Victoria (as set out in Section 4(2) of the Planning and Environment Act 1987): [Update]

(a) To ensure sound, strategic planning and co-ordinated action at State, regional and municipal levels. [Update]

(c) To enable land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels. [Update]

(d) To ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land. [Update]

(e) To facilitate development which achieves the objectives of planning in Victoria and planning objectives set up in planning schemes. [Update]

(g) To encourage the achievement of planning objectives through positive actions by responsible authorities and planning authorities. [Update]

It also incorporates the transport objectives set out in the Transport Integration Act 2010. Planning authorities are required by the Transport Integration Act to have regard to these objectives (and related decision making principles) when a significant impact to the transport system will likely be caused by the action. This requires land use decisions to have regard to impacts on the current and future development and operations of the transport system.

The Planning Policy Framework sets the priorities to be observed and applied through the administration of planning across the State. [New]
01.02 INTEGRATED PLANNING AND DECISION MAKING

01.02-S-01 The objectives of planning

State Policy

The Planning and Environment Act 1987 and its subordinate legislation is the primary suite of controls by which land use and development is regulated in Victoria. [New]

Planning schemes direct land use activities as well as built form outcomes while regulations direct the process to apply to approvals and reviews of decisions by planning bodies including the Minister for Planning, councils and government agencies. [New]

The objectives of planning in Victoria (as set out in Section 4(1) of the Planning and Environment Act 1987) are: [10.2p2]

(a) To provide for the fair, orderly, economic and sustainable use, and development of land. [10.2p3]
(b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity. [10.2p4]
(c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria. [10.2p5]
(d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value. [10.2p6]
(e) To protect public utilities and other facilities for the benefit of the community. [10.2p7]
(f) To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e). [10.2p8]
(g) To balance the present and future interests of all Victorians. [10.2p9]

The Transport Integration Act outlines six transport system objectives:
1. Social and economic inclusion
2. Economic prosperity
3. Environmental sustainability
4. Integration of transport and land use
5. Efficiency, co-ordination and reliability

01.02-S-02 Integrated decision making

Planning authorities and responsible authorities must identify the policies applicable to issues before them and give effect to the policies to ensure integrated decision making. [10.3p3]

Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. [10.4p2]

Councils acting as responsible authorities are required to identify the potential for regional impacts in their decision-making. [10.4p3 part]

Development should not compromise achievement of infrastructure and transport network development plans where this would compromise meeting long-term needs if there are reasonable and fair alternatives to the layout or design of a development. Transport network development plans are produced by public agencies and typically outline an approach to meeting future needs without being committed government policy. [New]

01.02-S-03 Integrated strategic planning

The Planning Policy Framework enables land use and development planning and policy to be integrated with transport, environmental, social, economic, conservation and resource management policies at State, regional and municipal levels. [Update]
Planning should anticipate future infrastructure and transport needs. Planning authorities must ensure that land use and development decisions reinforce the function of the designated Principal Transport Networks reflecting the critical nature of transport and land use integration in determining and supporting urban structure. Planning authorities must have regard to the transport system objectives, decision making principles and any statement of policy principles set out in the Transport Integration Act 2010 when making a decision that is likely to have a significant impact on the transport system. [Update]

The decision making principles of the Transport Integration Act 2010 are: [Update]
1. Integrated decision making
2. Triple bottom line assessment
3. Equity
4. Transport system user perspective
5. Precautionary principle
6. Stakeholder engagement and community participation
7. Transparency.

Local planning policy should also be informed by municipal public health and wellbeing plans prepared under the Public Health and Wellbeing Act 2008. [4.3.2.1]

Councils acting as planning authorities should co-ordinate strategic planning with neighbouring councils and other public bodies to further the objectives of the Planning Policy Framework and make efficient use of planning resources. Strategic plans should address logical planning units having regard to on-the-ground conditions and not artificial boundaries. [10.4p3part]

01.03 STRUCTURE AND APPLICATION

01.03-S-01 Structure of the Planning Policy framework

State Policy

The Planning Policy Framework is dynamic and will be built upon as the needs of the community change. [10.1p2]

Clauses 01 to 13 set out the State Planning Policies which apply to all land in Victoria and to particular areas and regions in the State. Regional and local policy applies in addition to statewide policy. [10.3p1]

Local policy can also be included in schemes under the relevant headings in the Planning Policy Framework to present consolidated policy settings for a municipality. Local policy in the Planning Policy Framework may refine, but not vary, state or regional policy. [New]

Each subclause can include the following policy elements [10.5p11]
1. Objectives to be achieved. [10.5p12]
2. Strategies that outline how the objectives are to be achieved. [10.5p13]
3. Particular provisions that may be relevant to the policy. [New]
4. Guidelines for decision makers (responsible authorities and planning authorities) that provide specific guidance to be considered, in addition to objectives and strategies, in planning decisions. [10.5p14]
5. Strategic planning guidelines that detail what planning authorities should consider in preparing plans or planning scheme amendments. [New]
6. Background documents that provide additional information about the objectives and strategies, and have the same status as reference documents in other parts of the scheme. [New]

The subclause may also contain a context statement if some explanation is required to better understand the policy. [New]
The Planning Policy Framework is structured around the following themes:

1. Clause 01 The operation of the Planning Policy Framework [New]
2. Clause 02 Context [New]
3. Clause 03 The planning vision [10.5p2]
4. Clause 04 Environmental values [10.5p3]
5. Clause 05 Environmental risks [10.5p4]
6. Clause 06 Landscape and built environment [10.5p6, 10.5p3part]
7. Clause 07 Heritage [10.5p6part]
8. Clause 08 Housing [10.5p7]
9. Clause 09 Economic development [10.5p8]
10. Clause 10 Community development [New]
11. Clause 11 Open space [New]
12. Clause 12 Transport [10.5p9]
13. Clause 13 Infrastructure [10.5p10]

01.03-S-02 Application of regional policy

State Policy

The application of State, regional, area and local policy is shown at 1.03-S-02: Table 1.
### TABLE 1: APPLICATION OF POLICY

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>APPLIES TO THE FOLLOWING PLANNING SCHEMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>S STATE POLICY</td>
<td>All schemes in Victoria.</td>
</tr>
<tr>
<td>RV REGIONAL VICTORIA</td>
<td>All schemes included in R1 to R8 below plus metropolitan fringe planning schemes: Brimbank, Cardinia, Casey, Frankston, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maroondah, Melton, Mornington, Nillumbik, Whittlesea, Wyndham and Yarra Ranges.</td>
</tr>
<tr>
<td>A01 COASTAL AREAS</td>
<td>Bass Coast, Bayside, Cardinia, Casey, Colac-Otway, Corangamite, East Gippsland, Frankston, French Island and Sandstone Island, Glenelg, Greater Geelong, Hobsons Bay, Kingston, Mornington Peninsula, Moyne, Port Phillip, Port of Melbourne, Queenscliffe, South Gippsland, Surf Coast, Warrnambool, Wellington and Wyndham.</td>
</tr>
<tr>
<td>A02 THE GREAT OCEAN ROAD AREA</td>
<td>Colac-Otway, Corangamite, Moyne, Surf Coast and Warrnambool.</td>
</tr>
<tr>
<td>A03 PORT ENVIRON AREAS</td>
<td>Glenelg, Greater Geelong, Hobsons Bay, Maribyrnong, Melbourne, Port of Melbourne and Port Phillip.</td>
</tr>
<tr>
<td>A04 ALPINE AREAS</td>
<td>Alpine, Alpine Resorts, Baw Baw, East Gippsland, Mansfield, Murrindindi, Towong and Wellington.</td>
</tr>
<tr>
<td>A05 BUSHFIRE AREAS</td>
<td>All schemes included in R1 to R8 below plus Cardinia, Casey, Frankston, Knox, Manningham, Melton, Mornington Peninsula, Nillumbik, Whittlesea and Yarra Ranges.</td>
</tr>
<tr>
<td>A06 MELBOURNE'S PERI-Urban AREA</td>
<td>Bass Coast, Baw Baw, Cardinia, Casey, Golden Plains, Greater Geelong, Hepburn, Hume, Macedon Ranges, Melton, Mitchell, Moorabool, Mornington Peninsula, Mt Alexander, Murrindindi, Nillumbik, Queenscliffe, South Gippsland, Surf Coast, Whittlesea, Wyndham, Yarra Ranges.</td>
</tr>
<tr>
<td>A08 GROWTH AREAS</td>
<td>Casey, Cardinia, Hume, Melton, Mitchell, Whittlesea, Wyndham.</td>
</tr>
<tr>
<td>M00 METROPOLITAN MELBOURNE</td>
<td>All schemes included in M1 to M5 below plus Mitchell.</td>
</tr>
<tr>
<td>M01 CENTRAL SUBREGION</td>
<td>Melbourne, Stonnington, Maribyrnong, Port of Melbourne, Port Phillip, Yarra.</td>
</tr>
<tr>
<td>M02 WESTERN SUBREGION</td>
<td>Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham.</td>
</tr>
<tr>
<td>M03 NORTHERN SUBREGION</td>
<td>Banyule, Darebin, Hume, Moreland, Nillumbik, Whittlesea.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>APPLIES TO THE FOLLOWING PLANNING SCHEMES</td>
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</tr>
<tr>
<td>M04 EASTERN SUBREGION</td>
<td>Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse, Yarra Ranges.</td>
</tr>
<tr>
<td>M05 SOUTHERN SUBREGION</td>
<td>Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston, Mornington Peninsula.</td>
</tr>
<tr>
<td>R01 CENTRAL HIGHLANDS REGION</td>
<td>Ararat, Ballarat, Golden Plains, Hepburn, Moorabool and Pyrenees,</td>
</tr>
<tr>
<td>R02 G21 REGION</td>
<td>Colac Otway, Golden Plains, Greater Geelong, Queenscliffe and Surf Coast.</td>
</tr>
<tr>
<td>R03 GIPPSLAND REGION</td>
<td>Alpine Resorts, Bass Coast, Baw Baw, East Gippsland, French Island and Sandstone Island, Latrobe, South Gippsland and Wellington.</td>
</tr>
<tr>
<td>R04 GREAT SOUTH COAST REGION</td>
<td>Corangamite, Glenelg, Moynie, Southern Grampians and Warrnambool.</td>
</tr>
<tr>
<td>R05 HUME REGION</td>
<td>Alpine, Alpine Resorts, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga.</td>
</tr>
<tr>
<td>R06 LODDON MALLEE NORTH REGION</td>
<td>BULOKE, Campaspe, Gannawarra, Mildura and Swan Hill.</td>
</tr>
<tr>
<td>R07 LODDON MALLEE SOUTH REGION</td>
<td>Greater Bendigo, Central Goldfields Shire, Loddon Shire, Macedon Ranges Shire and Mount Alexander Shire.</td>
</tr>
<tr>
<td>R08 WIMMERA SOUTHERN MALLEE REGION</td>
<td>West Wimmera, Horsham, Yarriambiack, Northern Grampians and Hindmarsh.</td>
</tr>
<tr>
<td>B01 BELLARINE LOCALISED PLANNING STATEMENT</td>
<td>Greater Geelong, Queenscliffe.</td>
</tr>
<tr>
<td>B02 MACEDON RANGES LOCALISED PLANNING STATEMENT</td>
<td>Macedon Ranges.</td>
</tr>
<tr>
<td>B03 MORNINGTON PENINSULA LOCALISED PLANNING STATEMENT</td>
<td>Mornington Peninsula.</td>
</tr>
<tr>
<td>B04 YARRA RANGES LOCALISED PLANNING STATEMENT</td>
<td>Yarra Ranges.</td>
</tr>
<tr>
<td>gnut INDIVIDUAL PLANNING SCHEME</td>
<td>Each planning scheme will have a unique four letter identifier.</td>
</tr>
</tbody>
</table>
02 CONTEXT

02.01 STATE CONTEXT

02.01-S-01 Overview

Before settlement of Melbourne 178 years ago, Aboriginal people occupied the land that is now called Victoria for at least 40,000 years. Since Melbourne was settled, Victoria has undergone a series of growth-led transformations. Each one of these transformations has left lasting impacts on the state’s landscape, structure and identity. [PM pg2 edited]

A growing state

Victoria is Australia’s most densely populated state and its second-most populous state. Victoria had a population of 5.5 million at the last census in 2011, being about 25 per cent of Australia’s population. [PM]

Victoria’s population has increased by 15 per cent, from 4.8 million in 2001 to 5.5 million in 2011. [PM 132]

With Victoria’s population projected to rise to 8.4 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. For Regional Victoria, this increases importance of the good connections between Melbourne and the five regional centres. For Metropolitan Melbourne, this results in around 20.5 million trips expected in metropolitan Melbourne every day by 2050. [New]

02.01-S-02 Place

A great place to live

Victoria is internationally recognised as a great place to live. Victoria is a relatively compact state and, with improving transport and communication links, our regional cities are increasingly within commuting distance of Melbourne. [PM 132]

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. [PM 133]

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. [PM 133]

A changing geography for Melbourne

The future will see a significant shift in growth from the south-east of Melbourne to the north and west of the city. This growth provides an opportunity to consider development in the north and west in a new light. [DP Intro]

02.01-S-03 Environmental context

Diverse environment

Victoria is a state of variety and biodiversity is a feature of the environment. 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. [PM 134]

**Internationally significant wildlife habitat**

Victoria hosts a number of significant wetlands which are protected under international agreements. [Update]

**A changing climate**

Our climate is constantly changing, due to a wide range of human and natural factors. Over its history, Victoria has seen frequent bushfires, heatwaves, flooding and storms and these are projected to increase in intensity and frequency. Planning needs to take account of these changes. [PM p5 edited]

**Economic context**

**State Policy**

**A changing economy**

Economic activity across the State is changing in scope and location, and the planning and transport systems will need to support this changing economic structure. [PM pg20]

Globalisation will bring challenges and opportunities for Victoria’s competitive strengths in freight and logistics, education, science and research, health and aged services, tourism, manufacturing, high-end business services, creative industries and agriculture. [DP intro]

The economy of Victoria will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the State’s population expected to age as well as grow. [PM pg20]

**Diverse regions**

Victoria’s regions are home to the state’s agricultural and horticultural industries and associated agribusiness services and manufacturing. They have our major environmental and tourism-related services and assets such as the Goldfields region, the Great Ocean Road, the Gippsland Lakes and High Country and the Murray River. They are also resource-rich areas, with significant resources of brown coal, oil, gas, mineral sands and timber; and have many of the state’s energy, water and transport infrastructure assets. [PM 134]

**Changing transport task**

Transport and the transport system play a critical role in Victoria’s modern, spatially distributed economy and increasing the efficiency and capacity of the network is critical to the future economic growth and competitiveness of the economy. [Update]

The effectiveness of Victoria’s future transport system will depend on how well it accommodates population growth, economic change and changes in land use. [New]

**Community context**

**State Policy**

**A compact state**

Victoria is home to about 25 per cent of the Australian population yet accounts for only 3 per cent of its land area. About 89 per cent of the Victorian population lives within 150 kilometres of Melbourne’s Central City. [DP p3]

Population growth has been concentrated in Melbourne’s established suburbs and growth area councils, which together have accounted for 86 per cent of the state’s growth. Population growth in regional Victoria has been predominantly located in regional cities and Melbourne’s peri-urban region. [PM 133]

This settlement pattern means the future of Victoria’s regions and Melbourne are as intertwined as more obvious ‘city states’ such as Singapore. [DP p3]
A large growing metropolis
Melbourne is a large metropolis of 4.25 million people and home to nearly three-quarters of all Victorians. By 2050, Melbourne’s population is likely to reach between 5.6 and 6.4 million.

A greater proportion of smaller households
The demographic changes that Melbourne will face in the years ahead are profound: the percentage of the population over 65 years of age will increase from 14 per cent today to 22 per cent by 2050, and there will be a greater proportion of lone-person and couple only households.

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

02.01-S-06 Improving the planning system

State Policy

The Victorian planning system is recognised as the best in Australia. The result for the State has been a level of economic activity and diversity, liveability and protection of environmental and cultural features that provides an important competitive advantage, helping the State to weather economic cyclical fluctuations and manage future economic, social and environmental change.

The vision is for Victoria to have the most responsive and efficient regulatory system in Australia. This recognises that the time and resources businesses and the community spend dealing with regulatory requirements prevents them from getting on with more productive priorities that can create new jobs and investment which in turn leads to a better physical, social and economic environment for all Victorians.

The integrated land use and development policy to deliver this vision is outlined in this Planning Policy Framework element of the planning scheme:

1. to further strengthen Victoria’s planning system to encourage investment, and facilitate jobs and economic growth
2. remove unnecessary controls
3. to accelerate and streamline planning and environmental approval processes
4. to increase certainty for businesses seeking to invest in Victoria.

Victoria’s reputation continues to be built through numerous actions and planning reforms. Recent actions include:

Developing a suite of integrated strategic plans to guide growth and development across the State

There are eight Regional Growth Plans, Plan Melbourne (the Metropolitan Planning Strategy) and Victoria – The Freight State (the Victorian Freight and Logistics Plan) which will together ensure that future decisions about land use, transport, housing, employment, investment, community services and infrastructure are made in a coordinated way to support the growth and liveability of Victoria.

Establishing a clear framework for consideration of unsolicited private sector proposals for investment

A key element of the planning reform agenda for a more-commercial focus to infrastructure procurement is to provide a framework for considering unsolicited proposals. The private sector has the capacity and desire to invest in key pieces of economic infrastructure but generally wants its intellectual property protected.
02.02 LOCAL CONTEXT

02.02-gnut-01 Gumnut

Local policy: Gumnut

Local context tailored for each municipality can be inserted here if required.
03  THE PLANNING VISION

03.01  A VISION FOR VICTORIA

03.01-S-01  A vision for Victoria

State Policy  VC## dd/mm/yyyy

Victoria will continue to grow and deliver choice and opportunity across the state and within metropolitan Melbourne. Regional Victoria will host a greater share of Victoria’s growth, building on regional competitive advantages while maintaining environmental values and managing environmental risks. [New]

Regional cities and state significant employment and activity areas in Metropolitan Melbourne serviced by well-defined transport networks will drive prosperity. [New]

The central city of Melbourne will continue to grow as the core of a vibrant global city. [New]

Areas will be identified for urban renewal, and local planning will respond to changing local economic circumstances to maintain opportunities for investment and employment. [New]

The unique characteristics of neighbourhoods will be emphasised and growth targeted to defined areas to meet local housing needs, support healthy local communities, foster social and economic inclusion and create 20-minute neighbourhoods that offer good access to a range of services and facilities in walking or cycling distance. [New]

Careful attention to good design and heritage will deliver quality buildings, landscapes, public spaces and open space networks. [New]

Objectives and strategies

Objective 1  To maximise the potential of Victoria. [PM]

Strategy 1.1  Create a State of cities to deliver choice, opportunity and global competitiveness. [PM]

Strategy 1.2  Support an increased share of Victoria’s population growth in regional Victoria. [New]

Strategy 1.3  Improve the use of existing and proposed state infrastructure. [7.3.1]

Strategy 1.4  Improve Victoria’s competitive advantages. [11.05-4p14]

Strategy 1.5  Support development consistent with Victoria’s Settlement Framework Plan. [New]

03.01-S-02  A State of Cities

State Policy  VC## dd/mm/yyyy

Plan Melbourne and eight Regional Growth Plans have been prepared to provide land use strategies to show how population growth will be planned and accommodated. Plan Melbourne is set within a 50 year time horizon and the Regional Growth Plans are set within a 20–30 year time horizon and set out how each region of the state can accommodate a greater share of the state’s growth [New]

Objectives and strategies

Objective 1  To develop Melbourne as a global city of opportunity and choice.

