



BENDIGO, VICTORIA



A STATE OF CITIES

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

WE WILL

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ISSUES

SUMMARY

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

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

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

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

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

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

OUR PLAN

DIRECTIONS

- 6.1 Deliver a permanent boundary around Melbourne
- 6.2 Rebalance Victoria's population growth from Melbourne to rural and regional Victoria over the life of the strategy
- 6.3 Integrate metropolitan, peri-urban and regional planning implementation
- 6.4 Improve connections between cities

SOLUTIONS

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

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

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

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

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

Bring together planning strategies for metropolitan Melbourne and regional Victoria.

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

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

ISSUES

VICTORIA'S FUTURE

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

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

This settlement pattern provides many benefits to Victorians. Many regionally based people and businesses have good access to metropolitan-based business, health, educational, cultural and sporting facilities and opportunities including access to national road, rail, port and airport gateways.

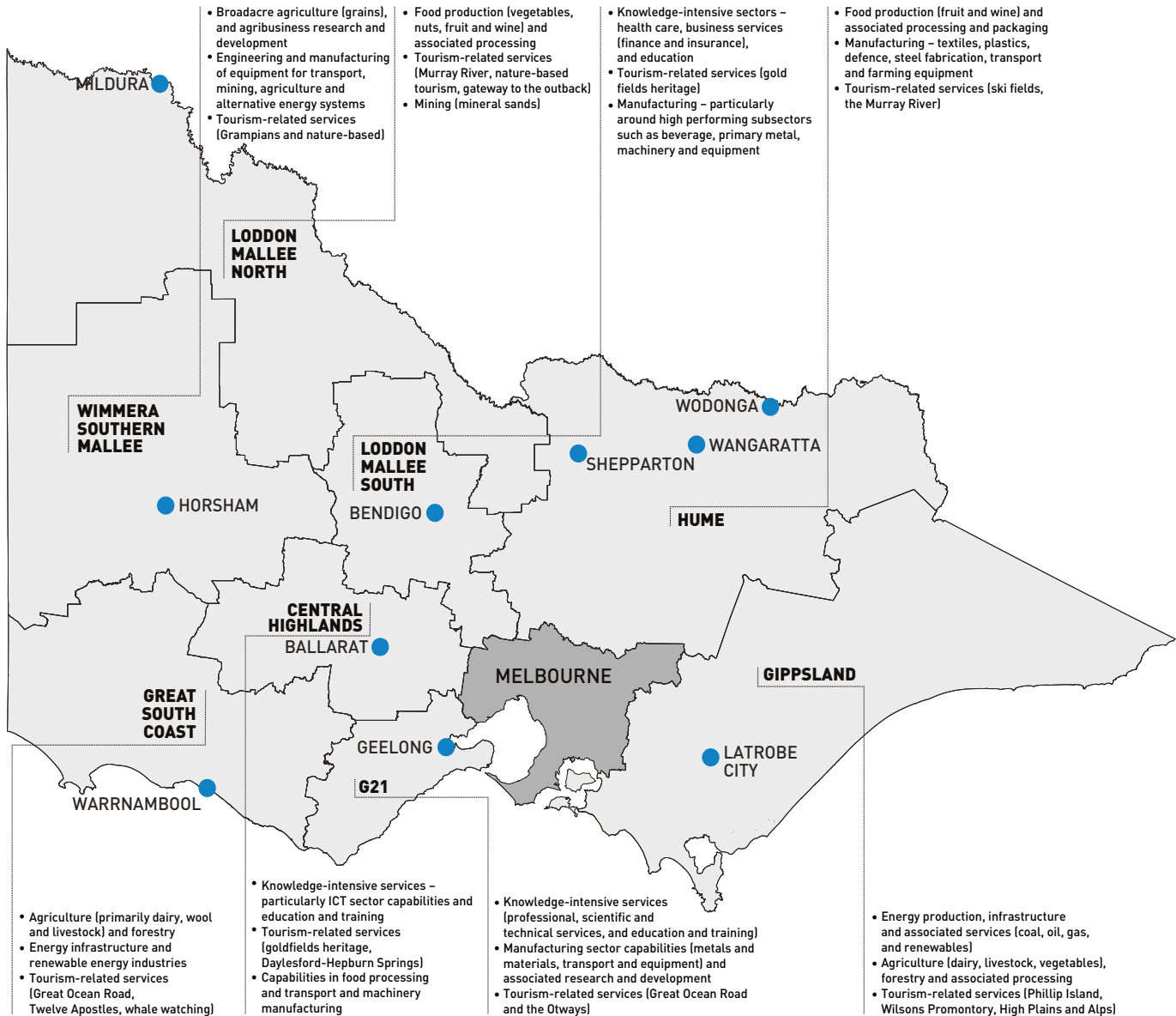
With improving transport and communications links, Victoria's major regional cities are increasingly within commuting distance of Melbourne, opening up more employment opportunities for regionally based Victorians and more housing and lifestyle options for metropolitan residents. These links also help regionally based businesses access larger labour pools and improve their productivity, market access and competitiveness.

