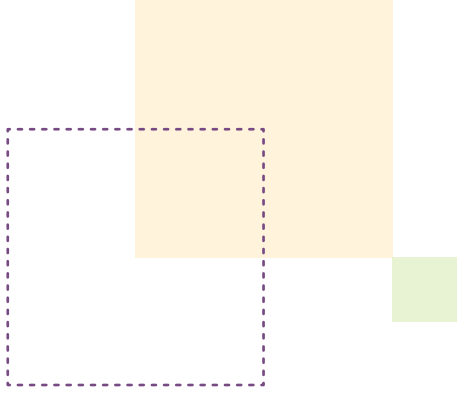


CHAPTER 10 IMPLEMENTATION

The Western 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.



Photo credit: Tim Bell Studio



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 Western Metro Region. This LUFP includes a targeted list of regional actions.

The Western 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 Western Metro Region. A five-year action program is outlined below.

Putting the plan into action

Local councils in the Western Metro Region are already working together to address priority issues for their region. Existing metropolitan regional governance arrangements such as the Western 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 Western Metro Region by individual local councils, the regional groupings of local councils or other entities such as the Metropolitan Partnerships.

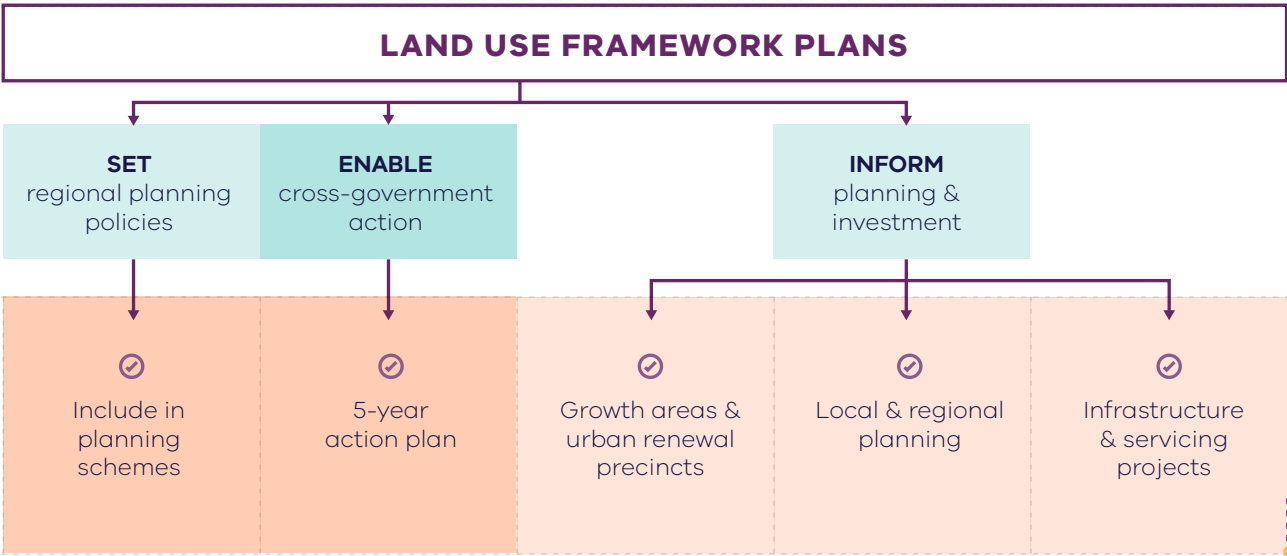
The Western Metro Region LUFP will also guide and inform the preparation of the remaining PSPs to be completed for these growth areas, and their implementation.

Information included in this LUFP relating to urban development and infrastructure that may be required to service new communities, which has been sourced from the growth corridor plans, should not be interpreted as a delivery mechanism or program committing the Victorian Government to specific infrastructure or development projects or specific levels of service provision.

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 28.

FIGURE 28. Implementation of the land use framework plan



Five-year action program

A number of short- to medium-term actions are included in the Western Metro Region LUF. The five-year action program (Table 16) summarises these actions to be delivered collaboratively by the state government and councils in the Western 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 a 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 LUFs

The LUFs 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.


LUF 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.

