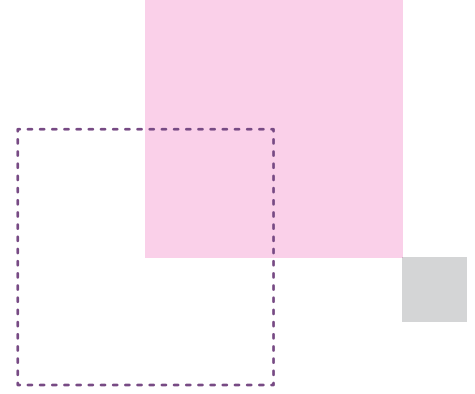


CHAPTER 10

IMPLEMENTATION

The Inner Metro Region LUF is a planning document that will be implemented primarily through planning schemes. This will guide and support decision-making at the local level and improve the consistency of decisions at the regional level.





There are many actions under Plan Melbourne and other government programs and initiatives, such as the Metropolitan Partnerships, that will contribute to improving planning outcomes in the Inner Metro Region. This LUFP includes a targeted list of regional actions.

The Inner Metro Region LUFP identifies specific regional planning priorities for state and local government to progress the implementation of Plan Melbourne as well as address specific planning issues for the region. Other priorities will emerge over the five-year timeframe for LUFP implementation that may supersede actions in the LUFP or complement and further refine these actions.

Implementation of this LUFP will require ongoing collaboration between state government and local government in the Inner Metro Region. A five-year action program is outlined below.

Putting the plan into action

Local councils in the Inner Metro Region are already working together to address priority issues for their region. Existing metropolitan regional governance arrangements such as the Inner Metropolitan Partnership provide forums to bring together experts and leaders from all levels of government, business and the community to identify and progress issues of importance to the region.

The strategies outlined in this LUFP will be implemented at the local level in a range of ways. For instance, amendments will be made to the planning schemes to give relevant regional strategies status in the Planning Policy Framework and updates will be made to local housing and local industrial land use strategies. The LUFP will be used to guide and inform future strategic planning across the Inner Metro Region by individual local councils, the regional groupings of local councils or other entities such as the Metropolitan Partnerships.

As part of the implementation process, the Department of Treasury and Finance will update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the LUFPs. This will bolster the consideration of metropolitan and regional policy when business cases are drafted.

The process for implementing this LUFP is outlined in **Figure 27**.

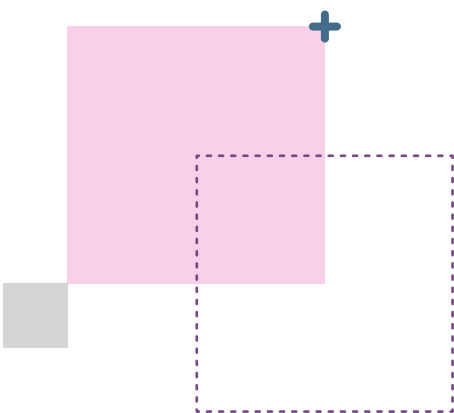
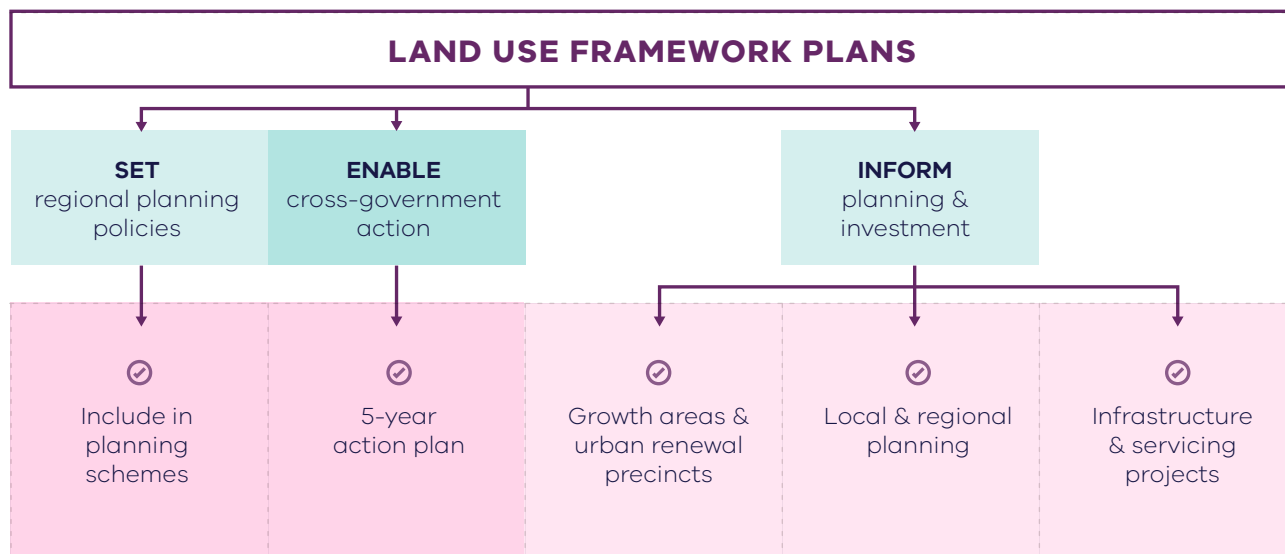


FIGURE 27. Implementation of the land use framework plan



Five-year action program

A number of short- to medium-term actions are included in the Inner Metro Region LUF. The five-year action program (Table 15) summarises these actions to be delivered collaboratively by the state government and councils in the Inner Metro Region. These actions deliver on the strategic directions identified in the LUF and in turn, Plan Melbourne outcomes. The actions will positively and proactively address some of the challenges being experienced by the region.