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

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

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

MAP 27 – REGIONAL GROWTH PLANS – A STATE OF CITIES

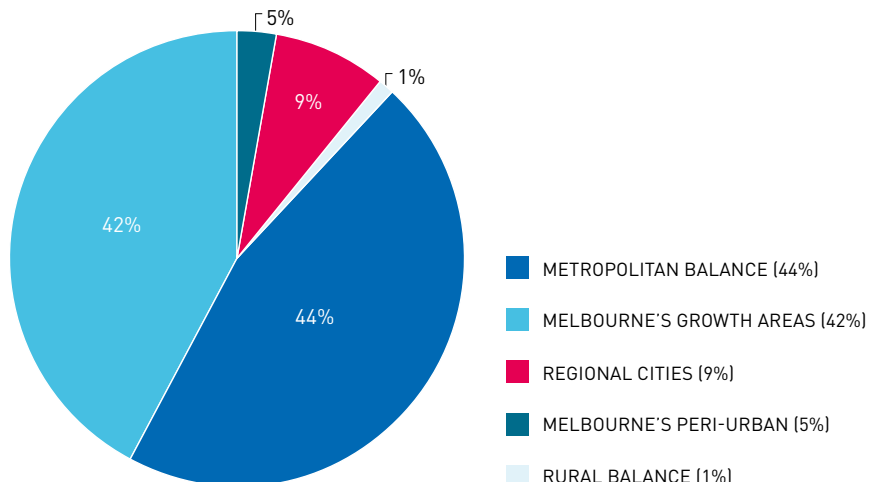


Note: Latrobe City is the grouping of Traralgon, Morwell, Moe and Churchill.