Strategy 1.1  Protect the suburbs.

Strategy 1.2  Facilitate development in defined areas close to services and infrastructure.

Strategy 1.3  Plan to rebalance growth between Melbourne and regional Victoria.

Strategy 1.4  Support an investment and infrastructure pipeline. [PM pg 2]
Objective 2  To develop regional cities to provide a high level of service to regional Victoria.

Strategy 2.1  Facilitate urban growth in the regional cities. [11.05-1p3]
03.01-S-03 Victoria’s Settlement Framework
State Policy

[Map of Victoria’s Settlement Framework with various markers indicating different locations and symbols for key points such as settlements, transport routes, and regional boundaries.]
03.01-gnut-01 Gumnut
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

03.02 PLANNING FOR GROWTH

03.02-S-01 Supply of land and infrastructure provision

State Policy

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, mixed use, recreation and open space, commercial, health and community uses. In achieving this, planning should reinforce the principal transport network and reflect the importance of the availability of existing infrastructure and identify infrastructure requirements. Effective planning will seek to maintain the cost competitiveness of land and buildings and maximise the benefits of infrastructure investment. [11p1]

Planning should ensure that the effects of incremental growth and change are managed to achieve goals or objectives for an area over the long term. [New]

Objectives and strategies

Objective 1 To avoid the urban development of Melbourne outside the permanent metropolitan urban boundary [11.04-5p8 split] [6.1]

Strategy 1.1 Use a permanent urban development boundary around Melbourne. [6.1].

Objective 2 To ensure a sufficient supply of land and development opportunities is available across Victoria to:
• meet needs for residential, commercial, retail, mixed use, industrial, recreational, institutional and other community uses, [11.02-1p1]
• minimise increases in land values,
• make best use of existing infrastructure.

Strategy 2.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions. [PM]

Strategy 2.2 Provide clear direction on locations where growth should occur. [11.02-1p4 part]

Strategy 2.3 Facilitate the efficient use of land. [New]

Strategy 2.4 Provide sufficient land and development opportunities to meet forecast demand. [11.02-1p3]

Strategy 2.5 Require the timely development of land or action on development approval.

Strategy 2.6 Support the temporary use of land and buildings. [New]

Strategy 2.7 Protect uses and infrastructure with off-site effects from the encroachment of sensitive uses. [Update]

Strategy 2.8 Plan for growth in a balanced, consistent and collaborative way. [RGP]

Objective 3 To integrate development with infrastructure delivery and transport network planning. [New]

Strategy 3.1 Plan to meet projected growth in demand for transport and infrastructure services. [New]

Strategy 3.2 Plan the location of development that generates intensity of movement to support effective public transport services and reinforce the function of the principal public transport, cycling and walking networks. [Update]

Strategy 3.3 Provide infrastructure to support sustainable urban development. [11.02-1p2]

Strategy 3.4 Facilitate development that supports efficient delivery of transport services and reinforces the principal and local transport networks. [New]

Strategy 3.5 Avoid development that cannot be adequately serviced. [New]
Strategy 3.6 Avoid compromising the cost-efficient delivery or improvement of transport services, network improvements or infrastructure delivery. [New]

Strategy 3.7 Maintain options for the delivery of identified transport network improvements or infrastructure services. [New]

Strategy 3.8 Plan development to anticipate potential access improvements and amenity impacts from proposed transport services. [New]

Strategic planning guidelines

Strategic planning should:
1. Monitor development trends and land supply and demand for housing retail, commercial, industry, community uses and open space. [11.02-1p10]
2. Use Victorian Government demographic profiles, population projections and land supply estimates. [11.02-1p14]
3. Plan to accommodate projected population and employment growth over at least a 15 year period. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis. [11.02-1p14 part]
4. Consider plausible alternative growth scenarios where the regions begin to capture a greater share of Victoria’s overall population growth. [PM pg 134][DTF]
5. Use the most appropriate zones to support areas designated for significant change. [2.2.3.2]
6. Consider opportunities for the consolidation, redevelopment and intensification of existing urban areas when planning for urban growth. [11.02-1p5, 11.02-1p6]
7. Identify uses and infrastructure with off-site effects that sensitive uses require separation from. [Update]
8. Identify regional city growth corridors connecting to Melbourne consistent with Regional Growth Plans. [PM145]
9. Use inclusive engagement processes to create a balanced, transparent and consistent approach to planning and growth. [RGP]

03.02-S-02 Development sequence

State Policy

Objectives and strategies

Objective 1 To manage the sequence of development so that services are available from early in the life of new communities. [11.02-4p1]

Strategy 1.1 Facilitate land release in a timely fashion to support coordinated and cost-efficient provision of local and regional infrastructure. [11.02-4p3]

Strategy 1.2 Improve the alignment between development sequencing and the timely funding and delivery of essential local infrastructure identified in development contributions plans. [7.2.2.1, 11.02-4p5]

Strategy 1.3 Support opportunities to co-locate facilities. [11.02-4p6]

Strategy 1.4 Provide timely local community infrastructure using:
   a) infrastructure sequencing plans,
   b) development contribution expenditure,
   c) local government-funded works,
   d) works-in-kind delivery of infrastructure. [7.2.2.2]

Strategy 1.5 Recognise the importance of water supply, sewerage and drainage works in early planning for new developments. [11.02-4p7]

03.02-S-03 Infrastructure levies

State Policy

Development contributions help pay for infrastructure in new and growing communities. The preferred framework for a new local development contributions system is based on standard
levies. The levies will be tailored to align with different development settings in metropolitan and non-metropolitan areas for residential, retail, commercial and industrial development. Certain levies will be able to be varied, depending on specific circumstances. [Update]

The Growth Areas Infrastructure Contribution (GAIC) applies to growth areas around Melbourne to provide essential community infrastructure and to support development in Melbourne’s newest suburbs. [Update]

**Objectives and strategies**

**Objective 1**  To facilitate the timely and cost effective provision of infrastructure to communities. [19.03-1p1]

**Strategy 1.1**  Require new development to contribute to the provision of infrastructure such as open space, community facilities, regionally significant cultural and sporting facilities and transport networks. [11.02-4p4]

**Strategy 1.2**  Support development bonuses for the delivery of public infrastructure. [2.2.1.2]

**Strategic planning guidelines**

Strategic planning should:

1. Prepare Development Contributions Plans, under the *Planning and Environment Act 1987*. [19.03-1p2]

2. Use the development contributions system to provide certainty in the provision of local open space in growth areas. [4.5.2.2]
03 THE PLANNING VISION

03.04 PLANNING FOR RURAL AREAS

03.04-S-01 Planning for rural areas
State Policy VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To build the prosperity and maintain the natural values of rural areas. [Update]
Strategy 1.1 Facilitate agriculture and rural production. [11.05-3p1]
Strategy 1.2 Maintain the environmental health and productivity of landscapes. [11.05-4p10]
Strategy 1.3 Protect sensitive landscape areas. [15.01-1p6 part]
Strategy 1.4 Avoid development that detracts from natural quality. [15.01-1p6 part]
Strategy 1.5 Protect and improve natural key features. [12.04-2p5]
Strategy 1.6 Recognise the natural landscape for its aesthetic value and as a fully functioning system. [12.04-2p4]
Strategy 1.7 Protect coastal areas and their foreshores and the Alpine areas and ensure that new development does not detract from their landscape quality. [12.04-1p2 part, 12.04-2p2]
Strategy 1.8 Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry. [11.02-1p11]

03.05 PLANNING FOR IDENTIFIED DISTINCTIVE AREAS

03.05-S-01 Localised Planning Statements
State Policy VC## dd/mm/yyyy

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 for Victorians and are a distinctive part of our State. These areas play an important role in the State as tourist destinations and have strong economic bases driven by tourism, agribusiness and lifestyle, with all areas linking strongly with Melbourne. [PM]

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. [PM]

Objective 1 To protect and enhance the valued attributes of identified distinctive areas.
Strategy 1.1 Recognise the significant geographic and physical features of the following identified distinctive areas:
   a) Bellarine Peninsula
   b) Macedon Ranges
c) Mornington Peninsula  
   d) Yarra Valley [PM]

Strategy 1.2 Protect the identified key values and activities of identified distinctive areas. [PM]

Strategy 1.3 Support uses and development where they enhance the valued characteristics of identified distinctive areas. [PM]

**Strategic planning guidelines**

Strategic planning should:

1. Prepare localised planning statements for distinctive regions including Mornington Peninsula, the Yarra Valley, Macedon Ranges and the Bellarine Peninsula. [Update][PM]

2. Ensure localised planning statements for Mornington Peninsula, Bellarine Peninsula, Macedon Ranges and Yarra Ranges acknowledge areas that are important for food production. [5.3.1.2]

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**03.06 PLANNING FOR CITIES**

**03.06-S-01 City structure and productivity**

State Policy

Together, land use and transport determine Victoria’s spatial structure. Effective integration of these elements require more than co-ordinated action. Transport and land use integration recognises the interaction of urban elements over time, and the potential to influence desired settlement patterns, land uses and travel behaviours and patterns.

**Objectives and strategies**

**Objective 1** To create city structures that drive productivity, support innovation and create more jobs. [PM pg16]

- **Strategy 1.1** Improve the distribution of employment land and provide more equitable access to employment opportunities. [11.04-1p6]
- **Strategy 1.2** Plan urban areas to make better use of infrastructure and support economic growth. [Update]
- **Strategy 1.3** Facilitate development and transport network improvements that reinforce an integrated transport system connecting people to jobs and services, and goods to market, and reduces the extent of travel needed. [PM pg16] [Update]
- **Strategy 1.4** Plan development to reinforce the role and function of the principal and local transport networks to enable the safe, efficient and reliable movement of people and freight
- **Strategy 1.5** Protect natural assets and better plan our water, energy and waste management systems to create sustainable cities. [PM pg17]
03.06-M00-01 City structure and productivity
Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To develop a global city of opportunity and choice. [PM]
Strategy 1.1 Facilitate a diversity of housing in defined locations that cater for different households and are close to jobs and services, including high-density residential development in Melbourne’s expanded Capital City Zone. [PM pg16, 2.2.1]
Strategy 1.2 Facilitate development that reinforces the function of the principal transport networks to support a more-productive Central City. [Update]
Strategy 1.3 Facilitate the growth and development of Melbourne as identified in the Metropolitan Melbourne Framework. [New]
Strategy 1.4 Facilitate development consistent with the Metropolitan Melbourne Elements included in this Clause. [New]

Strategic planning guidelines

Strategic planning should:
1. Consider unsolicited bids for changes in planning controls and zones that will create development that furthers the objectives of the Planning Policy Framework. [PM]
2. Prepare a framework plan for growth in the Central Subregion and structure plans for the expanded Central City. [1.4.2.2, 1.1.1.3]
3. Use planning provisions in designated precincts in the expanded Capital City Zone that provide the market with flexibility to maximise development opportunities. [2.2.1.1]
4. Prepare structure plans for state-significant projects of transit-orientated urban renewal. [1.1.1.3]
5. Prepare structure plans and infrastructure plans for Metropolitan Activity Centres to accommodate forecast growth and identify sequencing requirements (including infrastructure provision, connections and public realm improvements). [1.1.1.3, 1.5.2.2]
6. Use planning provisions in and around Metropolitan Activity Centres that ensure they are investment-ready. [1.5.2.2]
7. Prepare structure plans and a long-term governance framework to guide the growth and development of National Employment Clusters in an appropriate regulatory framework. [1.1.1.3, 1.5.1.1]
### TABLE 1: METROPOLITAN MELBOURNE ELEMENTS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>STRATEGIC DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXPANDED CENTRAL CITY</strong> [PM_TABLE 1]</td>
<td>To allow the continued location and growth of knowledge-intensive and high skilled firms in the Central City while continuing to be a major area for tourism, retail, residential, entertainment, sporting and cultural activities. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>NATIONAL EMPLOYMENT CLUSTERS</strong> [PM_TABLE 1]</td>
<td>To improve access to a diversity of employment opportunities, including knowledge jobs in designated precincts around Melbourne. To improve the growth of business activity (and therefore jobs) of national significance. To improve the ability of businesses to leverage off their export and innovation potential to grow jobs in other industry sectors. They are mixed-use centres and, with the exception of Dandenong South, will include residential development. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>METROPOLITAN ACTIVITY CENTRES</strong> [PM_TABLE 1]</td>
<td>To maximise access to goods and services in a limited number of major centres with good public transport networks. These centres will play a major service delivery role, including government health, justice and education services, providing a diverse range of jobs, activities and housing for a subregional catchment. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>STATE–SIGNIFICANT INDUSTRIAL PRECINTS</strong> [PM_TABLE 1]</td>
<td>To ensure there is sufficient strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways. They will be protected from inappropriate development to allow continual growth in freight, logistics and manufacturing investment. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>TRANSPORT GATEWAYS</strong> [PM_TABLE 1]</td>
<td>To secure adequate gateway capacity for moving passengers and freight in and out of Victoria by designating ports, airports and interstate terminals. They will be protected from incompatible land uses but adjacent complementary uses will be encouraged. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>ACTIVITY CENTRES</strong> [PM_TABLE 1]</td>
<td>To provide access to a wide range of goods and services in centres that are planned and managed by local government. The centres will have jobs and vibrant local economies. Some will serve larger subregional catchments. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>NEIGHBOURHOOD CENTRES</strong> [PM_TABLE 1]</td>
<td>To provide neighbourhood access to local goods and services. [PM_Table 1] and fulfil a retail, residential and mixed-use role. [4.1.1.1]</td>
</tr>
<tr>
<td><strong>HEALTH AND EDUCATION PRECINCTS</strong> [PM_TABLE 1]</td>
<td>To improve access to health and education services and to improve job choices in these industries for Melburnians. As significant generators of activity and visitation, these precincts will support ancillary health and education, retail, commercial, accommodation, services, housing and public transport. They may anchor Activity Centre development, particularly in growth areas. In growth areas, Activity Centres will be the priority location for these facilities. [PM_Table 1]</td>
</tr>
<tr>
<td><strong>URBAN RENEWAL SITES INCLUDING TRANSIT-ORIENTED DEVELOPMENT</strong> [PM_TABLE 1]</td>
<td>To take advantage of under-utilised land close to jobs, services and public transport infrastructure to provide new housing, jobs and services. [PM_Table 1]</td>
</tr>
</tbody>
</table>
This map may need to be reviewed before the PPF is finalised.
03.07 PLANNING FOR PERI-URBAN AREAS AND GREEN WEDGE AREAS

03.07-S-01 Peri-urban areas and green wedge areas

Peri-urban regions and areas are the areas of land surrounding the built up urban areas of regional cities and centres. They are generally characterised by a mixture of urban and non-urban land uses and have a strong relationship with the settlement they surround.

Green wedge land is defined in the Planning and Environment Act 1987 as land that is described in a metropolitan fringe planning scheme as being outside an urban growth boundary.

Objectives and strategies

Objective 1 To conserve the values of peri-urban regions and areas and Melbourne’s green wedges. [PM pg139]

Strategy 1.1 Protect the green wedges of Metropolitan Melbourne and peri-urban regions and areas from inappropriate development. [11.04-6p1 part]

03.08 PLANNING FOR URBAN GROWTH AREAS

03.08-S-01 Planning urban growth areas

Objectives and strategies

Objective 1 To create affordable, liveable and sustainable communities to support healthy lifestyles. [New]

Strategy 1.1 Facilitate development that: [11.02-3p19part]
   a) Creates a sense of place and community. [11.02-3p20]
   b) Supports the cultural development of the community. [Update]
   c) Provides a broad range of local business activities and employment opportunities. [11.02-3p23]
   d) Creates greater housing choice, diversity and affordable places to live. [11.02-3p21]
   e) Create highly accessible and vibrant activity centres. [11.02-3p22]
   f) Reinforces the principal transport networks and provides for local transport networks. [Update]
   g) Supports adaptation to climate change and improves environmental sustainability. [11.02-3p25] [Update]
   h) Provides accessible, integrated and adaptable community infrastructure. [11.02-3p26]

Strategy 1.2 Prepare Growth Corridor Plans that identify the long term pattern of urban growth for an area. [11.02-3p10, 11.02-3p11]

Strategy 1.3 Prepare Precinct Structure Plans. [Update]

Strategic planning guidelines

Strategic Planning should:

1. Identify growth areas that are: [New]
   (a) Close to transport corridors and services. [11.02-2p1part]
(b) Provide efficient and effective infrastructure. [11.02-2p1part]
(c) Create benefits for sustainability and liveability. [11.02-2p1part]
(d) Protect primary production, major sources of raw materials and valued environmental areas. [11.02-2p1part]
(e) Served by high-capacity public transport. [11.02-2p2]

Consider as relevant:

1. The Precinct Structure Planning Guidelines (Growth Areas Authority, 2013) [11.02-3p19]

03.09 PLANNING FOR URBAN RENEWAL AREAS

03.09-S-01 Urban renewal

State Policy VC## dd/mm/yyyy

Under-utilised land around existing and future transport hubs presents a significant opportunity for mixed-use transit oriented development. 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. [Update]

Objectives and strategies

Objective 1 To unlock the capacity of urban renewal precincts for higher-density, mixed-use development. [2.2.2]

Strategy 1.1 Facilitate urban renewal on large-scale sites or precincts where there is an opportunity to create more productive and liveable places. [Update]

Strategy 1.2 Facilitate local area diversity and choice including land use mix, housing choice, employment and business opportunities, built form and urban design. [Update]

Strategy 1.3 Facilitate tourism development. [UPDATE]

Strategy 1.4 Support the development of health precincts. [4.4.1.2]

Strategy 1.5 Create a high quality and safe public realm, with opportunities for community uses and interaction [Update]

Strategy 1.6 Plan walking, cycling and public transport as the priority transport modes

Strategy 1.7 Create local access to and functional integration with the existing urban area. [Update]

Strategy 1.8 Support coordinated development on clusters of sites in renewal areas. [Update]

Strategy 1.9 Support local area place-making to reinforce local distinctive features. [Update]

Strategy 1.10 Support the adaptive and flexible reuse of buildings and spaces. [Update]

Guidelines for decision makers

New development should make a financial contribution to the provision of infrastructure. [Update]

Strategic planning guidelines

Strategic planning should:
1. Prepare Strategic Framework Plans that include vision and strategic directions, together with infrastructure plans, development concepts, design guidelines and Developer Contributions Plans. [7.2.1.1, imp]

2. Identify contaminated land and groundwater, the likely rate of remediation and streamlined clean-up and development approval processes. [2.2.2.1]

**03.09-M00-01 Urban renewal**

**Regional Policy: Metropolitan Melbourne**

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

**Objectives and strategies**

**Objective 1** To establish a pipeline of metropolitan urban renewal precincts. [Update]

**Strategy 1.1** Support urban renewal around existing and planned railway stations. [1.6.1.2]

**Strategy 1.2** Plan the development sequence of major urban renewal precincts around Melbourne to optimise the use of existing and planned infrastructure. [7.2.1.2]

**Strategic planning guidelines**

Strategic Planning should:

1. Monitor the supply of urban renewal opportunities across the metropolitan area. [Update]

2. Identify priority urban renewal sites and prepare structure plans for under-utilised industrial land near train stations. [1.6.1.1]

3. Rezone land around railway stations and train corridors to facilitate residential and mixed-use development. [1.6.1.3]

4. Identify possible urban renewal precincts in metropolitan Melbourne. [2.2.2.3]

5. Identify urban renewal opportunities associated with upgrades to interchanges and grade separations. [1.6.1.5]

6. Identify areas for strategic redevelopment. [1.6.1.7]

**03.09-gnut-01 Urban renewal**

**Local policy: Gumnut**

Local policy tailored for each municipality can be inserted here if required

**03.10 PLANNING FOR LOCAL AREAS**

**03.10-S-01 20-minute neighbourhoods**

State policy

A 20-minute neighbourhood is about ‘living locally’. It is about planning and developing 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 good access to a range of services and
facilities including shops, cafes and restaurants, early years centres, primary and secondary schools, parks and sporting fields, medical centres and public transport. [PM p98]

**Objectives and strategies**

**Objective 1** To create healthy, liveable and sustainable communities. [15.01-3p2]

Strategy 1.1 Plan development, land use and transport to create neighbourhoods where people can reach a wide range of local services and activities within 20 minutes by walking or cycling. [PM 87]

Strategy 1.2 Facilitate land use densities and development that supports local facilitates and activities.