Plan Melbourne and the Melbourne Industrial and Commercial Land Use Plan (MICLUP) also contain actions that may require regional collaboration and will support the outcomes sought by the LUF. This LUF's five-year action program is a targeted list of actions identified during the development of the draft LUF. It is not intended that this list duplicate existing Plan Melbourne or MICLUP actions other than where confirming a particular action was warranted given its regional implications.

In relation to transport, the following actions from Plan Melbourne Implementation Plan are identified as being well suited to being implemented at the regional level for this metro region and there is an commitment to deliver them as part of the implementation of Plan Melbourne and the LUF:

- Action 43: Safe, efficient and accessible pedestrian networks
- Action 44: Local networks of cycling links
- Action 45: Local transport forums.

The implementation and prioritisation of the five-year action program will be driven by existing metro-regional governance arrangements including the Metropolitan Partnerships and EPWGs.

The indicative timeframes for completing actions are:

- Short term: By the end of 2023 (0–2 years)
- Medium term: By the end of 2026 (2–5 years).

Each action is allocated to a lead agency and implementation partners. Detail on the timing of actions and how they are implemented will be determined in line with normal government and council policy and budget processes. All actions requiring budget allocation will be carefully assessed against budget capacity, with rigorous business cases and cost-benefit analyses applied as part of their economic impact assessment.

Decision-making processes to support the delivery of the LUFPs

The LUFPs are a statement of policy intent. Detailed decisions about the implementation and timing of actions and infrastructure delivery will be made in line with normal government policy and budget processes.

The Victorian Government will continue its commitment to rigorous decision-making about initiatives that require funding, statutory amendments or new regulations in line with its economic and fiscal strategy, including the Government's long-term financial management objectives.

For infrastructure projects, this will include ensuring consistency with the Victorian Government's Investment Lifecycle and High Value/High Risk Guidelines. For all other initiatives and actions, implementation and timing will be subject to consideration of its evidence base and likely net benefits.

Monitoring, reporting and review

Action monitoring will be led by DELWP in partnership with the metropolitan region through the EPWG. DELWP will publish an annual progress report outlining the status of actions against the specified timeframe (whether an action has been 'completed', is 'in progress' or 'not started'). These progress reports will be publicly available.

LUPF implementation will be formally reviewed every five years in conjunction with the Plan Melbourne Five-Year Implementation Plan. The review will be conducted in an open way and involve engagement with key stakeholders including Metropolitan Partnerships and EPWGs.

ACTIONS – Implementation



ACTION 13. Update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the LUFPs.








Photo credit: Department of Jobs, Precincts and Regions

TABLE 15. Five-year action program

Timeframe - Short term (S): By the end of 2023 (0–2 years). Medium term (M): By the end of 2026 (2–5 years)

ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
 <p>1 Identify precincts and opportunities where new commercial land can be supplied which can help to accommodate future needs. This may include intensification of commercial uses within existing commercial zoned land, or the rezoning of existing land for commercial uses.</p> <p>2 Implement a program of state government-led planning projects, in partnership with local government, to ensure Metropolitan and major activity centres and urban renewal areas maximise their respective strategic opportunities and contribution within the network of activity centres. Priority will be given to those which deliver significant jobs and housing, leverage investment in state infrastructure, and play an important role in the growth corridor and/or region. State-led planning for these state- and regionally-significant places will contribute to creating liveable communities and achieving more dwellings and jobs in established areas, and identify implementation and coordination actions that support growth and economic investment.</p>	MICLUP	S	Councils	DELWP, DJPR, VPA
		S	VPA	Councils, DELWP
 <p>3 Update planning schemes to align with housing policies in Plan Melbourne and the Inner Metro Region Land Use Framework Plan and the implementation of the reformed residential zones. This includes providing capacity for 15 years of regional housing supply focusing on locations identified for housing growth in the LUFF.</p> <p>This may require strategic planning work to support these changes such as preparing or updating local housing strategies or preparing structure plans to further investigate where increased densities can be supported, and determine specific changes required to planning schemes.</p>		S	Councils	DELWP
	Plan Melbourne Implementation Plan	s	DFFH (HV)	DELWP
4 Identify underutilised and surplus government land that has the potential to deliver additional social housing.		M	DFFH (HV)	Councils

ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
 <p>6 Apply the Movement and Place Framework to the Inner Metro Region's arterial road network and allocate priorities for transport connector improvements such as improving road space allocation for public and active transport, identify priority streets for walking and cycling, and road management and use arrangements. This should include a focus on transport interchanges and transport corridors.</p>	Plan Melbourne Five-year Implementation Plan	S	DoT	Councils
 <p>7 Develop and implement an Indigenous design approach to incorporate Aboriginal cultural heritage, design and stories into the region's built and natural environment. This process will involve extensive collaboration and engagement with Aboriginal and Torres Strait Islander peoples across the region. This could be a pilot project suitable for other regions.</p>		S	DELWP	Aboriginal Victoria, Councils
 <p>8 Work with Traditional Owners and research organisations to develop specific and measurable actions to increase biodiversity and resilience of urban ecosystems, particularly those that do not have high biodiversity value.</p>		S	DELWP	Aboriginal Victoria, Councils
 <p>9 Develop a methodology for a social infrastructure strategy for the Inner Metro Region. This would consider social infrastructure such as libraries, multi-use community and recreation facilities, and assess how they can be used more flexibly and intensively. This could be a pilot project suitable for other regions.</p>		M	DELWP	Councils, DH, VPA
 <p>10 Identify non-residential land where additional canopy trees can be planted to offset vegetation removal.</p>		M	Councils	
<p>11 Investigate options to develop a pilot fund to underground powerlines to support expanded tree canopy cover.</p>		M	DELWP	Councils, Energy authorities
<p>12 Undertake detailed coastal settlement planning to identify short-, medium- and long-term options to reduce risk to population, infrastructure, ecosystems and property from sea level rise, storm surges, coastal erosion, tidal inundation and saline groundwater intrusion.</p>		M	DELWP	Councils
<p>13 Update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the LUFPS.</p>		S	DTF	