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

SOURCE: AUSTRALIAN BUREAU OF STATISTICS, 2001 AND 2011

NOTE: PERCENTAGES DO NOT SUM TO 100 DUE TO ROUNDING



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

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

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

VICTORIA'S REGIONS

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

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

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

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

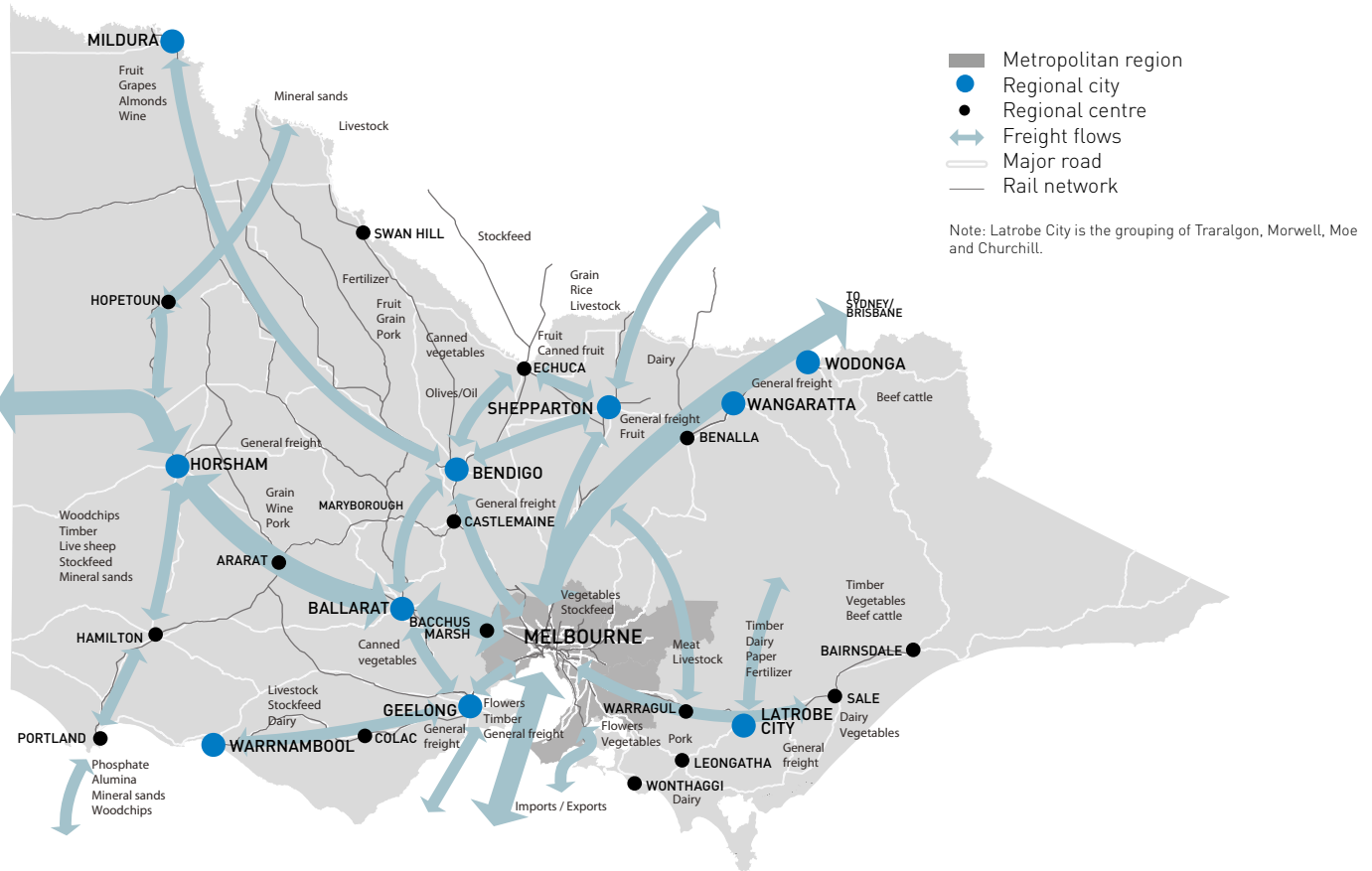
Eight regional growth plans have been developed across regional Victoria. Each plan provides a 20-to-30 year land-use strategy that sets out how each region can accommodate a greater share of Victoria's growth. Plans will be supported by regional investment strategies to identify opportunities to unlock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