Strategy 1.3 Plan for, and facilitate mixed use development.

Strategy 1.4 Facilitate a network of centres that.
  a) Comprises a range of centres that differ in size and function. [11.01-1p3]
  b) Is a focus for business, shopping, leisure and community facilities. [11.01-1p4]
  c) Provides different types of housing, including forms of higher density housing. [11.01-1p5]
  d) Is connected by public transport, walking and cycling networks. [11.01-1p6]
  e) Maximises choices in services, employment and social interaction. [11.01-1p7]
  f) Supports larger activity centres on the Principal Public Transport Network. [15.01-3p3part]

Strategy 1.5 Facilitate development that reinforces the principal transport networks and provides for local transport networks. [Update]

Strategy 1.6 Create pedestrian friendly neighbourhoods and provide easy pedestrian movement within and between neighbourhoods. [15.01-3p10]

Strategy 1.7 Create a range of open spaces to meet a variety of needs with links to open space networks and regional parks where practicable. [15.01-3p5]

Strategy 1.8 Plan neighbourhoods to support whole of water cycle management.

Strategy 1.9 Facilitate the logical and efficient provision of infrastructure and use of existing infrastructure and services. [11.02-3p9]

Strategy 1.10 Require the separation of incompatible land uses. [11p13]

**Guidelines for decision makers**

Consider as relevant: [11.01-1p9]

4. Any approved Integrated Transport and Landuse Guidelines. [Update]

**Strategic planning guidelines**

Strategic planning should:

1. Prepare a hierarchy of structure plans or precinct structure plans that provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts, where appropriate. [11.02-3p4] [11.02-3p6]
2. Prepare, in consultation with groups that promote walking and healthy living, design guidelines to promote walking in new and existing neighbourhoods. [4.3.1.1]
This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

### Objectives and strategies

**Objective 1  To create liveable and sustainable communities.**  
Strategy 1.1  Create healthy and active neighbourhoods and maintain Melbourne’s identity as one of the world’s most liveable cities.  
Strategy 1.2  Improve the landscape and vegetation cover of metropolitan Melbourne.

### Strategic planning guidelines

Strategic planning should:

1. Review the subregional network of Activity Centres to determine the need for new Activity Centres and identify possible new locations of Activity Centres.

**TABLE 1: ACTIVITY CENTRES IN METROPOLITAN MELBOURNE**

<table>
<thead>
<tr>
<th>SUBREGION</th>
<th>ACTIVITY CENTRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>CENTRAL</td>
<td>Baileclava, Braybrook-Central West, Carlton-Lyon Street, Chadstone, Fitzroy-Brunswick Street, Fitzroy-Smith Street, Malvern/Armadale, Mariibymong-Highpoint, Port Melbourne-Bay Street, Prahran/South Yarra, Richmond-Bridge Road, Richmond-Swan Street, Richmond-Victoria Street, South Melbourne, St Kilda, Toorak Village.</td>
</tr>
<tr>
<td>WESTERN</td>
<td>Airport West, Altona, Altona North, Ascot Vale-Union Road, Boardwalk, Brimbank, Caroline Springs, Deer Park, Flemington-Racecourse Road, Hopkins Road, Hoppers Crossing, Laverton, 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, Williamstown.</td>
</tr>
<tr>
<td>NORTHERN</td>
<td>Beveridge, Brunswick, Coburg, Craigieburn, Craigieburn Town Centre, Diamond Creek, Eltham, Gladstone Park, Glenroy, Greensborough, Heidelberg, Ivanhoe, Menda, Mickleham, Northcote, Preston-High Street, Preston-Northland, Reservoir, Roxburgh Park, South Morang, Sunbury, Sunbury South, Wallan, Wollert.</td>
</tr>
<tr>
<td>SOUTHERN</td>
<td>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.</td>
</tr>
</tbody>
</table>
03.10-gnut-01 20-minute neighbourhoods

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required
04 ENVIRONMENTAL VALUES

04.01 BIODIVERSITY

04.01-S-01 Biodiversity
State Policy

Objectives and strategies

Objective 1 To conserve Victoria’s biodiversity, including important habitat for Victoria’s flora and fauna and other strategically valuable biodiversity sites. [Update]

Strategy 1.1 Plan to avoid and minimise significant impacts on biodiversity from land-use and development. [Update]

Strategy 1.2 Use strategic planning as the primary mechanism to identify high value biodiversity to be conserved. [Update]

Strategy 1.3 Recognise the indirect or off-site impacts of land-use changes and developments that may affect the biodiversity value of adjoining national parks and conservation reserves or nationally and internationally significant sites. [Update]

Strategy 1.4 Plan to protect and help the management of sites containing high value biodiversity, including those which are under-represented in conservation reserves. [Update]

Strategy 1.5 Facilitate greater connectivity between areas of medium to high natural value. [RGP]

Objective 2 To ensure that permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria’s biodiversity. [Update]

Strategy 2.1 Use the risk-based approach to managing native vegetation as set out in Permitted clearing of native vegetation – Biodiversity assessment guidelines, as follows: [Update]

a) Avoid the removal of native vegetation that makes a significant contribution to Victoria’s biodiversity. [Update]

b) Minimise impacts on Victoria’s biodiversity from the removal of native vegetation. [Update]

c) Where native vegetation is permitted to be removed, ensure it is offset in a manner that makes a contribution to Victoria’s biodiversity that is equivalent to the contribution made by the native vegetation to be removed. [Update]

Particular provisions
1. Clause 52.16 – Native Vegetation Precinct
2. Clause 52.17 – Native Vegetation

Guidelines for decision makers
Consider as relevant: [Update]

1. Permitted clearing of native vegetation; Biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013). [Update]

2. The Victorian Government’s Native Vegetation Information System, maintained by the Department of Environment and Primary Industries. [Update]

Strategic Planning Guidelines
Strategic Planning should:
1. Use statewide biodiversity information to identify high value biodiversity. [Update]
2. Recognise the impacts of land use and development on Victoria’s high value biodiversity. [Update]
3. Plan to minimise cumulative impacts of land use and development on Victoria’s biodiversity. [Update]
4. Consider impacts on the habitat values of wetlands identified under international treaties and agreements, including:
   (a) Convention on Wetlands of International Importance (the Ramsar Convention).
   (b) The Japan-Australia Migratory Birds Agreement (JAMBA).
   (c) The China-Australia Migratory Birds Agreement (CAMBA). [Update]
5. Identify links between isolated habitat remnants that contain high value biodiversity. [Update]

04.02 WATERWAYS AND COASTS

04.02-S-01 Waterways and coasts

State Policy

The Victorian Waterway Management Strategy provides the framework for government, in partnership with the community, to maintain or improve the condition of rivers, estuaries and wetlands so that they can continue to provide environmental, social, cultural and economic values for all Victorians. The framework is based on regional planning processes and decision-making, within the broader system of integrated catchment management in Victoria.

Objectives and strategies

Objective 1 To ensure healthy waterways, water bodies, wetlands, and marine environment. [14.02-1p1, 14.02-2p1part]

Strategy 1.1 Consider the impacts of development on downstream water quality and freshwater, coastal and marine environments. [14.02-1p3]

Strategy 1.2 Minimise nutrient contributions to waterways and water bodies and the potential for the development of algal blooms. [14.02-1p8]

Strategy 1.3 Minimise contaminated runoff or wastes to waterways. [14.02-2p3]

Strategy 1.4 Avoid sediment discharges from construction sites. [14.02-1p9]

Strategy 1.5 Maintain a vegetated buffer zone along each side of a natural drainage corridors or waterway to:
   a) maintain the natural drainage function, stream habitat and wildlife corridors and landscape values
   b) minimise erosion of stream banks and verges and to reduce polluted surface runoff from adjacent land uses. [14.02-1p4]

Strategy 1.6 Avoid blocking public access along stream banks and foreshores by development. [11.03-2p5]

Guidelines for decision makers

Guidelines:

1. Vegetated buffer zones along each side of a natural drainage should be at least 30m wide unless the topography of the site or other constraints make an alternative width more appropriate. [14.02-1p4]

2. Works at or close to waterways should protect and improve the environmental qualities of waterways. [14.02-1p7]
Consider as relevant: [14.02-1p11]
1. The Victorian Waterway Management Strategy (Department of Environment and Primary Industries, 2013)
2. Any relevant regional river health program, river and wetland restoration plans or waterway and wetland management works programs approved by a catchment management authority. [14.02-1p13]
3. Any special areas or management plans under the Heritage Rivers Act (1992). [14.02-1p16]
5. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905) [19.03-2p10]
7. State environment protection policy (Prevention and Management of Contaminated Land) (Environment Protection Authority, 2002 – Publication S95)
8. Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills (Environment Protection Authority, 2010 - Publication 788.1)

Background documents
Construction Techniques for Sediment Pollution Control (Environmental Protection Authority, 1991). [14.02-2p10]

04.02-M00-01 Waterways and coasts
Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies
Objective 1 To protect the values of Melbourne’s waterways, Port Phillip and Western Port. [5.2.2, 5.2.3.1, New]
Strategy 1.1 Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port. [12.02-5p6]

Strategic planning guidelines
Strategic planning should:
1. Use mandatory controls to protect Melbourne’s waterways from inappropriate development. [4.2.3.3, 5.6.2.1]
2. Protect the coastlines and waters of Port Phillip Bay and Western Port. [5.2.3]
3. Use height controls for medium- and high-density development in sensitive locations around Port Phillip Bay. [4.2.3.2]

04.02-gnut-01 Waterways and coasts
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required
04.03 POTABLE WATER CATCHMENTS AND GROUNDWATER

04.03-S-01 Potable water catchments and groundwater
State Policy

Many catchments supplying water for domestic, irrigation or other purposes within Victoria are protected under the *Catchment and Land Protection Act 1994*. These catchments have significant values as a source of water supply, both for domestic and for stock and domestic use.

**Objectives and strategies**

**Objective 1** To ensure the continued availability of clean, high-quality drinking water. [14.02-1p2part]
- Strategy 1.1 Protect water catchments and water supply facilities from potential contamination. [14.02-1p2part]
- Strategy 1.2 Protect reservoirs, water mains and local storage facilities from potential contamination. [14.02-2p2]
- Strategy 1.3 Avoid incompatible land uses in potable water catchments. [14.02-2p5 part]

**Objective 2** To protect groundwater. [14.02-1p1, 14.02-2p1part]
- Strategy 2.1 Avoid the establishment of incompatible land uses in aquifer recharge or saline discharge areas. [14.02-2p5 part]
- Strategy 2.2 Reduce impact on groundwater from new landfills. [14.02-2p6]

**Guidelines for decision makers**

Guidelines:
1. Consider the siting, design, operation and rehabilitation of landfills to reduce impact on groundwater. [14.02-2p6]

Consider as relevant:
1. Any special area plans approved under the *Catchment and Land Protection Act 1994*. [14.02-1p18]
2. Any special water supply catchment areas declared under the *Water Act 1989*. [Update]
4. Guidelines for planning permit applications in open, potable water supply catchment areas (Department of Sustainability and Environment, 2012). [14.02-1p20]
7. Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills (Environment Protection Authority, 2010 - Publication 788.1)
8. Mapped information available from the Department of Sustainability and Environment to identify the beneficial uses of groundwater resources and have regard to potential impacts on these resources of proposed land use or development. [14.02-2p8]

**Strategic planning guidelines**

Strategic planning should:
1. Consider the activities of catchment management authorities. [14.02-1p10]

<table>
<thead>
<tr>
<th>04.03-gnut-01</th>
<th>Potable water catchments and groundwater</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local policy: Gumnut</td>
<td>C## dd/mm/yyyy</td>
</tr>
</tbody>
</table>

Local policy tailored for each municipality can be inserted here if required
05 ENVIRONMENTAL RISKS

05.01 BUSHFIRE

05.01-S-01 Bushfire
State Policy

Objectives and strategies

Objective 1 To strengthen community resilience to bushfire. [13.05-1p1]

Strategy 1.1 Use the precautionary principle in planning and decision-making when assessing the risk to life, property and community infrastructure from bushfire. [13.05-1p4]

05.02 FLOODING AND COASTAL INUNDATION

05.02-S-01 Flooding and coastal inundation
State Policy

Land affected by flooding is land inundated by the 1 in 100 year flood event or as determined by the floodplain management authority. [13.02-1p6part]

Objectives and strategies

Objective 1 To assist the protection of: [13.02-1p1]
- Life, property and community infrastructure from flood hazard. [13.02-1p2]
- The natural flood carrying capacity of rivers, streams and floodways. [13.02-1p3]
- The flood storage function of floodplains and waterways. [13.02-1p4]
- Floodplain areas of environmental significance or of importance to river health. [13.02-1p5]

Strategy 1.1 Minimise the impact on emergency and community facilities from flooding. [Update]

Strategy 1.2 Avoid intensifying the impacts of flooding through inappropriately located uses and developments. [13.02-1p7]

Strategy 1.3 Avoid development in areas susceptible to coastal inundation or erosion. [13.01-1p8]

Guidelines for decision makers

Guidelines:
1. Emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters and schools) should be located outside the 1 in 100 year floodplain and, where practicable, at levels above the height of the probable maximum flood. [13.02-1p8]

2. Developments and uses that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including
intensive animal industries and sewage treatment plants) should not be located on floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain. [13.02-1p9]

Consider as relevant:

2. Any flood plain management policy, manual or guidelines adopted by the relevant flood plain manager.
5. Planning for Sea Level Rise, Assessing Development in Areas Prone to Tidal Inundation from Sea Level Rise in Port Phillip and Westernport Region (Melbourne Water, 2012)

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes land affected by flooding, including floodway areas, as verified by the relevant floodplain management authority [13.02-1p6]

Background documents

Victoria Floodplain Management Strategy (Department of Natural Resources and Environment, 1998). [13.02-1p15]
Floodplain Management in Australia, Best Practice Principles and Guidelines (Agriculture and Resource Management Council of Australia and New Zealand, Standing Advisory Committee on Agriculture and Resource Management, 2000)

05.03 EROSION AND LANDSLIDE

05.03-S-01 Erosion and landslide

State Policy

Objectives and strategies

Objective 1 To protect areas prone to erosion, landslide or other land degradation processes. [13.03-2p1]

Strategy 1.1 Avoid inappropriate development in unstable areas or areas prone to erosion. [13.03-2p3]

Strategy 1.2 Support vegetation retention, planting and rehabilitation in areas prone to erosion and land instability. [13.03-2p4]

Objective 2 To ensure that development does not exacerbate coastal erosion. [13.01-1p6]

Strategy 2.1 Avoid development in areas susceptible to coastal erosion. [13.01-1p8]

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to erosion or instability. [13.03-2p2]
05.04 SALINITY

05.04-S-01 Salinity

State Policy

Objectives and strategies

Objective 1 To minimise the impact of salinity and rising water tables on land uses, buildings, infrastructure and areas of environmental significance, and reduce salt loads in rivers. [13.03-3p1]

Strategy 1.1 Avoid inappropriate development in areas affected by groundwater salinity. [13.03-3p4]

Strategy 1.2 Support vegetation retention and replanting in aquifer recharge areas contributing to groundwater salinity problems. [13.03-3p3]

Guidelines for decision makers

Consider as relevant: [13.03-3p5]

1. Any special area plans approved under the Catchment and Land Protection Act 1994. [13.03-3p8]

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to salinity. [13.03-3p2]

05.05 CONTAMINATED AND ACID SULFATE SOILS

05.05-S-01 Acid sulfate soils

State Policy

Acid sulfate soil (ASS) is the common name given to soils and sediments containing iron sulfides, the most common being pyrite. When exposed to air due to drainage or disturbance, these soils can produce sufficient sulfuric acid to dissolve rock and concrete, corrode metal, and release toxic quantities of, aluminium and heavy metals. [New]
Objectives and strategies

Objective 1  To reduce the impact of acid sulfate soils on human health, the environment and on development. [New]

Strategy 1.1 Minimise adverse impacts from the intensification of use and development in areas with the potential to contain acid sulfate soils. [New]

Strategy 1.2 Use a risk-based approach to managing the impacts of acid sulfate soils, as follows: [New]
   a) Avoid disturbing acid sulfate soils. [13.0.1-1p8part]
   b) Minimise the cumulative effect of use and development. [New]
   c) Remediate detrimental effects arising from past and current disturbances. [New]

Strategy 1.3 Require use and development close to or on potential acid sulfate soils to demonstrate that it will avoid any disturbance. [New]

Guidelines for decision makers

Guidelines:

Consider as relevant:

1. The Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils (Victorian Coastal Acid Sulfate Soils Implementation Committee and Department of Sustainability and Environment, 2010). [New]


Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to acid sulphate soils. [New]

Background document

The Victorian Coastal Acid Sulfate Soils (CASS) Strategy (Department of Sustainability and Environment, 2009). [New]

Contaminated and potentially contaminated land

State Policy

In the past, certain industrial and commercial processes have contaminated land, and that contamination could pose a risk to human health or the environment or both. Contamination has occurred through discharge by leaks, spills or dumping of a contaminant onto the soil at the site, by importing contaminated fill, or more indirectly through contaminated groundwater. [New]