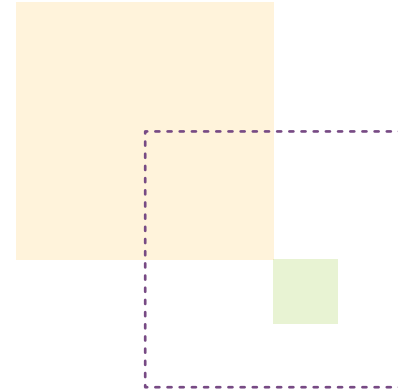
ACTIONS – Implementation



ACTION 19. Update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the LUFs.




TABLE 16. Five-year action program

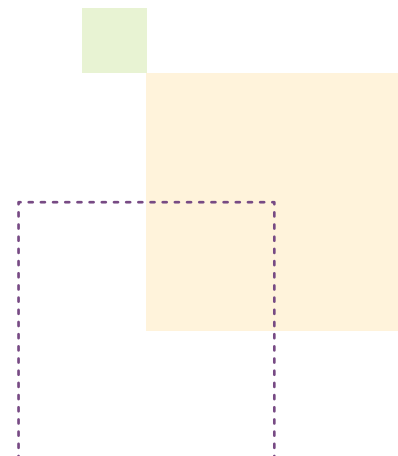
Timeframe – Short term (S): By the end of 2023 (O–2 years). Medium term (M): By the end of 2026 (2–5 years)

ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
 <p>1 Implement a program of State Government-led collaborative planning projects to ensure priority metropolitan and major activity centres and urban renewal areas maximise their respective strategic opportunities. 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>		S	VPA	Councils, DELWP
<p>2 Prepare a report that sets out a spatial framework for employment precincts and activity centres across the Western Growth Corridor. It will consider the future demand for and need for commercial and employment land across the growth areas and ensure that Precinct Structure Plans make adequate and sufficient provision to accommodate longer-term commercial and employment needs.</p>	MICLUP 2019	S	DELWP	Councils, VPA
<p>3 Coordinate the whole of government delivery of the Sunshine NEIC to catalyse economic activity and maximise the value of infrastructure investment in the area.</p>		M	DoT	Councils, DELWP, VPA
<p>4 Separate to the SERA Pilot Project, identify and implement a SERA in the Western Metro Region in partnership with local government.</p>		M	DJPR	Councils, DELWP



ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
	<p>5 Update planning schemes to align with housing policies in Plan Melbourne and the Western Metro Region Land Use Framework Plan and the implementation of the reformed residential zones. This includes:</p> <ul style="list-style-type: none"> • Providing capacity for 15 years of regional housing supply focussing on locations identified for housing growth in the LUFFP • Reviewing planning controls in Housing Investigation Areas as potential locations for substantial housing change. <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
6	<p>Identify underutilised and surplus government land that has potential to deliver additional social housing.</p>	S	DFFH (HV)	DELWP
7	<p>In partnership with councils, identify a pipeline of sites in the Western Metro Region for social and affordable housing.</p>	M	DFFH (HV)	Councils
8	<p>Develop a model and seek support for a whole-of-government approach to better sequence and prioritise locations for key services, social infrastructure and public transport access in the development of growth areas to better enable walkable 20-minute neighbourhoods.</p>	S	VPA	Councils, DELWP, DET, DFFH (HV), DH, DoT
	<p>9 Investigate barriers and opportunities to increase public and active transport mode share across the region to support culture change, spread demand on transport infrastructure, reduce greenhouse gas emissions and support 20-minute neighbourhood outcomes. Identify trial locations in the region to focus the investigation.</p>	M	DoT	Councils
10	<p>Undertake a review of the regional bus network to support regional access and movement in the short to medium terms and to plan integration with major public transport changes including Suburban Rail Loop Melbourne Airport Rail and future bus networks in the growth areas and bus infrastructure for late night travel options.</p>	S	DoT	Councils
11	<p>Review the Principal Public Transport Network for the growth areas.</p>	S	DoT	Councils, DELWP

	ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
	<p>12 Develop a plan to implement a publicly owned and managed network of regional trails and open spaces across the region's growth corridor, using its natural drainage system where possible to link open spaces, biodiversity areas, waterways and urban areas.</p>		S	DELWP	Councils, VPA
<p>13</p>	<p>Prepare a regional biodiversity strategy to protect, manage and enhance habitat corridors and increase their interconnectivity across urban and rural areas.</p>		M	DELWP	Councils
<p>14</p>	<p>Review local planning schemes in the Western Metro Region to ensure protection and enhancement of the landscape and biodiversity values of the region.</p>		M	Councils	DELWP, Melbourne Water
	<p>15 Develop guidance on a new approach to neighbourhood planning in partnership with local councils of the Western Metro Region which embeds the hallmarks of 20-minute neighbourhoods.</p>		S	DELWP	Councils, DoT, VPA
	<p>16 Prepare a regional water infrastructure plan in conjunction with Integrated Water Management Forums to support state and local government and relevant agencies to prioritise and align water infrastructure needs and integrated water management outcomes</p>		M	DELWP	Councils, Water authorities
<p>17</p>	<p>Investigate options and land use protection for a Resource Recovery Centre and Transfer Station/s to support Melbourne's future resource and recovery needs.</p>		M	Sustainability Victoria	Councils, Environment Protection Authority
<p>18</p>	<p>Prepare a regional bushfire response for suburban and peri-urban communities that are subject to bushfire risk.</p>		M	DELWP	Councils, Country Fire Authority
<p>19</p>	<p>Update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the LUFs.</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 Western 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 Western Metro Region LUFF.

Plan Melbourne 2017-2050 and Plan Melbourne 2017-2050 Addendum, 2019, which will guide the growth of our city. Plan Melbourne 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.

Growth Corridor Plans, Managing Melbourne's Growth 2012, sets an overarching strategic planning framework to guide future development of Melbourne's four growth corridors – North, Sunbury-Diggers Rest, West and South East. The Growth Corridor Plans identify:

- Areas suitable for urban development and the broad form of development (residential, industrial, commercial)
- Areas of high environmental or landscape value that must be protected from development
- The integrated open space network
- Strategic transport infrastructure and options for further investigation
- Locations suitable for a wide range of employment uses.

This LUFF incorporates and updates information from the Growth Corridor Plan.

The Western Metro Region has regional initiatives relevant to the LUFF. These include:

The **Western Metropolitan Region Integrated Transport Framework** prepared for the Metropolitan Partnership provides a consolidated view of the key transport issues and challenges facing the region, from which to advocate the region's position on transport and related land use initiatives.

The **Western Metropolitan Regional Trails Strategic Plan 'West Trails'** provides a framework to improve the quality and usage of regional trails in Western Metropolitan Melbourne over the next decade including addressing gaps in the network and improvements to infrastructure.

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 LUFF to which they most strongly relate, acknowledging that many policies, strategies and initiatives are relevant to multiple chapters, or to the whole LUFF.

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 provide land for creative and knowledge-based industries and to 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.

Protection of the long-term future of Melbourne's green wedges and agricultural land is provided through the **Planning for Melbourne's Green Wedges and Agricultural Land** project, which is exploring a range of planning system changes for how this can best be achieved.

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.

Business Precincts represent areas across Melbourne that have significant potential for job and population growth and distinctive, liveable and sustainable urban areas. They are already home to major businesses, existing state infrastructure projects, investment and strategic government land holdings. The Business Precincts are Fishermans Bend, Docklands, Footscray and Parkville (including the Melbourne Biomedical Precinct). The Victorian Government through the Department of Jobs, Precincts and Regions, drives the strategic development of these precincts.

Transport Precincts help grow Victoria's economy by connecting Melbourne to jobs, services and providing an opportunity for future growth. The Transport Precincts are Arden, Sunshine and Richmond to Flinders Street corridor. The Victorian Government through the Department of Transport leads the whole-of-government delivery and coordination of the designated transport precincts.

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 home buyers 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

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 **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 **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 **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.

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

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

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.

The **Western Roads Upgrade** is a project to improve eight main roads across the west, repair and resurface 37 roads and strengthen 7 structures, mostly bridges.

A range of priority road projects have been identified, including:

- Duncans Road interchange, Werribee/Werribee South
- Palmers Road upgrade, Princes Freeway to Western Freeway, Truganina
- Derrimut Road upgrade, Sayers Road to Dohertys Road, Tarneit
- Leakes Road upgrade, Fitzgerald Road to Derrimut Road, Truganina
- Dohertys Road upgrade, Fitzgerald Road to Grieve Parade, Laverton North
- Dohertys Road upgrade, Foundation Road to Palmers Road, Truganina
- Princes Freeway/Forsyth Road interchange upgrade, Hoppers Crossing
- Mt Derrimut Road and Robinsons Road, Deer Park, and Fitzgerald Road, Ardeer level crossing removals (within the Western SSIP)
- Old Geelong Road, Hoppers Crossing level crossing removal (connection to the Werribee NEIC)
- Safety upgrades to the Melton Highway between Regency and Sunshine.