APPENDIX 01

RELEVANT POLICIES, STRATEGIES AND INITIATIVES

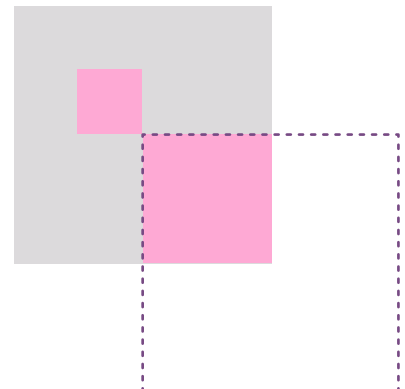
There are several current Victorian Government policies, strategies and initiatives that have implications for planning in the Inner Metro Region. In addition, there are existing regional initiatives, initiated by councils and/or the Metropolitan Partnerships. This appendix provides an overview of the most relevant policies, strategies and initiatives for the Inner Metro Region LUPF.

Plan Melbourne 2017-2050 and Plan Melbourne 2017-2050 Addendum, 2019 will guide the growth of our city. The original plan sets out the strategy for supporting jobs, housing and transport, while building Melbourne's legacy of distinctiveness, liveability and sustainability. The addendum updates Melbourne's projected population, housing and employment growth and the Melbourne 2050 spatial framework to align with major transport investments including SRL.

The Inner Metro Region has regional initiatives relevant to the LUPF. These include:

The **Inner Melbourne Action Plan 2016-2026** (IMAP) is a collaboration between the Melbourne, Yarra, Port Phillip, Stonnington and Maribyrnong councils. The five councils work together through IMAP to set and implement regional priorities. The key objective of IMAP is 'to make Inner Melbourne more liveable'. It sets out five goals to achieve this objective which relate to the economy, transport, communities, neighbourhoods and places, and environmental sustainability.

Specific Victorian Government policies, strategies and initiatives are outlined below under the relevant chapter of the LUPF to which they most strongly relate, acknowledging that many policies, strategies and initiatives are relevant to multiple chapters, or to the whole LUPF.



Productivity

The **Melbourne Industrial and Commercial Land Use Plan 2019** provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

The **Unlocking Enterprise in a Changing Economy** policy paper provides support for the development of enterprise precincts. The newly introduced Commercial 3 Zone aims to give preference to enterprises and reduce the planning burden for a diversity of employment uses.

Support for Victoria's creative industries is provided through the **Creative State 2016-2020** strategy which aims to grow the state's creative and cultural economy. Work is currently underway to develop the next creative industries strategy which will guide initiatives and investment between 2020 and 2024.

The **Metropolitan Partnerships** are advisory groups established for each of the metropolitan regions by the Victorian Government that bring community and business together with state and local government and advise on the top priorities for jobs, services and infrastructure across the region.

The **2050 Port Development Strategy** outlines the high-level plans and approach for developing the capacity and efficiency of the Port for the next 30 years, while also providing a planning framework which is adaptable and responsive to changing needs over time.

Housing choice

Planning system administrative and policy reforms such as **Smart Planning** are reducing red tape and, in doing so, facilitating the supply of housing.

Planning Practice Notes on Residential Zones and Planning for Housing provide greater clarity for local councils on the technical aspects of how to apply the residential zones and how to plan for housing growth and protect neighbourhood character.

The **Housing Development Data** dashboard will provide improved access to information on the quantity and location of housing being developed.

The **Better Apartments Design Standards and Apartment Design Guidelines for Victoria** assists in improving the quality and functionality of apartments in Victoria.

The **Future Homes Project** is producing better apartment designs and helping Melbourne become a world leader in apartment design, sustainability and liveability.

Housing Outcomes in Established Melbourne 2005 to 2016 highlights how housing development data can be used to understand changes in density, development of housing in activity centres and the influence of zones and overlays on housing change.

Big Housing Build will deliver 9300 new social housing dwellings and 2900 new affordable and market homes for first homebuyers and renters across the state. It includes:

- \$532 million to replace obsolete properties on Homes Victoria land and constructing new homes – this includes Fast Start projects at Victoria Street, Flemington and Elizabeth Street in Richmond
- \$948 million for ready to build and spot purchase, working with private sector to bring forward new developments ready to start construction and purchase existing residential properties
- \$1.38 billion funding for projects by the community housing sector, through the Social Housing Growth Fund
- \$2.14 billion in partnerships with the private and community housing sector – exploring options to build on surplus government owned sites.

The **Social Housing Growth Fund** is the vehicle for allocating new funds to suitable projects proposed by the community housing sector.

The **Homelessness and Rough Sleeping Action Plan** initiatives include 20 one-bedroom modular units with intensive onsite support, multidisciplinary housing teams to support complex clients to maintain stable housing, eight additional assertive outreach teams in locations of highest need, and funding therapeutic services in major inner city crisis accommodation centres to improve health, wellbeing and housing outcomes.

The **redevelopment of public housing estates** is a program to transform ageing public housing estates across metropolitan Melbourne and key regional centres into vibrant, well-connected neighbourhoods. This will create at least 1800 new public housing homes.

The **Building new homes to fight homelessness** is a program to help Victorians escaping family violence, homelessness and life on the streets by building 1000 new public housing properties.