Objectives and strategies

Objective 1  To avoid adverse impacts on human health and the environment from contaminated land. [New]

Strategy 1.1 Require potentially contaminated land to be suitable for its intended future use and development. [13.03-1p1part]

Strategy 1.2 Require the safe use of contaminated land. [13.03-1p1part]

Strategy 1.3 Facilitate the remediation of contaminated land, particularly on sites in developed areas with potential for residential development. [2.2.5]

Guidelines for decision makers

Guidelines:

1. Require applicants to provide adequate information on the potential for contamination to have adverse effects on the future land use, where the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel. [13.03-1p2]

Consider as relevant:

**Strategic planning guidelines**

Strategic planning should:

1. Consider Ministerial Direction No. 1 – Potentially contaminated land when rezoning land used or known to have been used for industry, mining, or the storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of the land). [13.03-1p5]

**Background documents**


Contaminated Environments Strategy (Environment Protection Authority, 2008 - Publication 1511) [Update]

### 05.05-gnut-01 Contaminated and acid sulfate soils

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

### 05.06 NOISE

#### 05.06-S-01 Noise

State Policy

Many aspect of urban life generate noise. Planning can ensure that land use and development that will be unduly effected by urban noise are not located close to existing and potential noise sources. State Environment Protection Policy sets standards on the amount of noise that industry, commerce, trade or entertainment facilities can emit. New sensitive uses moving into an area may experience amenity impacts if noise sources are not recognised and steps taken in the new development to reduce the noise impacts. [New]

**Objectives and strategies**

**Objective 1** To reduce the adverse impacts of noise. [New]

Strategy 1.1 Minimise adverse noise effects on sensitive land uses. [13.04-1p1]

Strategy 1.2 Maintain amenity using a range of permit conditions, building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area. [13.04-1p2]

Strategy 1.3 Design sensitive uses that may be adversely affected by existing or planned noise sources, to include acoustic attenuation measures. [Update]

**Guidelines for decision makers**

Consider as relevant: [13.04-1p3]


5. Passenger Rail Infrastructure Noise Policy (State Government of Victoria, 2013)

05.06-gnut-01 Noise
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

05.07 AIR QUALITY

05.07-S-01 Air quality
State Policy

State Environment Protection Policy sets standards for ambient air quality and emissions from
industrial and commercial activities to ensure that amenity, public health and the environment
are protected, but new sensitive uses moving into an area may experience amenity impacts if
located too close to an odour or dust source. [New]

Objectives and strategies
Objective 1 To improve air quality. [13.04-2p1]
Strategy 1.1 Require, wherever possible, suitable separation between land uses that reduce
amenity and sensitive land uses. [13.04-2p6]

Particular provisions
1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers
Consider as relevant:
Authority, 2001 – Publication S40) [13.04-2p8]

Background document
Recommended Separation Distances for Industrial Residual Air Emissions (Environment
Protection Authority, 2013 - Publication1518) [13.04-2p9]

05.07-gnut-01 Air quality
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

05.08 HAZARDOUS FACILITIES
Hazardous facilities

State Policy

Worksafe Victoria sets standards to ensure that industrial operations are carried out in a safe manner, but it is prudent to limit sensitive uses close to hazardous facilities to reduce any adverse outcomes should an accident occur. [New]

Objectives and strategies

Objective 1 To limit adverse impacts on people from adverse events at hazardous facilities. [New]

Strategy 1.1 Require, wherever possible, suitable separation between hazardous facilities and sensitive land uses. [New]

Strategy 1.2 Protect hazardous facilities from the unplanned encroachment of sensitive uses. [Update]

Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Guidelines:

1. The use and intensity of development should not expose people to unacceptable health or safety risks and consequences associated with an existing Major Hazard Facility. [18.03-2p7]

Consider as relevant: [17.02-1p7]

1. Any comments from the Victorian WorkCover Authority on requirements for industrial land use or development under the Dangerous Goods Act 1985 and associated legislation and the Occupational Health and Safety (Major Hazard Facilities) Regulations 2000. [17.02-1p9]

Background documents

Land use planning near a major hazardous facility: Guidance Note (Worksafe Victoria, 2010). [Update]

Recommended Separation Distances for Industrial Residual Air Emissions (Environment Protection Authority, 2013 - Publication 1518). [Update]
06 LANDSCAPE AND BUILT ENVIRONMENT

06.01 REGIONAL LANDSCAPE QUALITY

06.01-S-01 Regional landscape quality

The varying landscapes around and throughout Victoria reflect the different natural conditions of geology, soil and rainfall. These landscapes are fundamental to an area’s identity. Regional landscapes can be valued for their cultural or natural values.

Objectives and strategies

Objective 1 To reinforce regional landscape as the foundation of the character and identity of places. [12.04-2p1]

Strategy 1.1 Protect sensitive landscapes. [15.01-1p6 part, 12.04-2p5]

Strategy 1.2 Avoid development that detracts from landscape quality or key natural features.

Strategy 1.3 Recognise the natural landscape for its aesthetic value and as a fully functioning system. [12.04-2p4]

Strategy 1.4 Protect the landscape quality of national parks, waterways, coastal areas and their foreshores and the Alpine areas. [12.04-1p2 part, 12.04-2p2]

Strategy 1.5 Improve landscape qualities and open space linkages in green wedges, conservation areas and non-urban areas. [12.04-2p3]

Strategy 1.6 Protect environmentally sensitive areas with significant recreational value such as the Dandenong and Macedon Ranges, the Upper Yarra Valley, Western Port and Port Phillip Bays and their foreshores, the Mornington Peninsula, the Yarra and Maribyrnong Rivers and the Merri Creek, the Grampians, the Gippsland Lakes and their foreshore. [12.04-1p2 part]

Strategy 1.7 Recognise the potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into natural ecosystems. [12.01-1p7]

06.02 URBAN DESIGN

06.02-S-01 Urban design

Objectives and strategies

Objective 1 To create a sense of place and cultural identity. [15.01-1p1]

Strategy 1.1 Recognise distinctive urban forms and layout and their relationship to landscape and vegetation. [15.01-5p5]
Strategy 1.2 Recognise and maintain cultural identity, neighbourhood character and sense of place. [15.01-5p1]

Strategy 1.3 Minimise the loss of existing vegetation and revegetation. [15.01-1p8]

Strategy 1.4 Protect and enhanced landmarks, views and vistas or, where appropriate, created by new additions to the built environment. [15.01-2p12]

Strategy 1.5 Provide safe, convenient and direct walking and cycling access to facilitate the development of twenty minute neighbourhoods. [18.01-1p10]

Strategy 1.6 Plan development to be accessible to people with disabilities. [15.01-3p15]

Objective 2 To enhance the public realm. [15.01-2p1part]

Strategy 2.1 Design interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows and architectural detailing, to improve the visual and social experience of the user. [15.01-2p14]

Strategy 2.2 Design development to contribute to the complexity and diversity of the built environment. [15.01-2p18]

Strategy 2.3 Create public spaces that are comfortable to be in.

Strategy 2.4 Minimise the adverse impacts of noise and wind

Strategy 2.5 Balance sunlight and shade. This balance should not be compromised by undesirable overshadowing or exposure to the sun. [15.01-2p23]

Objective 3 To improve community safety and encourage design that makes people feel safe. [15.01-4p1]

Strategy 3.1 The design of the public realm should:
   a) avoid dark and hidden areas,
   b) provide visible and safe access points,
   c) integrate an appropriate level of lighting, and
   d) show a clear definition between public and private domains.

Strategy 3.2 Design development to overlook public spaces with clear sight lines. [Update]

Strategy 3.3 Support initiatives that provide safer walking and cycling routes and improved safety for people using public transport. [15.01-4p3]

Objective 4 To achieve architectural outcomes that:
   • contribute positively to local character
   • minimise detrimental impact on neighbouring properties. [15.01-2p1 part]

Strategy 4.1 Require development to respond to its context and reinforce special characteristics of local environment and place by emphasising: [15.01-5p4]
   a) The underlying natural landscape character. [15.01-5p5]
   b) The complexity and rhythm of existing streetscapes. [15.01-2p19]
   c) The scale, grain and quality design of the public realm
   d) The heritage values and built form that reflect community identity. [15.01-5p6]
   e) The values, needs and aspirations of the community. [15.01-5p7]

Strategy 4.2 Design development to respect, but not simply copy, historic precedents and create a worthy legacy for future generations. [15.01-2p16]

Strategy 4.3 Avoid designing individual buildings as landmarks unless the site justifies special treatment as a landmark.

Strategy 4.4 Design service infrastructure such as rooftop plant, lift over-runs, service entries, and communication devices, to be hidden or integrated with the overall design of a building. [15.01-2p28]

Objective 5 To ensure car parking is appropriately designed and located. [18.02-5p1]

Strategy 5.1 Protect the amenity of residential precincts from the effects of road congestion created by on-street parking. [18.02-5p9]

Strategy 5.2 Facilitate the efficient provision of car parking through the consolidation of car parking facilities. [18.02-5p3]

Strategy 5.3 Plan and design car parking to a high standard, creating a safe environment for users and enabling easy and efficient use. [New]
Support adoption of new technologies and approaches such as car sharing schemes and electric vehicles. [Update]

**Particular provisions**

1. Clause 52.06 – Car Parking
2. Clause 52.07 – Loading and unloading of vehicles
3. Clause 54 – One dwelling on a lot
4. Clause 55 – Two of more dwellings on a residential lot
5. Clause 56 – Residential Subdivision
6. Clause 52.35 – Urban Context report and design response for residential development of four or more storeys.

**Guidelines for decision makers**

Guidelines:

1. Use the Victorian Design Review Panel process, where appropriate, for reviews of:
   (a) Significant State Government and state-funded projects
   (b) Significant projects affecting places on the Victorian Heritage Register. [4.8.1.1]

Consider as relevant: [15.01-2p31]

1. Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of four or more storeys. [15.01-2p32]
2. Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005) in preparing activity centre structure plans and in assessing the design and built form of new development in activity centres. [15.01-2p33]
3. Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005) in assessing the design and built form of new development. [15.01-2p34]

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**Urban design**

**Regional Policy: Metropolitan Melbourne**

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

**Objective 1** To protect and enhance the significant river corridors of Metropolitan Melbourne. [11.04-8p1]

**Strategy 1.1** Require development respond to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of the Yarra River and Maribyrnong River corridors. [11.04-8p3]

**Guidelines for decision makers**

Guidelines:

1. New development should be designed and sited to maintain environmental assets, significant views and the landscape along the Yarra River and Maribyrnong River corridors. [11.04-8p4]

**Strategic planning guidelines**

Strategic planning should:
1. Protect the environmental and cultural values and landscape character of the Yarra River and Maribyrnong River corridors. [11.04-8p2]

**Background documents**


Maribyrnong River Valley Design Guidelines (Department of Planning and Community Development, April 2010). [11.04-7p22]

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### 06.02-gnut-01 Urban design

Local policy: Gumnut

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### 06.03 LANDSCAPE DESIGN

#### 06.03-S-01 Landscape design

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Planting vegetation, especially larger trees can help reduce urban heat island effects. Many urban areas in Victoria have extensive gardens, reserves and boulevards; together the tress and greenery in these areas can be thought of as a urban forest.

#### Objectives and strategies

**Objective 1** To increase vegetation in urban areas. [New]

Strategy 1.1 Improve the landscape and vegetation cover of urban areas including metropolitan Melbourne. [4.5.3]

Strategy 1.2 Support the retention and planting of canopy trees including along roads. [4.5.3.1, New]

Strategy 1.3 Improve the landscape quality of local areas. [New]

Strategy 1.4 Maintain and improve the landscape quality of garden suburbs. [Update]

Strategy 1.5 Support innovative greening strategies that add to the urban forest. [Update]

**Objective 2** To achieve attractive settings through the use of appropriate vegetation.

Strategy 2.1 Design landscaping areas as an integral element of the overall design of buildings and spaces. [15.01-2p30]

Strategy 2.2 Support the use of indigenous plants shrubs and trees in landscaping. [Update]

Strategy 2.3 Use deciduous street trees in streetscaping works that are conducive to walking; providing summer shade and maximum winter sun, where approarite. [Update]

Strategy 2.4 Avoid the use of environmental weeds in landscaping. [12.01-1p1part]

Strategy 2.5 Design landscape areas to enhance the amenity and aesthetic quality of the public realm. [Update]

#### Guidelines for decision makers

Guidelines:

1. Development should respond to its context in terms of surrounding landscape and climate. [15.01-1p4part]
06.03-gnut-01 Landscape design
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

06.04 ENVIRONMENTALLY SUSTAINABLE DESIGN

06.04-S-01 Environmentally sustainable design
State Policy

Objectives and strategies

Objective 1 To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions. [15.02-1p1]

Strategy 1.1 Create environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution. [15.01-3p14]

Strategy 1.2 Plan buildings and subdivision design for improved energy efficiency. [15.02-1p2]

Strategy 1.3 Facilitate energy efficiency building upgrades, and local electricity generation. [5.7.1.2]

06.04-gnut-01 Environmentally sustainable design
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

06.05 INFRASTRUCTURE DESIGN

06.05-S-01 Infrastructure design
State Policy

Objectives and strategies

Objective 1 To provide cost effective, fit for purpose development infrastructure. [New]

Strategy 1.1 Provide consistent design advice for the delivery of infrastructure. [New]

Strategic planning guideline
Strategic planning should
1. Prepare infrastructure design manuals or guidelines to apply to subdivision and development. [New]
06.05-gnut-01 Infrastructure design

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

06.06 ADVERTISING SIGNS

06.06-S-01 Advertising signs

State Policy

Objectives and strategies

Objective 1 To provide for signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character. [from 52.05]

Strategy 1.1 Minimise excessive visual clutter or visual disorder from signs. [from 52.05]

Strategy 1.2 Minimise any loss of amenity or adverse affect on the natural or built environment from signs. [from 52.05]

Strategy 1.3 Avoid signs that affect the safety or efficiency of a road. [from 52.05]

Particular provisions

1. Clause 52.05 – Advertising signs

06.06-gnut-01 Advertising signs

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required
07 HERITAGE

07.01 LANDSCAPE AND NATURAL HERITAGE

07.01-S-01 Landscape and natural heritage
State Policy

Cultural heritage includes the aesthetic, archaeological, architectural, cultural, historical, scientific or social significance of places. These values are found in all types of places: be they landscapes, buildings, archaeological sites, gardens, natural areas or objects. [New]

Objectives and strategies

Objective 1 To conserve landscapes with heritage significance. [15.03-1p1]

Strategy 1.1 Conserve landscapes of aesthetic, archaeological, cultural, historical, scientific, or social significance, or otherwise of special cultural value. [15.03-1p4]

Strategy 1.2 Maintain elements that contribute to the importance of the heritage landscapes. [15.03-1p6]

Strategy 1.3 Support the conservation and restoration of contributory elements. [15.03-1p7]

Particular provisions

1. Clause 52.37 – Post boxes and drystone walls

Guidelines for decision makers

Consider as relevant: [15.03-1p10]

1. The decisions and recommendations of the Heritage Council of Victoria. [15.03]

-Strategic planning guidelines

Strategic planning should:

1. Review and document landscapes of natural and cultural heritage significance for their inclusion in the planning scheme. [15.03-1p2part]

2. Identify in planning schemes landscapes places of natural and cultural heritage significance. [15.03-1p2part]

07.01-gnut-01 Landscape and natural heritage
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

07.02 ABORIGINAL CULTURAL HERITAGE
**07.02-S-01 Aboriginal cultural heritage**

**State Policy**

The *Aboriginal Heritage Act 2006* (the Act) is the Victorian Government's legislation for protecting Aboriginal cultural heritage.

**Objectives and strategies**

**Objective 1** To conserve places of Aboriginal cultural heritage significance. [15.03-2p1]

**Strategy 1.1** Conserve pre- and post-contact Aboriginal cultural heritage places. [15.03-2p3]

**Guidelines for decision makers**

Guidelines:

1. Permit approvals should align with recommendations of a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*. [15.03-2p4]

Consider as relevant:

1. The *Aboriginal Heritage Act 2006* for all Aboriginal cultural heritage. [15.03-2p5]
2. The findings and recommendations of the Victorian Aboriginal Heritage Council. [15.03-2p7]
3. The findings and recommendations of the Heritage Council of Victoria for post-contact Aboriginal heritage places where relevant. [15.03-2p8]

**Strategic planning guidelines**

Strategic planning should:

1. Use Aboriginal maps of country. [4.7.2.2]
2. Review and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme. [15.03-2p2]
3. Identify in planning schemes places of Aboriginal cultural heritage significance. [15.03-2p2]

**07.02-gnut-01 Aboriginal cultural heritage**

**Local policy: Gumnut**

Local policy tailored for each municipality can be inserted here if required.

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**07.03 BUILT HERITAGE**

**07.03-S-01 Built heritage**

**State Policy**

The *Heritage Act 1995* establishes the Victorian Heritage Register to protect the State’s most significant heritage places and objects. Other places may be covered by a Heritage Overlay within a planning scheme.