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

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

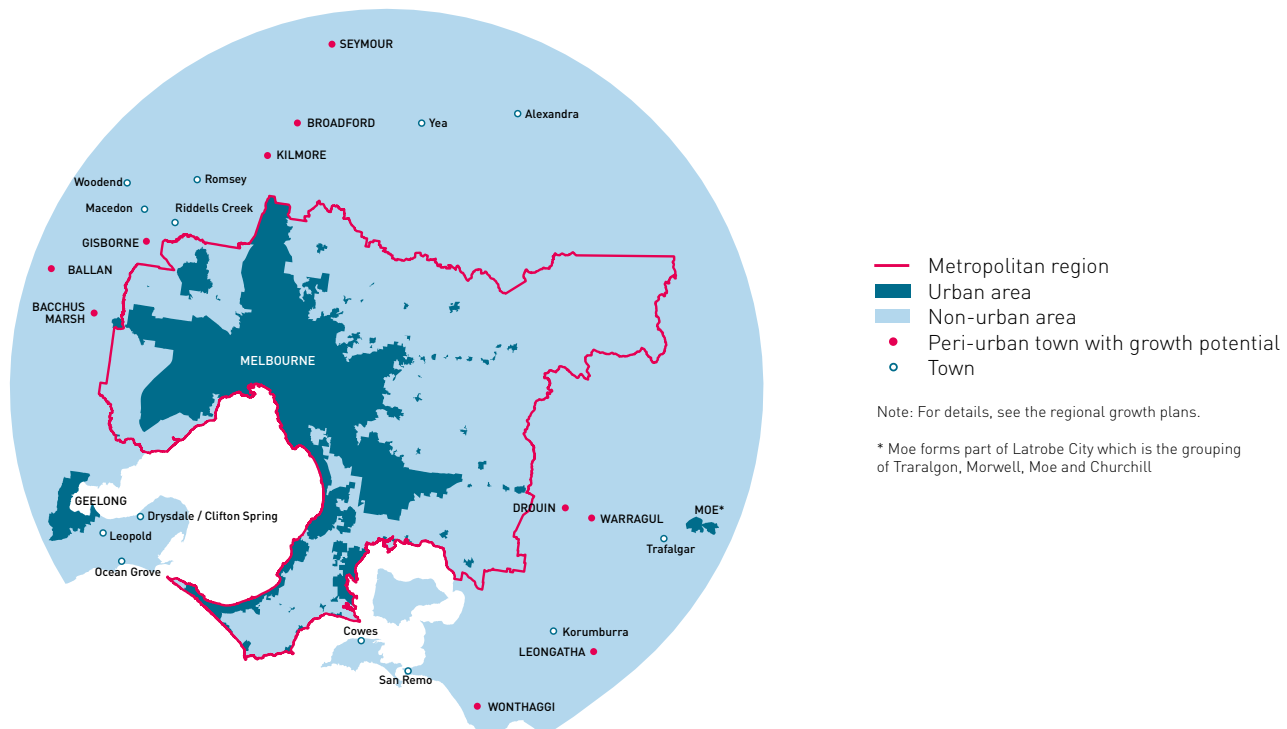
MAP 28 – KEY COMMODITIES AND FREIGHT FLOWS

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



MAP 29 – PERI-URBAN REGION TOWNS WITH GROWTH POTENTIAL

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



POSITIONING REGIONAL INDUSTRIES FOR GROWTH IN ASIA

Regionally based industries (including agriculture, mining, forestry, higher education and research, manufacturing and tourism) are well-positioned to take advantage of the centre of the global economy shifting to Asia. Asia is projected to represent more than half of global output within 40 years with GDP-per-capita rising from \$6,600 in 2010 to \$38,600 in 2050³⁵. Businesses in Victoria are already engaging with these opportunities through agribusiness, tourism and education. The value of Victorian food exports to China alone has increased by over 200 per cent in the last four years³⁶.

Long-term growth in Asia is expected to accelerate demand for beef, lamb, wheat and dairy products, and for processed foods. Victoria is well-placed to capitalise on these opportunities³⁷. Increasing growth and urbanisation in the Asian region will also present opportunities for the state's significant brown coal and mineral sands deposits.