Integrated transport

The **West Gate Tunnel** will create a second river crossing to link the Western Metro Region with the Port of Melbourne, CityLink and the CBD, and take traffic pressures off the West Gate Bridge.

Melbourne Airport Rail will connect Melbourne Airport to metropolitan and regional rail networks via Sunshine.

North East Link will provide the ‘missing link’ between the Eastern Freeway and the M80 Ring Road in Melbourne’s north east and, in doing so, reduce travel times, remove trucks from local roads and link growth areas in the north and south-east of Melbourne and enhance connections between the Western Ring Road, Hume Freeway and Eastern Freeway to Melbourne’s south-east.

The **Victorian Infrastructure Plan** seeks to build, improve and care for Victoria’s infrastructure. It responds to Infrastructure Victoria’s 30-year Infrastructure Strategy and presents priorities and future directions across nine key sectors.

Moving freight throughout the state will be enhanced as part of the **Delivering the Goods: Creating Victorian Jobs – Victorian Freight Plan**.

The **Metro Tunnel** will create additional capacity on Melbourne’s rail network by running the Cranbourne, Pakenham and Sunbury lines through a new tunnel.

Suburban Rail Loop is a new orbital rail link connecting Melbourne’s middle suburbs from Cheltenham to Werribee via Melbourne Airport and includes preparing detailed precinct frameworks and structure planning for all SRL precincts. Suburban Rail Loop consists of SRL East (Cheltenham to Box Hill), SRL North (Box Hill to Airport) and SRL West (Airport to Werribee).

The **Port Rail Shuttle Network** is an investment in direct rail freight between key suburban locations in Dandenong South, Somerton and Altona and the Port of Melbourne. Once fully operational, this will make a significant difference to how freight moves around Melbourne. By 2050, it is expected to move 30 per cent of Melbourne’s containers by rail, avoiding millions of truck trips on roads each year.

Sixty-five **High-Capacity Metro Trains** which will be capable of carrying 1100 passengers – 20 per cent more than any other train on the network. Along with new high-capacity signalling, there will be more trains more often, travelling at intervals of just two to three minutes.

Planning work investigating options for the potential tram route for the **Fishermans Bend tram** including options for a river crossing, and potential corridors along Turner and Plummer streets.

The **Western Rail Plan** sets out the future investments for a fast, high-capacity rail network servicing our growing suburbs and growing regional cities. It consists of three major connected projects:

- Two new electrified metro rail lines through to growth areas in Melton and Wyndham Vale
- Increased capacity between Sunshine and the CBD to cater for faster and more frequent metro and regional trains
- Major investment in the Geelong and Ballarat lines to run trains faster than 160 kilometres per hour. This will include exploration of electrification of these lines and new, fast electric regional trains.

Geelong Fast Rail Stage 1 – Werribee to Newport will deliver faster services between Geelong and Melbourne’s CBD with a travel time of around 50 minutes enabled through a major investment to the Werribee corridor.

Safer CBD cycling connections will deliver pop-up lanes to help relieve congestion and provide an alternative to public transport for those living closer to the city. The changes will improve travel options from inner-Melbourne areas such as Footscray, Northcote and St Kilda.

St Kilda Road bike lanes is funded for a new layout for one of Victoria’s busiest corridors, combining both central safety zone bike lanes and protected kerbside bike lanes.

The **Level Crossing Removal Project** will continue to provide improved travel and safety for road users, public transport users, cyclists and pedestrians by removing additional level crossings across metropolitan Melbourne.

The **Urban Congestion Fund** will upgrade the urban road network to reduce congestion upgrading pinch points, intersections and commuter car park upgrades at train stations.

Victoria’s Zero Emissions Vehicle Roadmap sets out a plan to achieve half of all light vehicle sales in Victoria to be Zero Emission Vehicles by 2030.

Movement and Place is a way of thinking about the roles and challenges facing our transport system now and into the future. The Movement and Place approach recognises that transport links perform two functions: movement of people and goods and serving as a place (a destination in its own right). This way of thinking ensures that while we are planning for and developing our network, we are considering the needs for movement and placemaking simultaneously.

Liveability

The **Suburban Parks Program** will deliver more than 6500 hectares of new and upgraded parks and trails across greater Melbourne.

Open Space for Everyone: Open Space Strategy for Metropolitan Melbourne 2020 supports a cooler, greener city with a network of quality open spaces to which all members of the community have access.

The **Healthy Waterways Strategy 2018** provides a framework for managing rivers, wetlands and estuaries in Melbourne's five major catchments to ensure their value to the community is protected and improved.

The **Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017** identifies the Yarra River as a single living and integrated natural entity for protection. It recognises intrinsic connection of the Traditional Owners to the Yarra River and its Country and further recognises them as the custodians of the land.

The **Yarra River Action Plan**, released in February 2017, details 30 specific actions to ensure the long-term protection of the river and its parklands.

The **draft Yarra Strategic Plan** sets the foundation to achieve the Yarra River 50 Year Community Vision and deliver on the aspirations contained in the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation's **Nhanbu narrun ba ngargunin twarn Birrarung (Ancient Spirit and Lore of the Yarra)** water policy. It includes a land use framework plan for the river corridor.

Waterways of the West (WoW) Action Plan (to be released 2021) will include steps to better protect the waterways of the region and their parklands within the context of increased population growth. It encompasses the network of waterways within the Maribyrnong and Werribee catchments.

The **Land Utilisation Assessment Program** works to improve utilisation of government land.

Water for Victoria is a plan for a future with less water as Victoria responds to the impact of climate change and a growing population.

Protecting Victoria's Environment – Biodiversity 2037 is the Victorian Government's plan to stop the decline of the state's biodiversity and achieve overall biodiversity improvement over the next 20 years.