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 160km/h. 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.

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.

The 2020/2021 Victorian State Budget allocates funding to progress planning for the **Bulla Bypass**. This will include provision for a six lane arterial road and will connect to the Outer Metropolitan Ring/E6, supporting future traffic volumes in the region and provide an improved connection from Melbourne Airport to the city's north and west.

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

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

Waterways of the West (WoW) Action Plan (to be released in 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 **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.

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 aims to stop the decline of Victoria's native plants and animals and improve the natural environment.

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

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. **20-Minute Neighbourhood Pilot Projects** were undertaken in Sunshine West and Strathmore, delivered in partnership with Councils, Victoria Walks and the Heart Foundation (Victoria). The pilot projects demonstrated the benefits of a community partnerships approach in planning to realise the hallmarks of 20-minute neighbourhoods.

The Victorian Government has committed \$675 million to the **Community Hospitals Program** to build 10 community hospitals close to major growth areas enhancing access to health services in growing communities.

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 **Growing Suburbs Fund** will provide investment in critical local infrastructure for communities in Melbourne's growing outer suburbs.

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 **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.

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

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

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.

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.

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

The **Melbourne Strategic Assessment** program manages the impact of urban development on significant vegetation communities, plants and animals in Melbourne's growth areas.

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.

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.

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 **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** 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 reuses, 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.

Melbourne Sewerage Strategy 2018 is a 50-year strategy to set the direction for wastewater management across metropolitan Melbourne to manage its contribution to public health and the environment.

APPENDIX 02

HOUSING CHOICE

SUPPORTING DATA

TABLE A2-1. Major housing redevelopment completed in the Western 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
Airport West	0	11	10	0	105	0
Altona	168	69	29	10	212	0
Altona North	0	0	0	11	0	22
Ascot Vale, Union Road	187	51	22	0	255	36
Boardwalk	0	655	0	0	0	0
Braybrook, Central West	20	104	0	0	10	0
Caroline Springs	0	358	0	0	0	101
Deer Park, Brimbank Central	0	0	0	0	0	0
Deer Park Central**	0	0	0	0	0	0
Flemington, Racecourse Road	106	884	409	0	645	96
Footscray	1263	215	618	19	6767	1370
Hoppers Crossing**	0	0	0	0	0	0
Laverton	0	1627	196	148	96	140
Manor Lakes	0	50	0	0	0	0

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
Maribyrnong, Highpoint	241	652	458	214	629	102
Melton	20	19	0	0	10	41
Melton, Woodgrove and Coburns Road	0	289	0	0	0	0
Moonee Ponds	483	168	847	13	2467	82
Niddrie, Keilor Road	244	59	12	0	570	63
North Essendon	890	143	215	42	114	0
Plumpton**	0	0	0	0	0	0
Rockbank**	0	0	0	0	0	0
Rockbank North**	0	0	0	0	0	0
St Albans	87	0	65	0	443	0
Sunshine	144	0	28	10	991	125
Sydenham	92	30	0	20	126	47
Tarneit	0	308	0	0	0	0
Toolern**	0	97	0	0	0	0
Werribee	26	62	36	18	112	175
Werribee Plaza	0	40	0	0	0	0
Williamstown	0	53	10	14	14	12

* Major development is defined as developments with over 10 dwellings.

** Emerging activity centres in growth areas. Redevelopment data does not cover these areas

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

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 LGAs 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. They 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 LGAs of Melbourne, Port Phillip and Yarra.
Inner South East Metro Region	Includes the LGAs 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 Urban Growth Boundary.
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 LGAs 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 Urban Growth Boundary).

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 LGAs of Cardinia, Casey, Greater Dandenong, Frankston, Kingston and Mornington Peninsula.
State-significant industrial precincts (SSIP)	<p>Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways. They will be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment.</p> <p>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.</p>
Strategic Cycling Corridors (SCC)	<p>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.</p> <p>The SCC network links up important destinations, including central Melbourne city, employment and activity centres, and other destinations of metropolitan and regional significance.</p> <p>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.</p>

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 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 Urban Growth Boundary 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 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.