**Objectives and strategies**

**Objective 1** To conserve places of heritage significance. [15.03-1p1]

**Strategy 1.1** Conserve places of aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value. [15.03-1p4]

**Strategy 1.2** Support development that respects places with identified heritage values and creates a worthy legacy for future generations. [15.03-1p5]
Strategy 1.3 Maintain elements that contribute to the importance of the heritage place. [15.03-1p6]
Strategy 1.4 Support the conservation and restoration of contributory elements. [15.03-1p7]
Strategy 1.5 Maintain or improve an appropriate setting and context for heritage places. [15.03-1p8]
Strategy 1.6 Facilitate adaptive reuse of heritage buildings whose use has become redundant. [15.03-1p9]

Particular provisions
1. Clause 52.37 – Post boxes and drystone walls

Guidelines for decision makers
Consider as relevant: [15.03-1p10]
1. The decisions and recommendations of the Heritage Council of Victoria. [15.03]

Strategic planning guidelines
Strategic planning should:
1. Review and document places of cultural heritage significance as a basis for their inclusion in the planning scheme. [15.03-1p2]
2. Identify in planning schemes places of natural and cultural heritage significance as a basis for their inclusion. [15.03-1p2]
3. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites. [1.5.5.3]

07.03-gnut-01 Built heritage
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required
08 HOUSING

08.01 LOCATION OF RESIDENTIAL DEVELOPMENT

08.01-S-01 Location of residential development

State Policy

The residential zones are a suite of statutory tools for a planning authority to implement state and local policies and strategies for housing and residential growth in their planning scheme to better plan for residential development. [From Practice Note]

Strategic use of the residential zones can give greater clarity about the type of development that can be expected in a residential area, allow a broader range of activities to be considered and better manage growth. [From Practice Note]

Objectives and strategies

Objective 1 To increase the supply of housing in existing urban areas. [16.01-1p2part]

Strategy 1.1 Create an adequate supply of redevelopment opportunities within the established urban area to reduce the pressure for fringe development. [16.01-2p4]

Strategy 1.2 Support higher density housing on sites identified for residential growth. [16.01-2p3]

Strategy 1.3 Identify areas for increased housing activity, moderate residential growth and predominantly single dwellings. [New]

Strategy 1.4 Facilitate a mix of private, affordable and social housing in activity centres. [16.01-5p6]

Strategy 1.5 Facilitate increased housing yield on under-utilised urban land. [16.01-1p2 part]

Strategy 1.6 Encourage the development of well-designed medium-density housing which:

   a) Respects the neighbourhood character. [16.01-4p4]
   b) Improves housing choice. [16.01-4p5]
   c) Makes better use of existing infrastructure. [16.01-4p6]

Strategy 1.7 Plan and design housing to integrate with infrastructure and services provision. [16.01-1p4]

Strategy 1.8 Avoid the unplanned encroachment of residential development on incompatible uses. [Update]

Strategic planning guidelines

Strategic planning should:

1. Identify areas where a change in zone would allow for better use of infrastructure or land.
2. Identify opportunities for increased residential densities to help consolidate urban areas. [16.01-2p6]
3. Identify a range of different housing growth areas, including:
   a) Mixed use areas with a mix of residential and non-residential development and local neighbourhood centres undergoing renewal and around train stations. [From Practice Note]
   b) Residential growth locations near activities areas, town centres, train stations and other areas suitable for increased housing activity such as smaller strategic redevelopment sites. [From Practice Note]
   c) General residential areas where moderate growth and diversity of housing consistent with existing neighbourhood character is to be provided. [From Practice Note]
(d) Neighbourhood residential areas where single dwellings prevail and change is not identified, such as areas of recognised neighbourhood character, environmental or landscape significance. [From Practice Note]

4. Use Residential Zones in accordance with the following criteria with reference to Practice Note 78: Applying the residential zones July 2013: [New]
   (a) Is there identified neighbourhood character to be retained? [Update]
   (b) Is the site identified as an area for growth and change? [Update]
   (c) Are there existing landscape or environmental character/ constraints? [Update]
   (d) Is the risk associated with known hazard high or low? [Update]
   (e) What is the existing or desired level of development activity? [Update]
   (f) Is this a brownfield or urban renewal site or area? [Update]
   (g) Is there an adopted housing and development strategy? [Update]
   (h) Is the site identified in Activities Area structure plan/policy? [Update]
   (i) If not in an Activities Area, is it redevelopment of commercial or industrial land? [Update]
   (j) Is there good access to employment options? [Update]
   (k) Is there good access to local shopping? [Update]
   (l) Is there good access to local community services? [Update]
   (m) Is there good access to transport choices? [Update]

08.01-M00-01 Location of residential development

Regional policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To reduce the cost of living by increasing housing supply near services and public transport. [2.2]

Strategy 1.1 Facilitate housing close to jobs and transport. [2.2.3]

Strategy 1.2 Facilitate high-density residential development in Melbourne’s expanded Capital City Zone. [2.2.1]

Strategy 1.3 Facilitate greater diversity of housing within significant change areas including family-friendly housing, affordable and social housing, and housing for key workers. [2.2.1]

Strategy 1.4 Support lot consolidation in existing suburbs. [2.2.3.4]

Strategy 1.5 Protect unique neighbourhoods from residential densification. [4.2.1]

Strategic Planning Guidelines

Strategic planning should:

1. Use municipal housing strategies to address the need to protect neighbourhoods. [4.2.1.2]

2. Use planning controls that allow for increased housing choice within walkable distances of railway stations in the growth areas. [2.2.4]

3. Plan to accommodate the majority of new dwellings in established areas within walking distance of the Principal Public Transport Network. [5.1.1.]

4. Use the Neighbourhood Residential Zone across at least 50 per cent of Melbourne’s residential-zoned land. [4.2.1.1]

5. 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. [4.3.1.5]

08.01-gnut-01 Location of residential development
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

08.02 HOUSING DIVERSITY AND AFFORDABILITY

08.02-S-01 Housing diversity and affordability
State Policy

Objectives and strategies

Objective 1 To provide for a range of housing types to meet increasingly diverse needs. [16.01-4p1]
Strategy 1.1 Facilitate housing that matches changing demand, widening housing choice, particularly in the middle and outer suburbs. [16.01-4p2]
Strategy 1.2 Facilitate a mix of housing types and higher housing densities in growth areas. [16.01-4p9]
Strategy 1.3 Support innovative housing solutions that provide greater flexibility and adaptability in housing stock. [New]
Strategy 1.4 Prepare municipal housing strategies to improve housing choice. [2.1.1]

Objective 2 To improve housing affordability in areas close to jobs, transport and services. [16.01-5p1]
Strategy 2.1 Facilitate the supply of affordable housing. [2.4]
Strategy 2.2 Support land supply strategies that reduce land prices.
Strategy 2.3 Support opportunities for a wide range of income groups to choose housing in well-serviced locations. [16.01-4p8]
Strategy 2.4 Facilitate good housing design to keep down costs for residents. [16.01-5p5]
Strategy 2.5 Support housing that is both water efficient and energy efficient. [16.01-1p5]
Strategy 2.6 Facilitate residential development that is cost-effective in infrastructure provision and encourages public transport use. [16.01-2p5]

Objective 3 To encourage well-designed and appropriately located housing for older people. [16.02-4p1]
Strategy 3.1 Plan to enable older people to live in appropriate housing in their local community. [16.02-3p3-5]
Strategy 3.2 Facilitate a mix of housing for older people with appropriate access to care and support services. [16.02-4p4]

Objective 4 To facilitate the supply of social housing. [New]
Strategy 4.1 Facilitate the redevelopment and renewal of social housing stock to better meet community needs. [16.01-5p9]
Strategy 4.2 Facilitate the delivery of high quality social housing to meet the needs of Victorians. [16.01-1p6]
Strategy 4.3 Recognise that the provision of social housing is facilitated through a range of funding, delivery and partnership models with external housing providers. [Update]
Strategy 4.4 Determine the costs, benefits and opportunities of including social housing in identified urban renewal precincts before beginning structure planning or rezoning land. [Update]

Strategy 4.5 Facilitate the renewal of existing social housing sites through planning and development controls. [Update]

**Particular provisions**

1. Clause 52.41 – Government Funded Social Housing

**Guidelines for decision makers**

Guidelines:

1. Social housing should be located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport or on an existing site with the potential for renewal. [Update]

2. Social housing established early in the life of a growth area should be located where there is access to services and public transport. [Update]

**Strategic planning guidelines**

Strategic planning should:

1. Plan for an appropriate quantity, quality and type of social housing in local housing strategies.

2. Consider the provision of social housing in precinct structure plans and activity centre structure plans.

3. Recognise that there are a number of factors, including joint partnerships and existing landholdings that inform the location of social housing.

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**08.02-gnut-01 Housing diversity and affordability**

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

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**08.03 DESIGN OF HOUSING**

**08.03-S-01 Design of housing**

State Policy

**Objectives and strategies**

**Objective 1** To support well-designed housing. [New]

Strategy 1.1 Design development to provide good amenity for residents.

**Particular provisions**

1. Clause 54 – One dwelling on a lot

2. Clause 55 – Two or more dwellings on a residential lot

**Guidelines for decision makers**

Consider as relevant:

1. Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of four or more storeys. [15.01-2p32]
08.04 SPECIAL PURPOSE HOUSING

08.04-S-01 Aged accommodation

State Policy

Objectives and strategies

Objective 1 To facilitate the timely development of residential aged accommodation to meet existing and future needs. [16.02-3p1]

Strategy 1.1 Recognise that residential aged accommodation contribute to housing diversity and choice, and are an appropriate use in a residential area. [16.02-4p2]

Strategy 1.2 Recognise that residential aged accommodation are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass). [16.02-4p3]

Guidelines for decision makers

Guidelines:

1. Residential aged accommodation should:
   (a) Be located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport. [16.02-4p5]
   (b) Respond to the site and its context. [16.02-4p6-8]
   (c) Achieve high urban design and architectural standards. [16.02-4p6-9]

2. Residential aged accommodation established early in the life of a growth area should be located where they will have early access to services and public transport. [16.02-4p6-7]

Consider as relevant: [16.02-3p6]

1. Commonwealth Government’s ratios for the provision of aged care places under the Aged Care Act 1997. [16.02-3p7]

Strategic planning guidelines

Strategic planning should:

1. Plan for an appropriate quantity, quality and type of aged accommodation. [16.01-1p3]

2. Consider aged accommodation in local housing strategies, precinct structure plans, and activity centre structure plans. [16.02-3p2]

3. Identify an adequate supply of land or redevelopment opportunities for residential aged care facilities. [16.02-3p4]
08.04-S-02  Crisis accommodation, community care units and shared housing

State Policy

Objectives and strategies

Objective 1  To encourage the establishment of crisis accommodation, community care units and shared housing in residential areas and to ensure that their location is kept confidential. [16.02-2p1]

Strategy 1.1  Facilitate crisis accommodation, community care units and shared housing to meet community needs. [Update]

Particular provisions

1. Clause 52.22 Crisis Accommodation
2. Clause 52.23 Shared Housing
3. Clause 52.24 Community Care Unit
4. Clause 52.41 – Government Funded Social Housing

Strategic planning guidelines

Planning Schemes must not require a planning permit for or prohibit crisis accommodation and community care units (with accommodation for no more than 20 clients plus supervisory staff) in areas used mainly for housing. [16.02-2p5]

Planning Schemes must not require a permit for or prohibit shared housing (not less than 4 persons and not more than 12 persons are accommodated on the site) in areas used mainly for housing. [16.02-2p3]

Planning schemes must not identify the site of a community care unit or a dwelling used for crisis accommodation as having that use. [16.02-2p4]

08.04-S-03  Caretakers’ houses

State Policy

Objectives and strategies

Objective 1  To protect industrial areas from the intrusion of residential development in the form of inappropriate Caretaker’s Houses. [New]

Strategy 1.1  Require any proposal for a Caretaker’s house to demonstrate that the house is essential for operation of the activity to which it is ancillary. [New]

Strategy 1.2  Avoid subdividing a Caretaker’s houses from the use or development to which it is ancillary. [New]

08.04-gnut-01  Special purpose housing

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required
09 ECONOMIC DEVELOPMENT

09.01 LOCATION OF EMPLOYMENT

09.01-S-01 Location of employment

State Policy

There is growing recognition that the planning system can play a major role in influencing private sector investment decisions in relation to commercial and industrial development and influence key economic variables, including economic output and employment growth. [PM pg20]

The economy of Victoria will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the State’s population expected to age as well as grow. [PM pg20]

Economic activity across the State is changing in scope and location, and the planning and transport systems will need to support this changing economic structure. [PM pg20]

A strong pipeline of investment will be needed to underpin economic growth and productivity, and greater transport and land use efficiency. [PM pg20]

Objectives and strategies

Objective 1 To recognise and respond to the changing needs of different business sectors, and support the growth of existing and new industries. [PM pg23]

Strategy 1.1 Recognise major areas of industrial, business and commercial land. [PM pg23]

Strategy 1.2 Plan concentrated areas of employment. [PM pg23]

Strategy 1.3 Plan infrastructure investment in areas with concentrated employment linked to transport networks to maximise productivity. [PM pg23]

Strategy 1.4 Identify large scale industrial and commercial precincts that need protection from encroachment from sensitive uses. [PM pg23]

Strategy 1.5 Identify areas that will continue to experience residential and other sensitive uses growth and are not suitable for large scale industrial and commercial development.

09.01-M00-01 Location of employment

Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Policy supports the new geography for jobs and productivity, through driving the expansion of the Central City and through helping the growth and development of significant employment nodes across the metropolitan area, in National Employment Clusters, Metropolitan Activity Centres and State-Significant Industrial Precincts. [PM pg7]

As Melbourne grows in size and complexity, planning will be needed more often at the subregional level. This will help to achieve a better balance of employment and population growth across the metropolitan area. [PM pg7]
An Integrated Economic Triangle will connect the Hastings–Dandenong corridor with the Hume corridor to the north and the Wyndham–Geelong corridor to the south-west. This Integrated Economic Triangle will encompass the following elements:

1. an expanded Central City [PM pg7]
2. the Port of Hastings [PM pg7]
3. the East West Link and the North East Link [PM pg7]
4. the Melbourne Metro project (that will connect Dandenong and Sunbury) [PM pg7]
5. the Outer Metropolitan Ring Road (that will connect Geelong and Avalon with the Hume Freight Corridor). [PM pg7]

Objectives and strategies

Objective 1  To create a city structure that drives productivity, supports investment and creates more jobs. [PM g20]

Strategy 1.1 Facilitate the evolution of an Integrated Economic Triangle running between the Dandenong-Hastings corridor, the Hume corridor and the Wyndham-Geelong corridor. [PM pg21]

Strategy 1.2 Expand the Central City to ensure supply of well-located land for commercial and residential development. [PM pg21]

Strategy 1.3 Improve Metropolitan Activity Centres, activity centres, industrial precincts and transport gateways as places of investment and employment. [PM pg23]

Strategy 1.4 Facilitate investment in Melbourne’s growth areas to increase local access to employment, and improve job choices, particularly in growth areas. Increase the competitiveness of employment land by reducing development costs for industry. [PM pg21]

Strategy 1.5 Facilitate the development of National Employment Clusters and support activity centres to accommodate new highly skilled jobs and value-adding industry. [PM pg21]

Strategic planning guidelines

Strategic planning should:

1. Use the Mixed Use Zone to create small scale business opportunities to encourage small businesses and start-ups in high-amenity locations in the Central Subregion. [1.4.2.1]

2. Identify priority investigation areas that can provide new employment opportunities on existing or new infrastructure. [1.6.2.1]
09.01-M00-02 Integrated economic triangle
Regional Policy: Metropolitan Melbourne

Map of Integrated economic triangle

09.01-gnut-01 Location of employment
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

09.02 AGRICULTURE

09.02-S-01 Agriculture
State Policy

Victoria exports most of the food we grow. The Victorian Government has a clear target to double food and fibre production by 2030 through building the productivity of the food and fibre sector (from farm to market).

Objectives and strategies

Objective 1 To support productive and sustainable food and fibre industries. [New]
Strategy 1.1 Protect important agriculture areas and food production and delivery infrastructure. [New]
Strategy 1.2 Facilitate new opportunities in agriculture that respond to the potential impacts of climate change. [RGP]

09.03 FORESTRY AND TIMBER PRODUCTION

09.03-S-01 Forestry and timber production
State Policy

Victoria’s timber plantation estate accounts for approximately 20 per cent of Australia’s total plantation forest estate. Native forest in Victoria covers approximately 36 per cent of the State. [New]

Objectives and strategies

Objective 1 To provide resource certainty for the timber industry and secure long-term access to native timber supplies. [New]
Strategy 1.1 Support a productive, competitive and sustainable timber industry. [New]

Background document
Victorian Timber Industry Action Plan (December 2011) [New]
09.04 RESOURCE EXPLORATION AND EXTRACTION

09.04-S-01 Resource exploration and extraction

State Policy

Objectives and strategies

Objective 1 To encourage exploration and extraction of natural resources in accordance with acceptable environmental standards. \[14.03p1\]

Strategy 1.1 Protect the opportunity for exploration and extraction of natural resources where this is consistent with overall planning objectives and application of acceptable environmental practice. \[14.03p2\]

Strategy 1.2 Protect natural resources. \[14.03p3\]

Strategy 1.3 Provide infrastructure for the exploration and extraction of natural resources. \[14.03p4\]

Strategy 1.4 Provide adequate separation between sensitive uses and quarries to ensure the ongoing operation of the quarry without exposing residents to adverse environmental effects, nuisance or exposure to hazards. \[17.02-2p5part\]

Particular provisions

1. Clause 52.08 – Earth and Energy Resources
2. Clause 52.09 – Stone Extraction and Extractive Industry Interest Area

Guidelines for decision makers

Guidelines:

1. Planning permit applications should clearly define buffer areas appropriate to the nature of the proposed extractive uses, which are to be owned or controlled by the proponent of an extractive industry. \[14.03p6\]

2. Buffer areas between extractive activities and sensitive land uses should be determined on the following considerations: \[14.03p7\]
   (a) Whether appropriate limits on effects can be met at the sensitive locations using practical and readily available technology. \[14.03p8\]
   (b) Whether a change of land use in the vicinity of the extractive industry is proposed. \[14.03p9\]
   (c) Use of land within the buffer areas is not limited by adverse effects created by the extractive activities. \[14.03p10\]
   (d) Performance standards identified under the relevant legislation. \[14.03p11\]
   (e) Types of activities within land zoned for public use. \[14.03p12\]

Consider as relevant: \[14.03p17\]

1. Mineral Resources (Sustainable Development) Act 1990. \[14.03p18\]

10. Any relevant State Environment Protection Policy. [14.03p27]

**Strategic planning guidelines**

Planning schemes must not create a planning approval process, or impose conditions on the use or development of land that is inconsistent with the *Mineral Resources (Sustainable Development) Act* 1990, the *Greenhouse Gas Sequestration Act* (2008), the *Geothermal Energy Resources Act* (2005), or the *Petroleum Act* (1998). [14.03p5, 14.03p1]

Strategic planning should:

1. Identify the need to provide infrastructure for the exploration and extraction of natural resources. [14.03p4]

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**INDUSTRIAL DEVELOPMENT**

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**Objective 1** To ensure availability of land in suitable locations to meet the needs of industry. [17.02-1p1]

**Strategy 1.1** Plan industrial areas to facilitate further industrial development. [17.02-1p5]

**Strategy 1.2** Maintain a long-term supply of industrial land in growth areas. [17.02-1p2]

**Strategy 1.3** Protect industrial activity in industrial zones from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability. [17.02-1p7]

**Strategy 1.4** Avoid approving non-industrial land uses activities, which will compromise the availability of land for future industrial requirements, in identified industrial areas. [17.02-1p9]

**Strategy 1.5** Require, wherever possible, that there is suitable separation between industrial land uses that reduce amenity or pose a health or safety risk and sensitive land uses. [13.04-2p6]

**Objective 2** To facilitate the sustainable development and operation of industry. [17.02-2p1]

**Strategy 2.1** Plan for the redevelopment of industrial land close to the Principal Public Transport Network for more intensive uses.

**Strategy 2.2** Support industrial uses that meet appropriate standards of safety and amenity to locate within activity centres. [17.02-1p8]

**Strategy 2.3** Minimise inter-industry conflict and encourage like industries to locate within the same area. [17.02-2p4]

**Strategy 2.4** Provide adequate separation between sensitive uses and offensive or dangerous industries to ensure the ongoing operation of the industry without exposing residents to adverse environmental effects, nuisance or exposure to hazards. [17.02-2p5]
Strategy 2.5 Facilitate opportunities for industry development arising from climate change and initiatives to reduce greenhouse gas emissions. [RGP]

Particular provisions
1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers
Guidelines:
1. Industrial activities requiring substantial threshold distances should be located in the core of industrial areas. [17.02-2p2]
2. Activities with minimal threshold requirements should be located towards the perimeter of the industrial area. [17.02-2p3]

Consider as relevant: [17.02-2p7]
2. State Environment Protection Policy (Air Quality Management) (Environment Protection Authority, 2001 - Publication S40) [Update]
4. Land use planning near a major hazardous facility: Guidance Note (Worksafe Victoria, 2010).. [Update]
5. Noise from Industry in Regional Victoria (NIRV) (Environment Protection Authority, 2011 - Publication 1411) [13.04-1p6]

Strategic planning guidelines
Strategic planning should:
1. Identify an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment. [17.02-1p6]
2. Identify land for industrial development in urban growth areas where: [17.02-1p2]
   (a) Good access for freight and road transport is available. [17.02-1p3]
   (b) Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses. [17.02-1p4]
3. Identify industrial land close to transport services and social infrastructure that could be rezoned.