The **Victorian Heritage Register** lists and provides legal protection for heritage places and objects that are significant to the history and development of Victoria. It includes a wide range of places and objects, such as buildings, trees, gardens, archaeological sites and structures.

Strong communities

The **20-minute Neighbourhoods** project delivers a range of initiatives to create a city of 20-minute neighbourhoods, enabling communities to live more locally.

The **Statewide Design, Service and Infrastructure Plan for Victoria's Health System 2017-2037** provides a planning framework to guide service, workforce and infrastructure investment in Victoria's health system.

Health 2040: Advancing Health, Access and Care presents a clear vision for the health and wellbeing of Victorians and for the Victorian healthcare system.

The **Victorian Public Health and Wellbeing Plan 2019-2023** seeks to ensure that all Victorians enjoy the highest attainable standard of health, wellbeing and participation at every age. The production of this Plan is legislated for under the *Victorian Public Health and Wellbeing Act 2008*.

The 2020/21 Victorian State Budget allocates funding for the **Community Sports Infrastructure Stimulus Program** that will fast-track shovel-ready community sports infrastructure projects across Victoria.

The **Victorian Cycling Strategy 2018-28** guides planning and investment in cycling in the state.

Active Victoria – A Strategic Framework for Sport and Recreation in Victoria 2017-2021 provides a strategic framework for future work into Victoria's sports and active recreation sector.

The Victorian Government's **Metropolitan Health Infrastructure Fund** will work with metropolitan Melbourne's hospitals and health services to upgrade infrastructure to support the delivery of new or enhanced services to patients.

The **Suburban Revitalisation Program** facilitates the delivery of urban renewal in metropolitan activity centres experiencing economic transition and/or significant levels of disadvantage. The program is centred on a partnership between state agencies, local councils and regional stakeholders to accelerate the development and delivery of local infrastructure upgrades, small business stimulus initiatives and community connectedness activities. The Southern Region includes Suburban Revitalisation Program projects in Frankston and Noble Park.

The **Victorian Aboriginal Affairs Framework 2018-2023** (the VAAF) is the Victorian Government's overarching framework for working with Aboriginal Victorians, organisations and the wider community to drive action and improve outcomes.

Sustainability and resilience

Sector and whole-of-government emission reduction pledges will help achieve the Victorian Government's target of net-zero emissions by 2050.

The **Climate Change Act 2017** provides Victoria with a world-leading legislative foundation to manage climate change risks, maximise the opportunities that arise from decisive action, and drive our transition to a climate resilient community and economy with net-zero emissions by 2050.

Adaption Action Plans (Climate Change Act 2017) will help build the state's resilience and help Victorians plan for the inevitable impacts of climate change.

Victoria's Climate Change Strategy (2021) has a range of specific measures to support the uptake of renewable energy in businesses, industry and homes. It includes further reforms to drive greater energy efficiency of electrical appliances, lighting and air-conditioning/heating equipment and to improve the thermal performance of new buildings. Transport emissions will be reduced by accelerating Victoria's transition to zero emissions vehicles, improving public transport and investing more in cycling and walking options. The Strategy will also support the circular economy reforms to Victoria's waste management system contained in the Recycling Victoria action plan, *Recycling Victoria: A New Economy*.

The **Beach Renourishment Program in Port Phillip Bay 2019-2022** is designed to repair damaged caused by coastal erosion on Port Phillip Bay beaches.

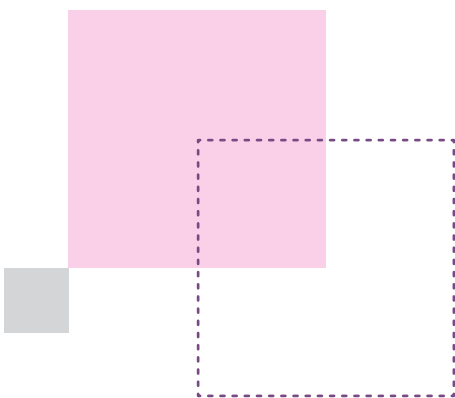
The 2020/2021 Victorian Budget delivered a landmark \$2 billion for the **Breakthrough Victoria Fund** to drive translation and commercialisation of knowledge in Victoria. The Clean Economy is one of the five key sectors the Fund will prioritise.

The 2020/21 Victorian Budget also provided funding for clean energy transition initiatives, including establishing renewable energy zones to develop and deliver renewable energy projects.

The **Victorian Climate Projections 2019 Technical Report** describes how the regional climate of Victoria is likely to respond to global warming with different scenarios of human greenhouse gas emissions.

The **Cooler, Greener Melbourne** project will create more liveable and climate-adapted communities through green infrastructure and other cooling and greening initiatives. Tree planning on public land will create a cooler and greener Melbourne as part of **Melbourne Water's Urban Cooling Program**. The program includes changes to planning schemes to protect and strengthen the urban forest.

Integrated Water Management Framework for Victoria provides a collaborative approach to the way we plan for and manage all elements of the water cycle, including the health of waterways and bays, wastewater management, alternative and potable water supply, stormwater management and water treatment. Within the Inner Metro Region this applies to the Yarra River, Maribyrnong River and Dandenong Creek catchments.



Living Melbourne Urban Forest Strategy (2019) is a strategy for a greener, more liveable Melbourne, developed by Nature Conservancy and Resilient Melbourne.

The **Marine and Coastal Policy (2020)** sets out policies for planning and managing the marine and coastal environment, provides guidance to decision-makers in achieving the objectives of the *Marine and Coastal Act 2018* and includes a Marine Spatial Planning Framework to achieve integrated and coordinated planning and management of Victorian's marine environment.

The **Renewable Energy (Jobs and Investment) Act 2017** legislates an increase of the Victorian Renewable Energy Target (VRET) to 50 per cent by 2030.