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

TABLE 2 – POPULATION GROWTH RATES IN SELECTED PERI-URBAN TOWNS OF MELBOURNE

SOURCE: TOWNS IN TIME, DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

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

MELBOURNE'S PERI-URBAN REGIONS

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

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

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


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


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

FIGURE 17 – MELBOURNE’S PERI-URBAN REGIONS


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

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


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


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


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


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


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

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

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


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

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


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

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

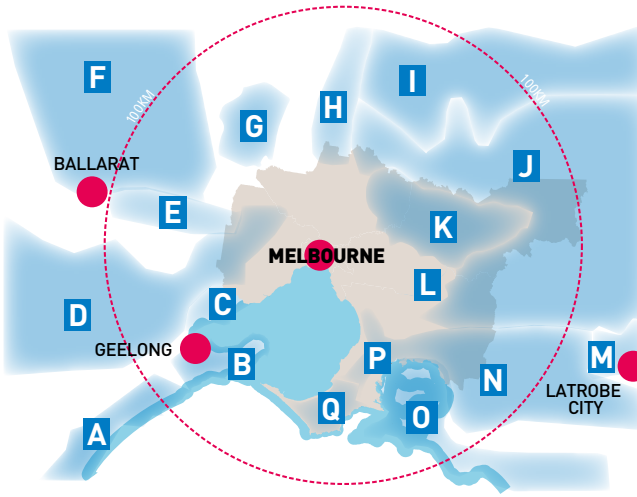
M  **CENTRAL GIPPSLAND BROWN COAL DEPOSITS**
Gippsland's brown coal resource and electricity generation infrastructure produce around 90 per cent of the state's electricity. It is one of the world's largest deposits of brown coal.



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

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

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

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



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

CREATING A STATE OF CITIES

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

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

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

The government will help create a state of cities by:

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

DELIVERING A PERMANENT BOUNDARY AROUND MELBOURNE

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

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

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

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

WHAT TO DO NEXT:

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

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

OUR PLAN

DIRECTION 6.1 DELIVER A PERMANENT BOUNDARY AROUND MELBOURNE

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

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

INITIATIVE 6.1.1 CONFIRM THE MECHANISM AND LOCK IN A PERMANENT BOUNDARY

In the short term

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

METROPOLITAN PLANNING AUTHORITY

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

METROPOLITAN PLANNING AUTHORITY

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

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

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

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

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

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

In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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

METROPOLITAN PLANNING AUTHORITY

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 6.2.2**REVIEW REGIONAL CITY GROWTH OPPORTUNITIES**

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

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

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

In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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

METROPOLITAN PLANNING AUTHORITY

INITIATIVE 6.2.3

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

The population of Victoria is significantly influenced by Commonwealth policy decisions on migration. The Australian Bureau of Statistics released new national population projections for Australia, its states and territories and the capital cities in November 2013³⁸. These latest projections anticipate substantially higher levels of immigration and natural increase, and hence overall population growth, compared to previous projections³⁹. The availability of updated data on the underlying components of population growth will allow an update of Victoria's population projections (Victoria in Future) to be completed in 2014. Plan Melbourne proposes a number of policy outcomes which are likely to influence local population patterns over the medium-to-long term.

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

In the short term

- Prepare updated Victoria in Future population and housing projections.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

INITIATIVE 6.2.4

PROTECT AND ENHANCE VALUED ATTRIBUTES OF IDENTIFIED DISTINCTIVE AREAS

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

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

In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

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

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

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

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

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

In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (PLANNING)

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

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INFRASTRUCTURE (PLANNING)

DIRECTION 6.4 IMPROVE CONNECTIONS BETWEEN CITIES

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

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

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

INITIATIVE 6.4.1 IMPROVE TRANSPORT CONNECTIONS BETWEEN MELBOURNE AND REGIONAL CITIES

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

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

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

In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
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INITIATIVE 6.4.2