Background document
Recommended Separation Distances for Industrial residual Air Emission - Guideline (Environment Protection Authority, 2013 - Publication 1518).

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.
Objectives and strategies

Objective 1 To ensure availability of land for freight, logistics and major industrial development. [PM Table 10, 17.02-3p2]

Strategy 1.1 Protect state significant industrial precincts identified on the Metropolitan Melbourne framework in Clause 03.06 and their access corridors (the Principal Freight Network) from encroachment or fragmentation from incompatible land uses.

09.05-gnut-01 Industrial development
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

09.06 INNOVATION AND RESEARCH

09.06-S-01 Innovation and research
State Policy

Objectives and strategies

Objective 1 To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education. [17.02-4p1]

Strategy 1.1 Support the development and intensification of business clusters. [17.02-4p3]

Strategy 1.2 Create a physical environment that is conducive to innovation and to creative activities. [17.02-4p4]

Strategy 1.3 Support infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in activity centres and near public transport. [17.02-4p5]

Strategy 1.4 Facilitate opportunities for innovation arising from climate change and initiatives to reduce greenhouse gas emissions [RGP]

09.06-gnut-01 Innovation and research
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

09.07 COMMERCIAL AND RETAIL USES
09.07-S-01 Commercial and retail uses

Objectives and strategies

Objective 1 To create a competitive framework for the delivery of retail, entertainment, office and other commercial services.

Strategy 1.1 Create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. [17.01-1p2]

Strategy 1.2 Support new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres. [17.01-1p3a]

Strategy 1.3 Support small scale shopping opportunities that meet the needs of local residents and workers in convenient locations. [17.01-1p3b]

Strategy 1.4 Facilitate commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services. [From Commercial 2 zone purpose]

Strategy 1.5 Support outlets of trade-related goods or services directly serving or ancillary to industry. [17.01-1p4]

Strategy 1.6 Avoid establishing uses that affect the safety and amenity of adjacent, more sensitive uses. [From Commercial 2 zone purpose]

Guidelines for decision makers

Guidelines:

1. A five year time limit for commencement should be attached to the planning approval for all shopping centres or expansions of over 1,000 square metres in floorspace. [17.01-1p6]

Strategic planning guidelines

Strategic planning should:

1. Use, where appropriate, floorspace limits on offices and shops (but not restricted retail premises) in nominated centres in regional areas and growth areas. [New]

09.07-M00-01 Commercial and retail uses

Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To create a competitive framework for the delivery of retail, entertainment, office and other commercial services. [17.01-1p1part]

Strategy 1.1 Avoid single use retail or commercial outside activity centres. [17.01-2p2]

Strategy 1.2 Create new village café and shopping strips in inner and middle suburbs, including for the expansion of existing village precincts. [4.1.1.3]

Strategy 1.3 Support ‘food trucks’ that add local diversity to neighbourhood centres. [4.1.1.4]

Guidelines for decision makers

Guidelines:

1. Out-of-centre proposals should deliver net benefit to the community in the region served by the proposal or provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations. [17.01-2p3]
Strategic planning guidelines

Strategic planning should:
1. Use the Mixed Use Zone to create small scale business opportunities to encourage small businesses and start-ups in high-amenity locations in the Central Subregion. [1.4.2.1]
2. Review planning provisions to remove retail and commercial floor-space caps in Precinct Structure Plans as Activity Centres are developed. [1.2.3.3]

09.07-gnut-01 Commercial and retail uses
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

09.08 SMALL ENTERPRISES AND HOME BUSINESSES

09.08-S-01 Small enterprises and home businesses
State Policy

Objectives and strategies

Objective 1 To support well-located, appropriate and low-cost premises for small scale businesses. [17.02-4p7]
Strategy 1.1 Use the reformed residential zones to provide for small scale mixed use close to activity areas. [New]
Strategy 1.2 Support working from home. [1.5.4.7]

Particular provisions

1. Clause 52.11 – Home Occupation

09.08-gnut-01 Small enterprises and home businesses
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

09.09 TOURISM
**Objectives and strategies**

**Objective 1** To develop the State as a competitive domestic and international tourist destination. [17.03-1p1]

Strategy 1.1 Facilitate the development of a range of well designed and sited tourist facilities and accommodation. [17.03-1p2]

Strategy 1.2 Support year round use of seasonally dependent tourism facilities. [New]

**Strategic planning guidelines**

Strategic planning should:

1. Identify strategic tourism locations for private investment. [1.5.5.4]

**Background documents**

Victoria’s 2020 Tourism Strategy (Tourism Victoria, 2013).


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**Objectives and strategies**

**Objective 1** To maintain and develop Metropolitan Melbourne as a desirable tourist destination. [17.03-2p1]

Strategy 1.1 Maintain Metropolitan Melbourne's position as a destination in its own right and as a gateway to regional Victoria by: [17.03-2p2]

a) Developing high yielding attractions and accommodation

b) Supporting major business events

c) Developing city precincts and promenades. [17.03-2p4]

d) Expanding the retail core of the Central City. [17.03-2p5]

e) Nurturing artistic and cultural life. [17.03-2p6]

f) Improving public facilities, amenities and access. [17.03-2p7]

g) Maintaining city safety. [17.03-2p8]

h) Providing information and leisure services. [17.03-2p9]

i) Improving transport services and infrastructure. [17.03-2p11]

j) Protecting biodiversity. [17.03-2p13]

**Objective 2** To develop a network of maritime precincts around Port Phillip and Western Port that serve both local communities and visitors. [17.03-3p1]

Strategy 2.1 Maintain and expand boating and recreational infrastructure around the bays in maritime precincts at Frankston, Geelong, Hasting, Hobson’s Bay, Mordialloc, Mornington, Patterson River, Portarlington, Queenscliff, St Kilda, Station Pier (Port Melbourne), Stony Point/Cowes and Wyndham. [17.03-3p2]

Strategy 2.2 Provide public access to recreational facilities and activities on land and water. [17.03-3p5]

Strategy 2.3 Support the development of ecotourism, tourism and major maritime events. [17.03-3p4]

Strategy 2.4 Support maritime and related industries in appropriate locations. [17.03-3p6]
Strategic Planning guidelines

Strategic planning should:

1. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites. [1.5.5.3]

2. Assess opportunities for short-term accommodation and tourism services, particularly in Fishermans Bend urban renewal precinct and in the finalisation of the implementation of the Melbourne Arts Precinct blueprint. [1.5.5.1]
10 COMMUNITY DEVELOPMENT

10.01 DISTRIBUTION OF SOCIAL AND CULTURAL INFRASTRUCTURE

10.01-S-01 Distribution of social and cultural infrastructure

State Policy

Objectives and strategies

Objective 1 To provide fair distribution of and access to social and cultural infrastructure. [19.02-4p1]

Strategy 1.1 Facilitate social and cultural infrastructure in activity centres. [19.02-4p3]

Strategy 1.2 Facilitate not-for-profit community services. [4.4.3.2]

Strategy 1.3 Plan community infrastructure to cater for all faiths. [PM]

Strategy 1.4 Provide regional social and cultural infrastructure in regional cities and regional centres. [RGP]

Strategy 1.5 Provide community services to small settlements. [RGP]

Strategy 1.6 Provide social infrastructure that is well located, flexible and accessible, including hospitals, aged care and education facilities. [RGP]

Strategy 1.7 Facilitate the integration of social and cultural infrastructure with transport services and infrastructure. [RGP]

Objective 2 To encourage social and cultural infrastructure that is integrated and co-located. [New AC]

Strategy 2.1 Plan for the provision of social infrastructure in sequence with new residential development. [RGP]

Strategy 2.2 Support co-location of local social infrastructure such as schools, community centres and health services on shared sites and designed as multi-purpose facilities. [RGP]

Strategy 2.3 Provide for integrated regional and sub-regional scale community, cultural and recreation facilities. [RGP]

Strategy 2.4 Support ongoing upgrades to infrastructure and new integrated, networked models [RGP]

Objective 3 To provide emergency services in appropriate locations. [New]

Strategy 3.1 Support the siting of police stations, fire stations, ambulance and emergency services for efficient service delivery. [15.01-4p4part]

Strategic planning guidelines

Strategic planning should:

1. Identify and address gaps and deficiencies in social and cultural infrastructure. [19.02-4p2]

2. Review community infrastructure needs (including transport, education, health, justice, arts and human services) for areas that have, or are expected to have, strong population growth. [7.3.4.1]

3. Review the need for additional land for cemeteries and crematoria, including existing cemeteries, and identify possible new locations. [4.4.4.1]
10.01-gnut-01 Distribution of social and cultural infrastructure

Local policy: Gumnut

| Local policy tailored for each municipality can be inserted here if required |

10.02 HEALTH FACILITIES

10.02-S-01 Health facilities

State Policy

Health-related facilities includes acute health, aged care, disability services and community care facilities. [19.02-1p2part]

Objective 1 To integrate health facilities with local and regional communities. [19.02-1p1]

Strategy 1.1 Provide health facilities to address demographic trends, the existing and future demand requirements and the integration of services into communities. [19.02-1p2]

Strategy 1.2 Facilitate health precincts for public and private developments including flexibility in use. [4.4.1.2, 19.02-1p3]

Strategy 1.3 Require hospitals and other large health service facilities to locate in areas highly accessible to public and private transport. [19.02-1p4]

Strategy 1.4 Protect defined air routes for air ambulances from inappropriate development. [New]

Strategic planning guideline

Strategic planning should:

1. Identify strategic locations for health facilities. [1.5.4.2]

2. Identify air routes for air ambulances to hospitals. [New]

10.02-gnut-01 Health facilities

Local policy: Gumnut

| Local policy tailored for each municipality can be inserted here if required |

10.03 EDUCATION FACILITIES
10.03-S-01  Education facilities
State Policy

Objectives and strategies

Objective 1  To assist the integration of education facilities with local and regional communities.  [19.02-2p1]
Strategy 1.1  Provide education facilities, to address demographic trends, the existing and future demand requirements and the integration of facilities into communities.  [19.02-2p5]
Strategy 1.2  Maximise access by walking and cycling to primary education facilities.  [19.02-2p2]
Strategy 1.3  Support secondary and tertiary education facilities in areas that are highly accessible to public transport.  [19.02-2p3]
Strategy 1.4  Support tertiary education facilities within or adjacent to activity centres.  [19.02-2p4]
Strategy 1.5  Design areas close to education facilities to encourage safe walking and cycling access.  [19.02-2p6]
Strategy 1.6  Facilitate libraries as community based learning centres.  [19.02-2p7]

Objective 2  To strengthen communities especially in small towns.  [RGP]
Strategy 2.1  Plan for facilities and infrastructure needed to deliver education and training that supports growth.  [RGP]

Particular provisions

1. Clause 52.40 – Government Funded Education Facilities

Strategic planning guideline

Strategic planning should:

1. Identify strategic locations for education facilities.  [1.5.4.2]

10.03-M00-01  Education facilities
Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Strategic planning guideline

Strategic planning should:

1. Identify opportunities to build tertiary education offerings in the west, focusing on the Sunshine and East Werribee Employment Clusters.  [1.5.1.4]

10.03-gnut-01  Education facilities
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

10.04  COMMUNITY FACILITIES
Community facilities

State Policy

Community facilities include schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities. [Clause 56.03-3]

Objectives and strategies

Objective 1 To provide for community facilities to meet the needs of the community
Strategy 1.1 Support the provision of well-located community facilities that can be adapted for a variety of community uses.
Strategy 1.2 Support the collocation of community facilities.
Strategy 1.3 Maintain social and community facilities in key service centres, particularly district towns. [RGP]
Strategy 1.4 Improve social and community facilities to ensure they are sustainable and can continue to attract new residents. [RGP]

Particular provisions

1. Clause 56 – Residential Subdivision

Strategic Planning Guidelines

Strategic planning should:

1. Prepare regional or local community facility strategies, plans or policies. [Clause 56.03-3]

Sport and recreation facilities

State Policy

The provision of sports grounds and venues are important to the health and recreation of Victorians. Stadiums and venues are vital parts of sports infrastructure in the State. [New]

Objectives and strategies

Objective 1 To ensure there are sufficient and appropriate opportunities and spaces for active recreation including shared use of premises, facilities and grounds. [New]
Strategy 1.1 Plan community sports facilities so that they are not detrimental to other park activities. [11.03-1p13part]

Guidelines for decision makers

Guidelines:

1. Exclusive occupation of parkland by community organisations should be consistent with management objectives of the park to maximise broad community access to open space. [11.03-2p3]
Strategic planning guidelines
Strategic planning should
1. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites. [1.5.5.3]

10.05-gnut-01 Sport and recreation facilities
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

10.06 CULTURAL FACILITIES

10.06-S-01 Cultural facilities
State Policy

The Victorian Commission for Gambling and Liquor Regulation (VCGLR) is an independent statutory authority that administers Victoria’s gambling and liquor laws and is responsible for liquor licensing.

Objectives and strategies
Objective 1 To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities. [19.02-3p1]

Strategy 1.1 Facilitate a wide range of arts, cultural and entertainment facilities including cinemas, restaurants, licensed premises, live music venues and live theatres, in appropriate locations. [19.02-3p2]

Strategy 1.2 Maintain the existing major precincts for arts, sports and major events of state-wide appeal and establish new facilities at locations well served by public transport. [19.02-3p3]

Strategy 1.3 Avoid cinema based entertainment facilities not within or on the periphery of existing or planned activity centres. [17.01-1p5]

Strategy 1.4 Avoid large sports and entertainment facilities of metropolitan, State or national significance in out-of-centre locations unless they are well served by public transport and in locations that are highly accessible to their catchment of users. [17.01-2p4]

Strategy 1.5 Maintain amenity using a range of permit conditions, building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area. [13.04-1p2]

Strategy 1.6 Recognise the impact of licensed premises on the amenity of the surrounding area. [New]

Particular provisions
1. Clause 52.27 – Licensed Premises

Guidelines for decision makers
Consider as relevant:
10.06-gnut-01 Cultural facilities
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

10.07 GAMING AND BROTHELS

10.07-S-01 Gaming and brothels
State Policy

The Victorian Commission for Gambling and Liquor Regulation (VCGLR) is an independent statutory authority that administers Victoria’s gambling and liquor laws and is responsible for gambling and liquor licensing.

Consumer Affairs Victoria regulates the legal sex industry through the Sex Work Act 1994 and the Sex Work Regulations 2006.

Objectives and strategies

Objective 1 To ensure that gaming machines are situated in appropriate locations and premises. [New]
Strategy 1.1 Recognise the social and economic impacts of the location of gaming machines. [New]
Strategy 1.2 Avoid gaming machines in specified shopping complexes and strip shopping centres. [New]

Objective 2 To ensure that brothels are situated in appropriate locations and premises. [New]
Strategy 2.1 Require brothels to establish or expand in accordance with the Sex Work Act 1994. [New]

Particular provisions
1. Clause 52.28 – Gaming
2. Clause 52.46 – Brothels

10.07-gnut-01 Gaming and brothels
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required
11 OPEN SPACE

11.01 PUBLIC OPEN SPACE

11.01-S-01 Public open space

State Policy

Objectives and strategies

Objective 1 To provide open space commensurate with the needs of the community. [11.03-1p1]

Strategy 1.1 Provide new open space in residential areas, in growth areas and in areas that have an undersupply of parkland. [11.03-1p16]

Strategy 1.2 Provide open space for
   a) nature conservation,
   b) recreation and play,
   c) formal and informal sport,
   d) social interaction and
   e) peace and solitude. [11.03-1p13part]

Strategy 1.3 Plan open space networks that:
   a) Are linked through the provision of walking and cycle trails and rights of way. [11.03-1p4]
   b) Are integrated with open space from abutting subdivisions. [11.03-1p5]
   c) Incorporate, where practicable, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest, as well as maintaining public accessibility on public land immediately adjoining waterways and coasts. [11.03-1p6]
   d) Create walking and cycle links to commercial and community facilities. [11.03-1p7part]

Strategy 1.4 Design open space to accommodate people of all abilities, ages and cultures. [11.03-1p14]

Strategy 1.5 Require replacement open space of equal or greater size and quality where existing open space is reduced by a change of use or occupation. [11.03-1p12]

Strategy 1.6 Require land use and development adjoining regional or metropolitan open space, national parks and conservation reserves to complement the open space in terms of visual and noise impacts, treatment of waste water to reduce turbidity or pollution and preservation of vegetation. [11.03-1p8]

Objective 2 To provide for the long term management of public open space. [11.03-2p1]

Strategy 2.1 Avoid buildings and infrastructure not consistent with the management objectives of the open space. [11.03-2p4]

Strategy 2.2 Avoid blocking public access along stream banks and foreshores by development. [11.03-2p5]

Strategy 2.3 Require public land immediately adjoining waterways and coastlines to remain in public ownership. [11.03-2p6]

Particular provisions

1. Clause 52.01 – Public Open Space Contribution and Subdivision

Guidelines for decision makers

Consider as relevant: [11.03-1p17]
1. Any relevant Growth Corridor Plans. [11.03-1p19]

**Strategic planning guidelines**

Strategic planning should:
1. Improve the quality and distribution of open space and ensure long-term protection. [11.03-1p9]
2. Ensure major open space corridors are protected and enhanced. [11.04-7p2]

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**11.01-M00-01 Public open space**

**Regional Policy: Metropolitan Melbourne**

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

**Objectives and strategies**

**Objective 1** To create a network of metropolitan open space. [11.04-7p1]

**Strategy 1.1** Create continuous open space links and trails along the:
- a) Western Coastal parklands (linking Point Gellibrand, Point Cook and Werribee) [11.04-7p10]
- b) Merri Creek parklands (extending to Craigieburn) [11.04-7p12]
- c) Maribyrnong River parklands [11.04-7p13]
- d) Frankston parklands (linking existing parks from Carrum to Mornington) [11.04-7p14]
- e) Werribee River [Update]
- f) Kororoit Creek. [Update]

**Strategy 1.2** Create open space networks in growth areas, where existing open space is limited and demand is growing, and in the surrounding region of Metropolitan Melbourne including:
- b) Werribee Township Regional Park [11.04-7p5]
- c) Kororoit Creek Regional Park [11.04-7p6]
- d) Merri Creek Regional park [11.04-7p7]
- e) Toolern Creek Regional Park [11.04-7p8]
- f) Cranbourne Regional Park [11.04-7p9]

**Strategy 1.3** Avoid development that would compromise the Yarra River and Maribyrnong River corridors and other waterways as significant open space, recreation, aesthetic, conservation and tourism assets. [11.04-7p16]

**Strategy 1.4** Maintain the lower Yarra River as a focus for sport, entertainment and leisure. [11.04-7p17]

**Strategic planning guidelines**

Strategic planning should:
1. Prepare a metropolitan open space strategy. [4.5.1.1]
2. Review ways of increasing open space in local areas. [4.5.2.1]
3. Identify possible new regional open space. [4.5.2.4]
4. Prepare shared-use plans of open space and recreation facilities for all government schools. [4.5.2.5]
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<th>11.01-gnut-01 Public open space</th>
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Local policy tailored for each municipality can be inserted here if required
12 TRANSPORT

12.01 THE TRANSPORT SYSTEM

12.01-S-01 The transport system
State Policy

Effective and efficient transport provision for all Victorians is best supported by clustered land use creating concentrated movement demand, clearly defined transport networks and land use that reinforces the functions of those networks. Victoria’s transport system includes principal transport networks, comprised of the Principal Public Transport Network (PPTN), Principal Traffic Flow Network (PTFN), Principal Freight Network (PFN), and Principal Bike Network and to enable effective integration of the transport and land use.