Water for Victoria is a plan for a future with less water as Victoria responds to the impact of climate change and a growing population.

The **Victorian Water and Climate Initiative** supports research into the impact of climate change and climate variability on Victoria's water resources. Additional investments will be made to enhance the scientific understanding of Victoria's climate and provide authoritative data and information on climate change to the community.

The **Statewide Waste and Resource Recovery Infrastructure Plan 2018 (SWRRIP)** guides future planning for waste and resource recovery infrastructure to achieve an integrated system.

The **Metropolitan Waste and Resource Recovery Implementation Plan (SWRRIP)** brings together the statewide priorities set out in the SWRRIP and applies them within the metropolitan context.

The **Recycling Industry Strategic Plan** transitions Victoria's recycling industry to a more sustainable and resilient model.

Recycling Victoria: A New Economy outlines a plan for reform to establish a recycling system that Victorians can rely on and transforms how our economy uses materials and how our state re-uses, repairs and recycles.

The 2020/21 Victorian State Budget allocates funding for the 10-year **Recycling Victoria action plan, Recycling Victoria: A New Economy** to transform Victoria's recycling sector and develop a circular economy.



Photo credit: Tim Bell Studio

APPENDIX 02

HOUSING CHOICE

SUPPORTING DATA

TABLE A2-1. Major housing development completed in the Inner Metro Region in and within 400m of activity centres (2005-2018) and in the redevelopment pipeline

ACTIVITY CENTRE	MAJOR HOUSING REDEVELOPMENT COMPLETED 2005-2016*		MAJOR HOUSING REDEVELOPMENT COMPLETED 2017-2018*		MAJOR HOUSING REDEVELOPMENT PIPELINE*	
	In Centre	Within 400m of Centre	In Centre	Within 400m of Centre	In Centre	Within 400m of Centre
Balaclava	419	480	188	261	147	468
Brunswick	NA	0	NA	20	NA	13
Carlton, Lygon Street	602	1474	54	492	0	232
Elsternwick	NA	37	NA	10	NA	0
Fitzroy, Brunswick Street	543	544	116	611	254	483
Fitzroy, Smith Street	1358	1198	757	273	1141	328
Flemington, Racecourse Road	NA	464	NA	17	NA	1819
Ivanhoe	NA	0	NA	31	NA	0
Melbourne	35,040	4847	14,376	2012	49,448	4204
Port Melbourne, Bay Street	2169	50	73	0	46	79
Prahran/ South Yarra	NA	59	NA	38	NA	10
Richmond, Bridge Road	1193	819	257	720	456	120
Richmond, Swan Street	808	225	159	118	1309	0
Richmond, Victoria Street	1899	1845	16	696	795	1211
South Melbourne	184	1156	455	233	43	1075
St Kilda	720	1818	51	480	142	875

* Major development is defined as developments with over 10 dwellings

Note: Dwelling numbers are calculated based on constructed not net additions dwellings.

Note: Pipeline refers to projects that are: under construction, have a planning permit, have had pre application meetings, or being sold off the plan.

Note: 400m activity centre buffer may be in multiple metro Regions.

Source: Housing Development Data 2016, Urban Development Program – Redevelopment 2018, Urban Development Program – Redevelopment 2019



Photo credit: Tim Bell Studio

GLOSSARY

Where the term is defined in Plan Melbourne or the Victoria Planning Provisions, that definition is used.

Aboriginal	Aboriginal refers to both Aboriginal and Torres Strait Islander peoples. They may have connections in and outside of Victoria.
Active transport	Transport requiring physical activity, typically walking and cycling.
Activity centres	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
Affordable housing	Housing that is appropriate for the needs of a range of very low- to moderate-income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.
Agglomeration	The location of businesses in close proximity to each other, which allows them to get productivity and efficiency gains through large customer bases, knowledge sharing and access to skilled workers.
Biodiversity	The variety of all life forms, the different plants, animals and microorganisms, the genes they contain and the ecosystems of which they form a part.
Central Business District (CBD)	Melbourne's original 'Hoddle Grid' street layout bounded by the Yarra River, Spring Street, La Trobe Street and Spencer Street, as well as the triangular area to the north bounded by Victoria, Peel and La Trobe streets.
Central City	The area within the inner metro region that contains key capital city functions and civic facilities, as well as several precincts identified for major and strategic change. The Central City incorporates the CBD (Hoddle Grid, north to Grattan Street between Peel and Swanston streets) as well as Docklands, Southbank and St Kilda Road.
Climate change	A long-term change of the earth's temperature and weather patterns – generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.
Commercial land	Land used for commercial purposes including land used for business services, retail, accommodation, food and other industries.
Creative industry	Media, digital screen, design, writing and publishing, literature, fashion, performing arts, digital games development, broadcasting, music, cultural heritage, arts, education and craft industries.
Enterprise precincts	Precincts that facilitate the creation and commercialisation of new ideas and support metropolitan economies by growing jobs in ways that leverage their distinct economic attributes. These districts build on and revalue the intrinsic qualities of cities: proximity, density, authenticity, and vibrant places. (Brookings Institute definition).