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

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

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

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

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

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

In the short term

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

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

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

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

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

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

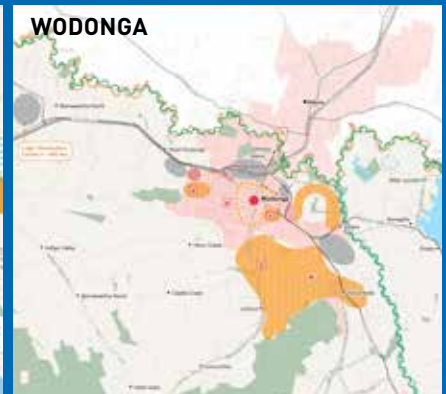
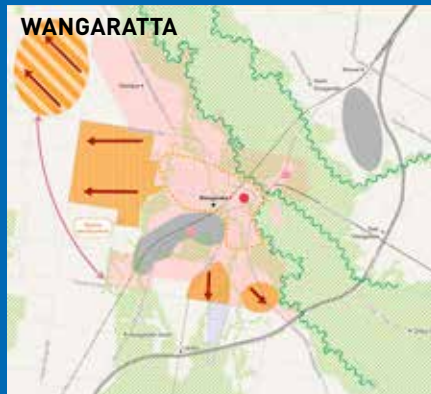
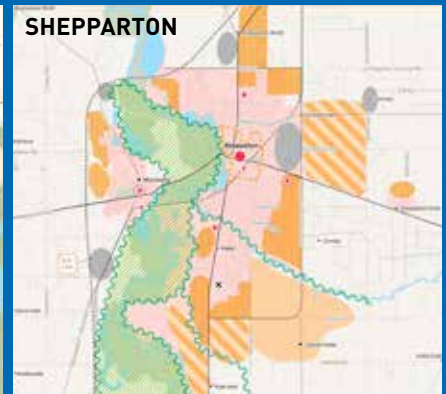
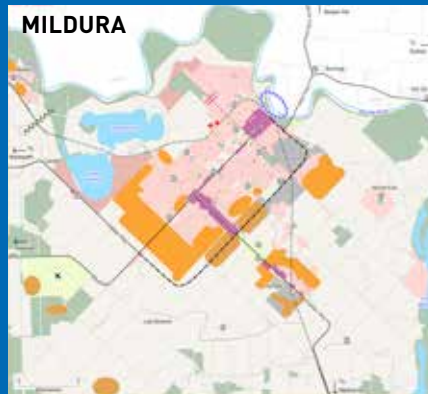
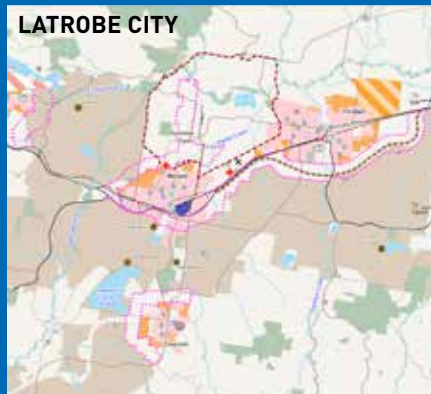
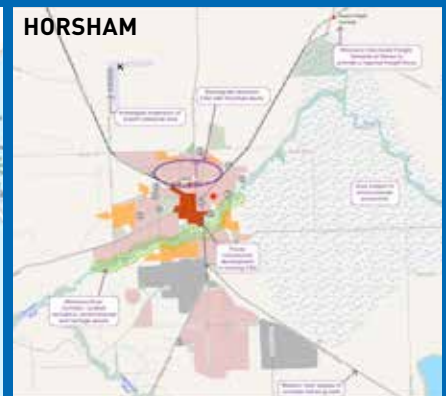
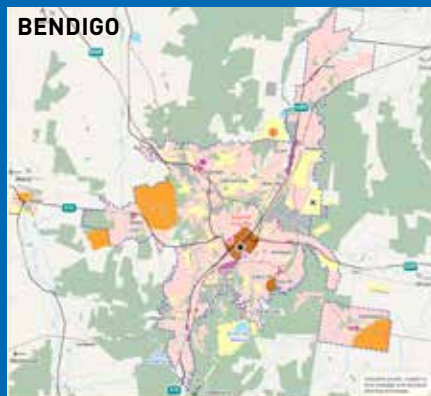
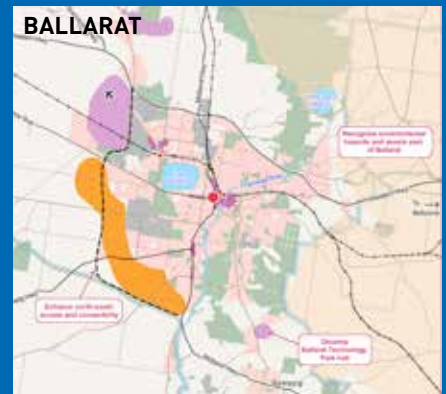
- Work with the Commonwealth, Australian Rail Track Corporation, other jurisdictions and industry to develop the proposal for the transcontinental link from Mildura.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FRAMEWORKS FOR REGIONAL CITIES

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

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



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