Principal Pedestrian Networks and local transport networks cater for more localised movements or provide access to the principal transport networks. The planning, implementation and management of these networks and their interfaces with land use needs to be undertaken with regard to the TIA and interface with the principal transport networks in a way that does not compromise the functionality and efficiency of the principal transport networks.

Objectives and strategies

Objective 1 To ensure use and development responds to and strengthens integrated transport and land use outcomes. [Update]

Strategy 1.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions. [7.3.1.1]

Strategy 1.2 Maximise the development opportunities of areas currently well-served by transport infrastructure. [18.02-3p5]

Strategy 1.3 Facilitate development in growth and urban renewal areas that enables the cost-effective delivery of new transport infrastructure and to serve the development.

Strategy 1.4 Facilitate use and development that reinforces the functions of the principal transport networks of the:
   a) Principal Pedestrian Network (PPN)
   b) Principal Bicycle Network (PBN)
   c) Principal Public Transport Network (PPTN)
   d) Principal Traffic Flow Network (PTFN)
   e) Principal Freight Network (PFN) [Update]

Strategy 1.5 Protect transport corridors. [Update]

Strategy 1.6 Avoid adverse cumulative impacts of use and development in transport corridors to avoid increasing travel times and reducing reliability of public transport. [Update]

Strategy 1.7 Plan road and rail reservations to provide adequate space for flexible response to future transport and service infrastructure needs. [Update]

Strategy 1.8 Improve transport links that strengthen the connections to Melbourne and adjoining regions. [RGP]

Strategy 1.9 Facilitate the development of a transport network which supports connectivity and access between settlements [RGP]

Objective 2 To ensure transport networks planning strengthens integrated transport and land use outcomes. [RGP]

Strategy 2.1 Plan and design transport routes to achieve the greatest overall benefit to the community with regard to the Transport Integration Act and considering:
a) Making the best use of existing social, cultural and economic infrastructure.
b) Minimising impacts on the environment.
c) Optimising accessibility, safety, emergency access, service and amenity.
d) Minimising disruption of residential communities and their amenity. [18.01-2p6, 18.01-2p5]
e) Achieving quality urban design outcomes. [15.01-1p7unedited]

Strategy 2.2 Provide walking and cycling infrastructure in all major new road projects. [18.01-2p4]

Strategy 2.3 Reduce environmental noise and air quality impacts using a range of transport practices, including regulation, design, construction and management. [5.4.1, 18.01-2p9]

Strategy 2.4 Plan carparking to support the efficient function of the transport system, particularly in locations which will have higher trip intensity.

Strategy 2.5 Require grade separation at railway crossings (vehicle and pedestrian) except with the approval of the Minister for Transport. [18.02-4p3]

Strategy 2.6 Facilitate level crossings removal. [3.2.3.2]

Strategy 2.7 Plan adequate provision for public transport (including public transport stops), including taxi ranks as part of activity centres, employment areas and community infrastructure. [18.02-5p10]

Strategy 2.8 Plan for expanded bus services within a land use pattern that supports service delivery in growth areas. [3.3.2.1]

Particular provisions

1. Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments. [18.01-2p11]

2. Require integrated transport plans or Green Travel Plans for major residential, commercial and industrial developments. Plans should address walking, cycling and public transport and any mitigation works required to protect travel time efficiency and reliability. [18.01-1p7]

Consider as relevant:


Strategic planning guidelines

Strategic planning should:

1. Plan development to reinforce at a regional level the:
   (a) Principal Bicycle Network (PBN)
   (b) Principal Public Transport Network (PPTN)
   (c) Principal Traffic Flow Network (PTFN)
   (d) Principal Freight Network (PFN) [Update]

2. Indentify a local level a Principal Pedestrian Network (PPN) [Update]

3. Identify safe, convenient and direct walking and cycling access to areas of high trip generation such as activity centres, public transport interchanges and other strategic redevelopment sites. [18.01-1p10]

4. Reserve land for strategic transport infrastructure. [18.01-2p3]

5. Plan or regulate new uses or development of land close to an existing or proposed transport route to avoid detriment to, and where practicable enhance the service, safety and amenity desirable for that transport route in the short and long term. [18.01-2p7]

6. Plan for the cost-effective and integrated grade separation of existing level crossings by protecting land required for future crossings, identifying future development opportunities and managing site access and the local street network on the approaches to the rail crossing.
7. Identify a transport corridor for the Port of Hastings for both road and rail connections. [3.6.1.3]

12.01-gnut-01 The transport system

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

12.02 WALKING NETWORKS

12.02-S-01 Walking

State Policy

Walking networks need to be planned as part of an integrated transport network. [Update]

Objectives and strategies

Objective 1 To ensure use and development promote walking. [18.02-1p1]

Strategy 1.1 Support development that furthers the development of the Principal Pedestrian Network. [Update]

Strategy 1.2 Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways. [3.4.1.1]

Strategy 1.3 Reinforce the function of the Principal Pedestrian Network including providing high quality pedestrian access. [Update]

Strategy 1.4 Consider pedestrian crossing opportunities and desire lines through, into and around development. [Update]

Strategy 1.5 Require developments to contribute to and facilitate the development of a high quality public realm when located on the Principal Pedestrian Network. [Update]

Strategy 1.6 Avoid vehicular crossovers on the Principal Pedestrian Network. [Update]

Strategy 1.7 Reduce the number and impact of vehicle crossing points on the Principal Pedestrian Network. [Update]

Objective 2 To create a network of higher quality walking environment on key routes to activity centres, employment areas, community facilities, and transport hubs. [Update]

Strategy 2.1 Recognise the importance of integrating planning for pedestrian friendly environments with land use and development planning. [Update]

Strategy 2.2 Create environments that are safe and attractive for walking, especially on the Principal Pedestrian Network. [18.02-1p2]

Strategy 2.3 Create high quality walking environments that are accessible to footpath-bound vehicles that meet Disability Discrimination Act requirements such as wheelchairs, prams and scooters. [18.02-1p3]

Strategy 2.4 Facilitate walking access to public transport including the provision of direct and safe pathways to stops and stations. [18.01-2p8part]

Guidelines for decision makers

Guidelines:

1. Development should provide safe and attractive opportunities for walking. [18.02-1p4split]

Consider as relevant: [18.02-2p10]

**Strategic planning guidelines**

Strategic planning should:

1. Identify at a local level the Principal Pedestrian Networks. [3.4.1.3]
2. Plan local networks to support Principal Transport Networks. [Update]

**Background documents**

Guidelines for the Development of Principal Pedestrian Networks (Department of Transport Planning and Local Infrastructure, 2013)

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**12.02-M00-01 Walking**

**Regional Policy: Metropolitan Melbourne**

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

**Objectives and strategies**

**Objective 1 To make employment areas pedestrian friendly** [3.4.1]

Strategy 1.1 Provide key pedestrian routes and improve pedestrian crossing times in the Central City. [3.1.5.1]

Strategy 1.2 Provide better footpaths, shade trees and reduced delays at pedestrian crossing points in National Employment Clusters, Metropolitan Activity Centres, Activity Centres, urban renewal areas and other job-rich centres. [3.4.1.2]

**Strategic planning guidelines**

Strategic planning should:

1. Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40 km/h pedestrian zones. [3.4.1.4]
2. Consider walking, cycling and healthy living in urban renewal structure plans. [4.3.1.3]
3. Plan for new links across natural barriers to enhance the walking and cycling capacity of the Central Subregion and inner northern suburbs. [4.3.1.4]

**12.02-gnut-01 Walking**

**Local policy: Gumnut**

Local policy tailored for each municipality can be inserted here if required

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**12.03 CYCLING NETWORKS**

**12.03-S-01 Cycling networks**

**State Policy**

Cycling networks need to be planned as part of an integrated transport network. [Update]
Objectives and strategies

Objective 1  To create a network of cycle routes that help people cycle for transport.

Strategy 1.1  Facilitate development that reinforces the Principal Bicycle Network. [Update]
Strategy 1.2  Recognise the importance of the Principal Bicycle Network in all stages of transport and land use planning. [Update]
Strategy 1.3  Provide separated bike lanes from other incompatible uses, where feasible on the Principal Bicycle Network. [Update]
Strategy 1.4  Provide bicycle facilities for all types of cyclists of all ages and abilities. [Update]
Strategy 1.5  Avoid vehicular crossovers on the Principal Bicycle Network. [Update]
Strategy 1.6  Reduce the number and impact of vehicle crossing points on the Principal Bicycle Network. [Update]
Strategy 1.7  Require bicycle parking and related facilities to meet demand. [Update]

Particular provisions

1. Clause 52.24 – Bicycle Facilities

Guidelines for decision makers

Guidelines:

1. Consider the quality of bicycle access to the Principal Bicycle Network. [Update]
2. Development should provide safe and attractive opportunities for cycling. [18.02-1p4split]

Consider as relevant: [18.02-2p10]

2. Any approved Integrated Transport and Landuse Guidelines. [Update]

Strategic planning guidelines

Strategic planning should:

1. Indentify local cycling networks and new cycling facilities that link to and complement the metropolitan wide network of cycling routes, especially the PBN.
3. Plan for new links across natural barriers to enhance the walking and cycling capacity of the Central Subregion and inner northern suburbs. [4.3.1.4]

12.02-gnut-01 Walking
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

12.04 PUBLIC TRANSPORT NETWORKS

12.04-S-01 Public transport networks
State Policy

Public transport networks need to be planned as part of an integrated transport network. [Update]

Objectives and strategies

Objective 1 To maximise development opportunities in areas that can be well-served by public transport. [Update]

Strategy 1.1 Facilitate development that reinforces the function of the Principal Public Transport Network. [Update]

Strategy 1.2 Plan for uses that generate significant public transport trips, or rely on public transport, to locate with walking distance of Principal Public Transport Network stops and interchanges. [Update]

Strategy 1.3 Improve access to the public transport network by providing direct and safe walking and cycling pathways to stops and stations, including providing direct pathways across development sites. [18.02-3p12][18.02-3p13]

Strategy 1.4 Plan for long-term corridors and infrastructure for future expansion of the public transport network. [Update]

Strategy 1.5 Plan development to support the efficient location of stops and interchanges. [Update]

Strategy 1.6 Facilitate urban renewal opportunities associated with upgrades to interchanges. [1.6.1.5]

Objective 2 To improve the movement, efficiency and reliability of trams and buses. [18.02-3p10]

Strategy 2.1 Consider opportunities for development to improve the efficiency and reliability of trams and buses, particularly in areas that are expected to undergo significant change or abut the Principal Public Transport Network. [Update]

Strategy 2.2 Avoid the cumulative impact of delays caused by individual developments, including small scale developments, on light rail, tram and bus routes. [Update]

Strategy 2.3 Avoid access arrangements, car parking and traffic management regimes that adversely affect the efficiency, safety and reliability of public transport services. [Update]

Strategy 2.4 Minimise access points and manage parking on tram and bus routes. [Update]

Objective 3 To provide a safe environment around public transport corridors, particularly heavy rail corridors. [Update]

Strategy 3.1 Develop a safe and secure environment at stations and stops and along rail corridors and level crossings. [Update]
Particular provisions

1. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Development should provide opportunities for public transport. [18.02-1p4split]

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines. [Update]

Background documents

Network Development Plans. [Update]
Public Transport Demand Forecasts. [Update]
Any relevant public transport strategy published by Public Transport Victoria. [Update]

12.04-M00-01 Public transport networks

Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To improve transport infrastructure and services. [3.3]

Strategy 1.1 Plan for a metro system and identify associated development opportunities, including planning of rail links to Rowville, Doncaster and Melbourne Airport. [3.1.2.4]

Strategy 1.2 Protect land for future rail extensions and stations in the urban growth areas and outer suburbs. [3.3.2.4]

Strategy 1.3 Upgrade railway stations and transport interchanges including urban renewal opportunities. [1.6.1.6]

Strategy 1.4 Upgrade tram routes to light rail standard, where appropriate. [3.1.3.6]

Strategy 1.5 Improve public transport interchanges and their pedestrian access. [3.2.2.3]

Strategy 1.6 Upgrade major multi-modal interchanges serving National Employment Clusters. [3.2.2.4]

Strategic planning guidelines

Strategic planning should:

1. Prepare plans for urban renewal opportunities associated with upgrades to interchanges. [1.6.1.5]

2. Prepare plans with associated development opportunities to remove level crossings. [3.2.3.2]

3. Identify inner-Melbourne tram reliability improvements including a range of measures that give trams greater priority on the road network. [3.1.3.2]

4. Prepare a road-use strategy to ensure trams and buses can operate efficiently alongside other vehicles, particularly as land uses change. [3.1.3.1]

5. Consider extending tramlines, where needed, to support new development sites around inner Melbourne and in clusters including determining the feasibility of a new tramlines to Central City urban renewal areas. [3.1.3.5]
12.04-gnut-01 Public transport networks
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

12.05 WATER TRANSPORT

12.05-S-01 Water transport
State Policy

Water transport networks need to be planned as part of an integrated transport network. [Update]

Objectives and strategies

Objective 1 To establish water transport as an integral part of Victoria’s transport system. [Update]
Strategy 1.1 Facilitate ferry services in the west of Port Phillip Bay. [3.3.3]

Strategic planning guidelines
Strategic planning should:
1. Identify potential ferry berth locations. [3.3.3.2]
2. Identify bayside and waterway locations that may sustain a viable water transport service. [3.3.3.4]
3. Consider ways to deliver suitable ferry berths and associated infrastructure. [3.3.3.3]

12.05-gnut-01 Water transport
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

12.06 ROAD NETWORK

12.06-S-01 Road network
State Policy

Traffic flow networks need to be planned as part of an integrated transport network. [Update]

Objectives and strategies

Objective 1 To manage the road network and abutting land uses to achieve an efficient and safe network, making the most of existing infrastructure. [18.02-4p1 edited]
Strategy 1.1 Plan and design road space to complement land use and meet community and business needs. [18.02-4p14]
Strategy 1.2 Avoid vehicle access arrangements and car parking regimes and traffic management that adversely affect the efficiency, safety and reliability of the principal transport networks including Principal Traffic Flow Network and declared arterial roads. [Update]

Strategy 1.3 Consider options for development on the Principal Traffic Flow Network and Principal Public Transport Network to gain access from local roads where practicable. [Update]

Strategy 1.4 Plan and design transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places. [18.02-4p2]

Strategy 1.5 Improve the use of existing roads to more efficiently move people and freight by separating incompatible road uses where practicable. [18.02-4p4]

Strategy 1.6 Upgrade the national road network connecting key regional centres to export gateways. [6.4.2.1]

Particular provisions
1. Clause 52.29 – Land Adjacent to A Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.30 – Freeway Service Centre

Guidelines for decision makers
Consider as relevant: [13.04-1p3]
1. Any approved Integrated Transport and Landuse Guidelines. [Update]
3. Any Local SmartRoads Network Operating Plans. [New]

12.06-M00-01 Road network
Regional Policy: Metropolitan Melbourne VC## dd/mm/yyyy

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs. [3.2]

Strategy 1.1 Maintain the protection of the Outer Metropolitan Ring Road/E6 Transport Corridor reservation and its links to the proposed Western Interstate Freight Terminal. [3.5.1.3]

Strategy 1.2 Improve access to jobs and services in Melbourne’s suburbs by improving the road network, including bridges, interchange upgrades and road extensions. [3.2.4.1]

Strategic planning guidelines

Strategic planning should:
1. Identify options for a North East Link connecting the M80 Ring Road to the Eastern Freeway/EastLink. [3.2.1.1]
2. Review options for improved access to the La Trobe Employment Cluster and adjacent business parks as part of North East Link planning. [3.2.1.2]
12.06-gnut-01 Road network

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

12.07 FREIGHT AND LOGISTICS

12.07-S-01 Freight and logistics

Road and rail freight networks need to be planned as part of an integrated transport network.

[Update]

Objectives and strategies

Objective 1 To provide adequate capacity at key freight gateways and freight precincts of State and national significance in a timely manner. [Update]

Strategy 1.1 Facilitate adequate freight capacity gateway at ports, airports and interstate rail and road terminals in line with demand in international and domestic freight markets. [Update]

Strategy 1.2 Protect the effective and competitive operation of freight gateways and key freight precincts. [Update]

Objective 2 To improve the efficiency and productivity of the freight network and key freight links. [Update]

Strategy 1.3 Support the development of the Long-Term Freight Regional Network Vision included in this clause. [New]

Strategy 2.1 Facilitate development that reinforces the function of the Principal Freight Network and freight precincts. [Update]

Strategy 2.2 Provide improved freight efficiency and productivity on the existing Principal Freight Network. [Update]

Strategy 2.3 Support upgrades to network capacity to meet State and national demands.