Eastern Metro Region	Includes the municipalities of Knox, Manningham, Maroondah, Monash, Whitehorse, Yarra Ranges.
Established urban areas	Areas of Melbourne that have been urbanised for at least several decades.
Green wedges	Defined under Part 3AA of the <i>Planning and Environment Act 1987</i> as “land that is described in a metropolitan fringe planning scheme as being outside an urban growth boundary”. There are 12 defined green wedges spanning parts of 17 municipalities.
Greenfield land	Undeveloped land identified for residential or industrial/commercial development, generally on the fringe of metropolitan Melbourne.
Greenhouse gas emissions	Atmospheric gas that absorbs and emits infrared or heat radiation, giving rise to the greenhouse effect. Typical greenhouse gases include carbon dioxide, methane, nitrous oxide and refrigerants.
Greyfield	Residential areas where the building stock is near or has ended its useful life and land values make redevelopment attractive.
Gross regional product (GRP)	Gross regional product is a measure of the market value of all final goods and services produced in a region over a period of time.
Growth areas	Locations on the fringe of metropolitan Melbourne designated in planning schemes for large-scale transformation, over many years, from rural to urban use.
Growth corridor plans	<p>The Growth Corridor Plans are high level integrated land use and transport plans that provide a strategy for the development of Melbourne’s growth corridors over the coming decades.</p> <p>The Growth Corridor Plans focus on three metropolitan growth corridors (Northern, Western and South Eastern growth corridors) and identify broad transport networks, industrial and employment areas, residential areas and recreation precincts across the city’s newest metropolitan suburbs. Relevant information from the Growth Corridor Plans have been integrated into the LUFs containing growth corridors.</p>
Health and education precincts	Locations to cluster synergistic health and/or education services to improve access to integrated service provision, improve outcomes, develop the health and education workforce and deliver economic benefits (such as innovation and job creation). These precincts may provide solely health, solely education, or a combination of health and education services.
Hoddle Grid	The grid pattern of streets making up Melbourne’s CBD bounded by the Yarra River, Spring Street, La Trobe Street and Spencer Street, as well as the triangular area to the north bounded by Victoria, Peel and La Trobe streets. The grid was designed by Robert Hoddle in 1837.
Housing density	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.
Hybrid centre	A descriptor for an activity centre typology that contains a mixed arrangement of freestanding / enclosed shopping complexes and traditional open air strip-based commercial land.

Infill	Development of unused or underutilised land in existing urban areas.
Infrastructure	Basic facilities and networks needed for the functioning of a local community or broader society.
Integrated water management (IWM)	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
Inner Metro Region	Includes the municipalities of Melbourne, Port Phillip and Yarra.
Inner South East Metro Region	Includes the municipalities of Boroondara, Glen Eira, Stonnington and Bayside.
Intermodal freight terminal	A location for the transfer of freight from one transport mode to another, for example between road and rail.
Knowledge-based industries and jobs	Production and services based on knowledge-intensive activities that contribute to an accelerated pace of technical and scientific advancement. Their key characteristic is a greater reliance on intellectual capabilities than on physical inputs or natural resources.
Liveability	A measure of a city's residential quality of life, used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.
Localised planning statement	Long-term policies for the future planning and development of areas identified as having significance to the broader Victorian community.
Major activity centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger sub-regional catchments. Plan Melbourne identifies 121 major activity centres.
Metropolitan activity centres	Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres include Box Hill, Broadmeadows, Dandenong, Epping, Footscray, Fountain Gate/ Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Lockerie and Toolern.
Metropolitan Melbourne	The 31 municipalities that make up metropolitan Melbourne, plus part of Mitchell Shire within the UGB.
Moderate income household	Annual household income within the income range specified as a moderate range by Order under section 3AB of the <i>Planning and Environment Act 1987</i> . In 2020 this was \$87,671 to \$131,500 for a family (with one or two parents) and dependent children.
National employment and innovation clusters (NEIC)	Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's position in the global economy.

Natural hazard	A natural event that has potential to cause harm to people, property or the environment, including climate change, bushfire, flooding and sea level rise.
Neighbourhood activity centres	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community.
Northern Metro Region	Includes the municipalities of Banyule, Darebin, Hume, Mitchell (part), Moreland, Nillumbik and Whittlesea.
Open space	Includes land reserved for natural landscape, parklands, recreation and active sports, as well as waterways and bays.
Peri-urban areas	Areas beyond the green wedges made up of local government areas with a predominantly rural character, located all or partially within a 100-kilometre radius of Melbourne.
Precinct Structure Plans (PSPs)	Master plans for future growth corridor developments, informed by growth corridor planning. The plans identify alignments of transport routes, town centres, open space networks, densities of residential areas, and areas for industry and employment.
Primary healthcare	Primary healthcare is generally the first contact a person has with Australia's health system. It relates to the treatment of patients who are not admitted to hospital. It encompasses a wide range of health professionals and includes general practitioners, community nurses, midwives, pharmacists, dentists, and Aboriginal health workers, for example.
Principal Freight Network (PFN)	Part of the larger transport network over which the movement of heavy freight will be concentrated.
Principal Public Transport Network (PPTN)	A statutory land use planning tool that supports integrated land use and transport planning by providing certainty to land use planners and developers around locations that are and will be served by high-quality public transport.
Regional active open spaces	Large scale open spaces that cater for a range of recreational opportunities including informal outdoor recreation, active recreation and sports. Regional active open spaces serve a broad catchment and may comprise buildings and infrastructure to facilitate sporting or recreational activity.
Regional parks	Regional parks are large areas of open space that feature natural or semi-natural surroundings in close proximity to urban environments. They have high landscape, biodiversity and cultural values and provide a diversity of passive recreational, educational or tourism opportunities.
Regional Victoria	Includes all municipalities outside metropolitan Melbourne (except part of Mitchell Shire within the UGB).

Regionally-significant industrial precincts (RSIP)	Key industrial areas that contribute significantly to local and regional economies. Some of these areas are well established and support a range of industrial uses while others are transitioning and supporting new uses. They include future employment areas identified through Growth Corridor Plans that will support not just employment growth in outer areas, but to also meet Melbourne's longer term industrial and logistics needs. They are to be retained and planned for to allow a range of industrial uses, or where appropriate, new and emerging businesses that require access to affordable and well-located employment land.
Renewable energy	Energy that comes from resources which are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves, and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow, no matter what chronic stresses or shocks they encounter.
Resource recovery	Extraction of useful material or energy from a waste stream.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Social infrastructure	Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs.
Southern Metro Region	Includes the municipalities of Cardinia, Casey, Greater Dandenong, Frankston, Kingston and Mornington Peninsula.
State-significant industrial precincts (SSIP)	Strategically located land available for major industrial development linked to the PFN and transport gateways. They will be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment. There are five state-significant industrial precincts: Western Industrial Precinct, Northern Industrial Precinct, Southern Industrial Precinct, Port of Hastings Industrial Precinct and Officer-Pakenham Industrial Precinct.
Strategic Cycling Corridors (SCC)	Strategic Cycling Corridors are important transport routes for cycling and are a subset of the Principal Bicycle Network (PBN). The SCC network supports the needs of commuter trips (to work or education) and other important trips, such as to stations, shops or schools. The SCC network links up important destinations, including central Melbourne city, employment and activity centres, and other destinations of metropolitan and regional significance. SCCs can be on- and off-road, on municipal and state roads and are designed to provide a safe, lower-stress cycling for transport experience.

Strategic Extractive Resource Area (SERA)	<p>Recognised and secured extractive resource areas of strategic importance for the construction of public infrastructure, affordable housing and private sector development now and in the future.</p> <p>They cover extractive resources that actually and/or potentially occur in defined locations at various scales based on their likelihood or potential to supply growth areas, taking into account accessibility to markets, while minimising impacts on environment and other land use constraints.</p>
Traditional Owners	<p>People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.</p>
Transit-oriented development	<p>Compact, walkable, mixed-use communities centred around high-quality train systems. Transit-oriented development assists in addressing the growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption.</p>
Transport gateway	<p>Ports, airports and interstate terminals that serve as key locations for moving passengers and freight into and out of Victoria and also play a significant economic and employment-generating role.</p>
20-minute neighbourhoods hallmarks	<p>The 'hallmarks' are established in Plan Melbourne's Direction 5.1 — <i>Create a city of 20-minute neighbourhoods</i>. The 'hallmarks' developed in partnership with the Department of Health (DH) and the Heart Foundation (Victoria) are:</p> <ul style="list-style-type: none"> • be safe, accessible and well connected for pedestrians and cyclists to optimise active transport • offer high-quality public realm and open spaces • provide services and destinations that support local living • facilitate access to quality public transport that connects people to jobs and higher-order services • deliver housing/population at densities that make local services and transport viable • facilitate thriving local economies.
Urban forest	<p>All of the trees and other vegetation in a city as well as the soil and water that supports it.</p>
Urban Development Program (UDP)	<p>The Urban Development Program (UDP) provides an annual assessment of supply and consumption of industrial and residential land across metropolitan Melbourne.</p>
Urban Growth Boundary (UGB)	<p>A management tool to contain urban areas and limit their expansion. It divides land that is urban – to be used for housing, shops, factories – from land that is nonurban and to be used for purposes such as conservation, agriculture, mineral extraction, airports and the like. A UGB encourages urban consolidation and protects valued non-urban areas from urban development.</p>
Urban renewal	<p>The process of planning and redeveloping underutilised medium- and large-scale urban areas, precincts or sites for mixed land use purposes.</p>

Very low income household	Annual household income within the income range specified as a very low-income range under section 3AB of the <i>Planning and Environment Act 1987</i> . In 2020 this was up to \$26,090 for a single adult.
Western Metro Region	Includes the municipalities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham.
Water sensitive urban design (WSUD)	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes.
Wallan SA2	Statistical Areas Level 2 (SA2) are medium-sized general purpose areas established by the ABS that represent a community that interacts together socially and economically. The Wallan SA2 is larger than the area in Mitchell within the UGB and generally follows the municipal boundary west of Wallan and extends north of Wandong and east into Kinglake National Park.
Yarra River Land	Crown and State Government-owned land within 500 metres of the Yarra River declared under the <i>Yarra River Protection (Wilip-gin Birrarung murron) Act 2017</i> . The declaration provides additional protection to this land. Yarra River Land that is used for public recreation forms the Greater Yarra Urban Parklands.



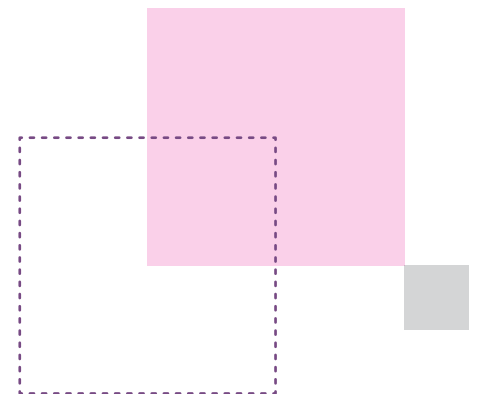
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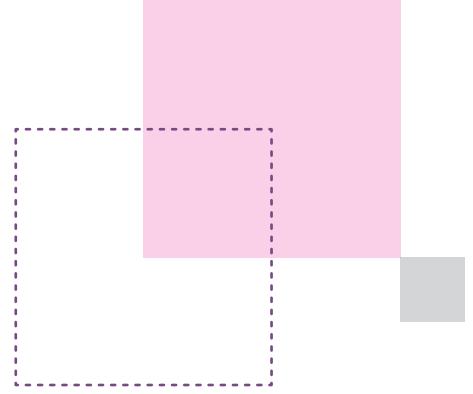
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ISBN 978-1-76105-642-0 (pdf/online/MS word)

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