Strategy 2.4 Improve access for freight users to the Principal Freight Network and precincts where production and logistics activities are concentrated. [Update]

Objective 3 Manage land development close to freight gateways and precincts and the Principal Freight Network to:

- be compatible with freight operations
- provide reasonable amenity expectations. [Update]

Strategy 3.1 Reduce adverse impacts of freight movements and their community interfaces. [Update]

Strategy 3.2 Protect freight gateways, freight precincts and the Principal Freight Network from encroachment by sensitive use and development incompatible with their freight and logistics operations. [Update]

Strategy 3.3 Plan the environs of freight gateways and freight precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations. [Update]

Particular provisions

1. Clause 52.33 – Shipping Container Storage
Guidelines for decision makers

Guidelines:
1. Any use or development of land for freight gateways or freight precincts and the Principal Freight Network should minimise impacts of their development and operations on other urban development. [Update]

2. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should not prejudice their efficient and curfew-free operations. [Update]

3. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should take into account planning for those facilities and the network. [Update]

Consider as relevant:
1. Any approved Integrated Transport and Landuse Guidelines. [Update]

Strategic planning guidelines

Strategic planning should:
1. Plan to integrate freight infrastructure and operations with broader transport and land use planning. [New]

2. Identify and protect future freight gateways, freight precincts and corridors, and the Principal Freight Network to accommodate projected growth. [New]

3. Plan the land around freight gateways and precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations. [New]

4. Use buffers to protect state-significant freight facilities and precincts from encroachment of sensitive use and development incompatible with their freight and logistics operations. [3.5.3.4]

Background documents


**12.07-S-02 Long-Term Regional Freight Network Vision**

Regional Policy: Regional Victoria

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

**12.07-M00-01 Freight and logistics**

Regional Policy: Metropolitan Melbourne

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

**Objectives and strategies**

**Objective 1** To strengthen the roles of metropolitan freight gateways, freight precincts and the Principal Freight Network within the State’s economic and transport infrastructure. [6.4.2.3]

Strategy 1.1 Support the development of the Principal Freight Network and Long-Term Freight Metropolitan Network Vision included in this clause. [Update]

**Objective 2** To increase the volume of freight carried on rail. [3.5.2]

Strategy 2.1 Facilitate port rail shuttle operations by the private sector as part of a Metropolitan Intermodal System. [3.5.2.1]

Strategy 2.2 Plan a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains, in conjunction with planning for a rail connection. [3.5.2.2]

Strategy 2.3 Support new interstate freight terminals in the west and north of Melbourne. [3.6.2.4]

**Strategic planning guidelines**

Strategic planning should:

1. Identify a transport corridor for the Port of Hastings along the Western Port Highway corridor for both road and rail connections. [3.6.1.3]

2. Plan for and protect the potential long-term role of the Beveridge precinct as an interstate freight gateway. [3.6.2.3]

3. Identify the long-term economic freight and logistics opportunities related to Avalon Airport. [6.4.2.2]
12.07-M00-02 Long-Term Regional Freight Network Vision
Regional Policy: Metropolitan Melbourne

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

12.07-gnut-01 Freight and logistics
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

12.08 PORTS

12.08-S-01 Ports
State Policy

Objectives and strategies

Objective 1 Support the effective and competitive operation of Victoria’s commercial trading ports at local, national and international levels. [18.03-1p2]
Strategy 1.1 Provide for the ongoing development of ports in accordance with approved Port Development Strategies. [18.03-1p3]
Strategy 1.2 Plan for an increase in container capacity at the Port of Melbourne. [3.6.1.1]
Strategy 1.3 Plan the Port of Hastings to supplement the capacity of the Port of Melbourne from the mid-2020s. [3.6.1.2, 18.03-1p6]
Strategy 1.4 Minimise the impact of vibration, light spill, noise and air emissions from commercial trading port activities and any related industrial development on nearby sensitive uses. [18.03-1p5]

Guidelines for decision makers
Consider as relevant:
1. Any approved Integrated Transport and Landuse Guidelines. [Update]

Strategic planning guidelines
Strategic planning should:
1. Identify and protect key transport corridors linking ports to the broader transport network. [18.03-1p4]

12.09 AIRPORTS, AIRBASES AND AIRFIELDS
12.09-S-01 Airports and airfields

State Policy

Objectives and strategies

Objective 1  To strengthen the economic, defence and social roles of Victoria’s airports, airbases and airfields within the State's economic and transport infrastructure and protect their ongoing operations. [18.04-2p1]

Strategy 1.1 Facilitate the development of new and existing airports and airfields. [Update]
Strategy 1.2 Support activities that complement the tourism, transport and logistics roles role of an airport and enable the operator to develop the airport to be efficient, functional and contributes to the aviation needs of the State. [18.04-2p4]
Strategy 1.3 Plan for associated businesses that depend on or gain significant economic advantage from proximity to an airport, airbase or airfield. [Update]
Strategy 1.4 Provide good, well-integrated connections to the land-based transport networks required to serve airports and airfields. [Update]

Objective 2  To safeguard airports and aviation operations. [Update]

Strategy 2.1 Protect the safety, efficiency and operational integrity of airports. [3.6.3.2]
Strategy 2.2 Plan airports as an integral part of local and regional land use and transport planning. [3.6.3.2]
Strategy 2.3 Balance and protect both airport/aviation operations and community safety and amenity expectations. [3.6.3.2]
Strategy 2.4 Protect operational airspace around airports in the interests of both aviation and community safety. [3.6.3.2]
Strategy 2.5 Manage the adverse impacts of aircraft noise. [3.6.3.2]
Strategy 2.6 Use land use-buffers to protect airports from incompatible land uses and development. [Update]

Objective 3  To plan for and strengthen the roles of Melbourne Airport and Avalon Airport as Victoria’s major airports serving both international and domestic passenger and freight. [Update]

Strategy 3.1 Protect the curfew free status of Melbourne Airport and Avalon Airport. [18.04-1p5]
Strategy 3.2 Support the effective and competitive operation of Melbourne Airport and Avalon Airport at both national and international levels. [18.04-1p2]
Strategy 3.3 Avoid use or development that would prejudice the ultimate development of Melbourne Airport and Avalon Airport. The ultimate development of an airport is expressed in the current airport master plan approved by the Commonwealth Government. [18.04-1p3]

Particular provisions
1. Clause 52.15 – Heliport

Guidelines for decision makers

Guidelines:
1. Where land is affected by aircraft flight paths or the prescribed airspace associated with an airport, airbase or airfield, the visual amenity and impact of any use or development of should be consistent with the status of the airport, airbase or airfield. [Update]

Consider as relevant:
2. Melbourne Airport Strategy (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated Final Environmental Impact Statement in relation to planning decisions affecting land in the vicinity of the Melbourne Airport. [18.04-1p8]
3. Avalon Airport Strategy (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts. [18.04-2p1]


**Strategic planning guidelines**

Strategic planning should:

1. Identify and protect appropriate land-use buffers. [18.04-2p3part]
2. Provide for businesses that support airport operations. [18.04-2p3part]
3. Plan land in the environs of airports, airbases and to be compatible with airport operations and provide reasonable amenity expectations.

**Background documents**

National Airports Safeguarding Framework (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012).

Victoria – The Freight State: The Victorian Freight and Logistics Plan (State Government of Victoria, 2013)

13 INFRASTRUCTURE

13.01 ELECTRICITY GENERATION AND DISTRIBUTION

13.01-S-01 Electricity generation and distribution

State Policy

Objectives and strategies

Objective 1 To support the development and expansion of energy supply infrastructure and energy facilities across Victoria. [RGP]

Strategy 1.1 Facilitate the development of energy facilities where they take advantage of existing infrastructure and provide benefits to the regional community. [RGP]

Strategy 1.2 Facilitate renewable energy development in appropriate locations. [19.01-1p2]

Strategy 1.3 Recognise that economically viable wind energy facilities require locations with consistently strong winds over the year. [19.01-1p6]

Objective 2 To support local electricity generation. [New]

Strategy 2.1 Support cogeneration and trigeneration plants. [New]

Strategy 2.2 Support renewal and sustainable energy generation. [New]

Objective 3 To support economic growth. [RGP]

Strategy 3.1 Support the strategic upgrade of power supplies in rural areas to promote economic growth. [RGP]

Strategy 3.2 Support co-location of allied and non-sensitive industries on or close to waste and energy precincts. [5.8.1.3]

Objective 4 To ensure a safe, cost effective electricity distribution network that minimises its impact on urban landscapes. [New]

Strategy 4.1 Protect energy infrastructure against competing and incompatible uses. [19.01-1p3]

Strategy 4.2 Provide appropriate infrastructure to meet community demand for energy services. [19.01-1p4]

Strategy 4.3 Provide land for future energy infrastructure. [19.01-1p4]

Strategy 4.4 Support the cost-effective development of the high voltage transmission and distribution network and substations. [New]

Strategy 4.5 Minimise the adverse impact of electricity easements on neighbourhoods and provide for the positive use of easements where appropriate. [New]

Strategy 4.6 Minimise the impact of the local distribution network on streetscapes and urban vegetation. [New]

Particular provisions

1. Clause 52.32 – Wind Energy Facility

2. Clause 52.42 – Renewable Energy Facility (Other than wind Energy Facility and geothermal energy extraction).

Guidelines for decision makers

Guidelines:

1. Balance the economic and environmental benefits to the broader community of renewable energy generation with the need to minimise the effects of a proposal on the local community and environment. [19.01-1p5]
13.01-gnut-01  Electricity generation and distribution
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

13.02  WHOLE OF WATER CYCLE MANAGEMENT

13.02-S-01  Whole of water cycle management
State Policy

Traditionally the elements of the water cycle have been planned separately: water supply, wastewater–sanitation, stormwater and rainwater, waterway management, groundwater, and greening our suburbs and managing our parks. A fragmented approach to planning the water cycle does not allow the interactions within the connected system to be fully considered.

Objectives and strategies

Objective 1   To manage water resources in Melbourne and Victoria’s regional cities and towns in an integrated way to:
• decrease pressures on potable supplies and water infrastructure,
• protect public health,
• secure water supplies into the future in an efficient and sustainable way,
• protect the environmental health of urban waterways and bays, and
• support liveable and sustainable communities.

Strategy 1.1   Prepare whole of water cycle plans for sub-regions, cities and towns that:
  a) provide secure water supplies in an efficient and sustainable way
  b) reduce potable water demand and wastewater discharges
  c) enable action to achieve whole of water cycle management objectives to be taken at the level (site, local area or catchment) where this is likely to be most cost effective
  d) provide for the local infiltration and reuse of stormwater to help in sustaining local vegetation and contribute to urban liveability.

Strategy 1.2   Require whole of water cycle management approaches in the development of new urban areas and green spaces wherever this is cost effective.

Strategy 1.3   Facilitate the use of alternative water sources such as rainwater tanks, stormwater and recycled water by governments, developers and households. [14.02-3p2]

Strategy 1.4   Facilitate the re-use of wastewater including urban run-off, treated sewage effluent and run-off from irrigated farmland. [19.03-2p8]

Strategy 1.5   Design developments to manage stormwater to:
  a) protect and enhance natural water systems [19.03-3p6]
  b) integrate stormwater treatment into the landscape [19.03-3p7]
  c) protect water quality [19.03-3p8]
  d) reduce run-off and peak flows [19.03-3p9]
Strategy 1.6 Protect the environment of waterways and bays by:
   a) reducing the impervious areas directly connected to waterways and ensuring that all subdivisions meet stormwater runoff standards so as to improve the quality of runoff entering waterways and reduce peak stormwater flows to as close as practical to pre-development levels [11.05-5p10 edited]
   b) ensuring stormwater and groundwater entering wetlands do not have a detrimental effect on wetlands and estuaries [19.03-3p4]
   c) supporting integrated management of stormwater quality through a mix of on-site measures and development contribution [19.03-3p2]
   d) mitigating stormwater pollution from construction sites. [19.03-3p3]

Strategy 1.7 Provide sewerage services that efficiently and effectively meet state and community needs and protect the environment including by:
   a) providing for sewerage at the time of subdivision, or ensuring that lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot. [19.03-2p1part]

Strategy 1.8 Protect areas with potential to recycle water for forestry, agriculture or other uses that can use recycled water of an appropriate quality. [14.02.3p4]

**Guideline for decision makers**

Consider as relevant:
1. Any relevant approved whole of water cycle plan or strategy.
6. Any relevant Environment Protection Authority guidelines or protocols. [19.03-2p12]

**Strategic Planning Guidelines**

Strategic planning should:
1. Consider adjacent municipalities and take into account the catchment context. [19.03-2p5]
2. Plan urban stormwater drainage systems to:
   a) Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters. [19.03-2p6]
   b) Prevent, where practicable, the intrusion of litter. [19.03-2p7]

**Background documents**

Victorian Litter Strategy 2012-2014 (Sustainability Victoria, 2013) [19.03-2p13]
Melbourne’s Water Future (Office of Living Victoria, 2013)

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**Whole of water cycle management**

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.
Objectives and strategies

Objective 1  To integrate whole of water cycle management to deliver sustainable and resilient urban development. [8.5]

Strategy 1.1 Protect significant water and sewerage assets from encroachment of sensitive uses. [5.6]

Strategy 1.2 Require stormwater in new developments is managed in a cost-effective manner that protects the health and amenity of downstream waterways and our bays. [5.2.2.1]

Strategy 1.3 Prepare and implement whole of water cycle management plans in Melbourne’s subregions. [5.5.1]

Strategic planning guidelines

Strategic planning should:

1. Prepare five demonstration local water cycle plans, to inform the rollout of additional plans. [5.5.1.2]

2. Review land area and buffer requirements for significant water and sewerage infrastructure. [5.6.1.1]

3. Review planning provisions for waste and recycling storage and collection in apartment buildings. [5.8.2.2]

4. Use whole of water cycle management approaches in Melbourne’s urban renewal precincts, such as Fishermans Bend and E-Gate. [5.5.1.4]

13.02-gnut-01 Whole of water cycle management

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

13.03 TELECOMMUNICATIONS

13.03-S-01 Telecommunications

State Policy

Objectives and strategies

Objective 1  To ensure that modern telecommunications facilities are widely accessible to business, industry and the community. [19.03-4p3]

Strategy 1.1 Facilitate the development and upgrading and maintenance of telecommunications facilities to meet the communications technology needs of business, domestic, entertainment and community services. [19.03-4p2, 19.03-4p4]

Strategy 1.2 Facilitate the improvement of regional telecommunications infrastructure. [RGP]

Strategy 1.3 Support the deployment of broadband telecommunications services. [19.03-4p6]

Strategy 1.4 Support access to transport and other public corridors for the deployment of broadband networks. [19.03-4p8]

Particular provisions

1. Clause 52.19 – Telecommunications Facility

Guidelines for decision makers

Guidelines:
1. Balance the provision of telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure. [19.03-4p9]

2. The design and placement of telecommunications infrastructure should have regard to national implications of a telecommunications network and the need for consistency in infrastructure. [19.03-4p10]

3. The design and placement of telecommunications infrastructure should minimise visual intrusion. [New]

Consider as relevant: [19.03-4p11]

**Strategic planning guidelines**

Strategic planning should:

1. Planning schemes must not prohibit the use of land for a telecommunications facility in any zone. [19.03-4p5]

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**13.03-gnut-01 Telecommunications**

*Local policy: Gumnut*  

| Local policy tailored for each municipality can be inserted here if required |

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**13.04 WASTE AND RESOURCE RECOVERY**

**13.04-S-01 Waste and resource recovery**

*State Policy*  

| VC## dd/mm/yyyy |

**Objectives and strategies**

**Objective 1**  To reduce damage to the environment caused by waste, pollution, land degradation and unsustainable waste practices. [19.03-5p1]

**Strategy 1.1**  Plan a statewide network of waste and resource recovery facilities infrastructure that:

a) is cost effective,
b) meets diverse needs,
c) is capable of moving waste materials to where the highest economic value can be achieved, and
d) minimises the environmental and public health impacts. [Update]

**Strategy 1.2**  Protect planned and existing waste management and resource recovery facilities from the encroachment or intensification of sensitive uses. [5.8.1]

**Strategy 1.3**  Provide sufficient waste management and resource recovery facilities to promote re-use, recycling, reprocessing and resource recovery and enable technologies that increase recovery and treatment of resources to produce energy and marketable end products. [19.03-5p4]

**Strategy 1.4**  Facilitate new sites and facilities to safely and sustainably manage all waste and maximise opportunities for resource recovery. [19.03-5p2]

**Strategy 1.5**  Support waste generators and resource generators and resource recovery businesses to locate in close proximity to enhance sustainability and economies of scale. [19.03-5p5]
Strategy 1.6  Support the rehabilitation of closed landfills to minimise their environmental and health risks and facilitate the efficient use of land. [Update]

Particular provisions
1. Clause 52.45 – Resource Recovery

Guidelines for decision makers
Guidelines:
1. Development should provide sufficient waste and recycling collection facilities in medium and high density residential development and mixed use development to allow for separation of recyclables and weekly collection of waste. [UPDATE]
2. Waste disposal and resource recovery facilities should be sited and managed in accordance with the Waste Management Policy (Siting, Design and Management of Landfills) (EPA, 2004). [19.03-5p7]

Consider as relevant:
2. Best Practice Environmental Management Guidelines (Siting, Design Operation and Rehabilitation of Landfills) (Environmental Protection Authority, 2010). [19.03-5p12]
4. Separation distances for large composting facilities (EPA Victoria, 2012) [Update]
5. Any relevant regional waste management plans. [19.03-5p13]

Strategic planning guidelines
Strategic planning should:
1. Identify protect and maintain separation distances for waste and resource recovery facilities. [19.03-5p6]

Background documents
Getting full value: the Victorian Waste and Resource Recovery Policy (Department of Environment and Primary Industries, 2013) [Update]
Waste Management Policy (Siting, Design and Management of Landfills) (Environmental Protection Authority, 2010 – publication 788.1) [19.03-5p10]
Metropolitan Waste and Resource Recovery Strategic Plan (Sustainability Victoria, 2009). [19.03-5p14]
Strategic planning guidelines

Strategic planning should:
1. Review planning provisions to support co-location of allied and non-sensitive industries on or close to waste and energy precincts. [5.8.1.3]
2. Review 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. [5.8.1.2]
3. Review the capacity of existing landfill and waste management sites, and identify potential new locations for additional facilities, if required [5.8.1.1]

Background documents

Metropolitan Waste and Resource Recovery Strategic Plan (Sustainability Victoria, 2009). [19.03-5p14]

13.04-gnut-01 Waste and resource recovery

Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

13.05 PIPELINE INFRASTRUCTURE

13.05-S-01 Pipeline infrastructure

State Policy

Objectives and strategies

Objective 1 To ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment. [19.03-6p1]

Strategy 1.1 Protect existing transmission-pressure gas pipelines from encroachment by residential development or other sensitive land uses, unless suitable mitigation measures are provided. [19.03-6p2part]

Strategy 1.2 Provide for environmental management during construction and on-going operation of pipelines. [19.03-6p4]

Guidelines for decision makers

Consider as relevant:
1. Pipelines Act 2005

Strategic planning guidelines

Strategic planning should:
1. Recognise existing transmission-pressure gas pipelines in planning schemes and other documents such as structure plans and framework plans. [19.03-6p2part]
2. Plan new pipelines along routes with adequate buffers to residences, zoned residential land and other sensitive land uses and with minimal impacts on waterways, wetlands, flora and fauna, erosion prone areas and other environmentally sensitive sites. [19.03-6p3]
13.05-gnut-01 Pipeline infrastructure
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required

13.06 SURVEY INFRASTRUCTURE

13.06-S-01 Survey infrastructure
State Policy

Survey marks support infrastructure projects, land development, survey, mapping and geographical information systems. [New]

Objectives and strategies

Objective 1 To protect geodetic sites (survey marks). [19.03-7p1]
Strategy 1.1 Protect survey marks established by the Office of the Surveyor-General. [19.03-7p2]

13.06-gnut-01 Survey infrastructure
Local policy: Gumnut

Local policy tailored for each municipality can be inserted here if required