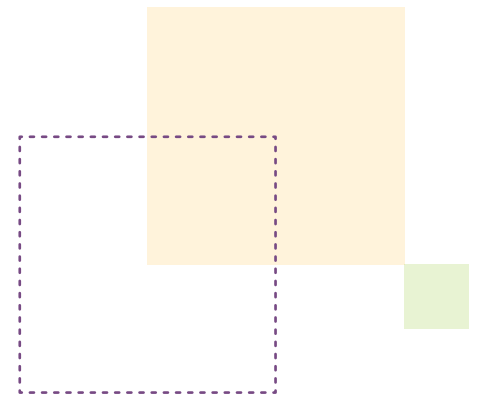
MAPS, TABLES AND FIGURES

List of Maps

Map 1. Western Metro Region 2050 Plan	15
Map 2. Western Metro Region productivity 2050.....	21
Map 3. Western Metro Region housing choice 2050.....	59
Map 4. Western Growth Corridor Plan	71
Map 5. Western Metro Region integrated transport state of play	77
Map 6. Western Metro Region integrated transport 2050.....	85
Map 7. Western Metro Region liveability 2050.....	107
Map 8. Western Metro Region strong communities 2050.....	119
Map 9. Western Metro Region sustainability and resilience state of play	133
Map 10. Western Metro Region sustainability and resilience 2050	135

List of Tables

Table 1. The land use framework.....	04
Table 2. Current places for state-led planning in the Western Metro Region.....	05
Table 3. State-significant industrial precincts within the Western Metro Region.....	23
Table 4. Regionally-significant industrial precincts within the Western Metro Region.....	24
Table 5. State-significant health and/or education precincts in the Western Metro Region.....	27
Table 6. Green wedges: current role and strategic opportunities.....	36
Table 7. Metropolitan and major activity centres: existing attributes and strategic opportunities	38
Table 8. Actual and projected population by Local Government Area, 2016 - 2036.....	53
Table 9. Scenario 1 VIF 2019.....	54
Table 10. Scenario 2 Aspirational scenario.....	55
Table 11. Western Metro Region 70/30 dwelling redistribution by LGA to 2036 (established areas only)	55
Table 12. Locations for medium- and higher-density housing in the Western Metro Region.....	62
Table 13. Key landscapes and biodiversity areas in the Western Metro Region.....	100
Table 14. State-significant and regionally-significant health and/or education precincts.....	122
Table 15. 2050 urban tree canopy cover target and distribution.....	138
Table 16. Five-year action program.....	146



List of Figures

Figure 1.	Location of the Western Metro Region	03	Figure 15.	Public transport accessibility in the Western Metro Region	79
Figure 2.	Inter-relationship between state and local planning	05	Figure 16.	Journey to work in and out of the Western Metro Region	83
Figure 3.	Transport emissions by mode and road transport sub-categories – Victoria 2018	07	Figure 17.	Key regional linkages – Western Metro Region	89
Figure 4.	City-shaping transport projects.....	08	Figure 18.	Strategic Cycling Corridor network – Western Metro Region	91
Figure 5.	Western Metro Region	09	Figure 19.	Western Metro Region Aboriginal cultural heritage	102
Figure 6.	Projected employment growth for the Western Metro Region 2016 to 2031.....	19	Figure 20.	Open space per person for Western Metro Region LGAs.....	104
Figure 7.	Western Metro Region key regional connections.....	25	Figure 21.	Open space per person for metropolitan LGAs	105
Figure 8.	Existing and future industrial floorspace requirements for the Western Metro Region...	25	Figure 22.	SEIFA rankings (2016) in the Western Metro Region	117
Figure 9.	Sunshine National Employment and Innovation Cluster.....	28	Figure 23.	Average land surface temperature by LGA, 2018	126
Figure 10.	Werribee National Employment and Innovation Cluster.....	29	Figure 24.	Urban tree canopy cover by land use, 2018 ...	127
Figure 11.	Existing and future commercial floorspace requirements in the Western Metro Region.....	31	Figure 25.	Heat vulnerability index map for the Western Metro Region, 2018.....	128
Figure 12.	Extractive Industry Interest Areas in the Western Metro Region.....	35	Figure 26.	Western Metro Region tree canopy cover, 2018.....	128
Figure 13.	Regional actual and projected population by age, 2016 - 2051	53	Figure 27.	Tree canopy cover 2018, and tree canopy cover change 2014 to 2018, by LGA	129
Figure 14.	Major housing in the redevelopment pipeline in or within 400 metres of an activity centre.....	56	Figure 28.	Implementation of the land use framework plan.....	144

REFERENCES

- Australian Bureau of Statistics, 2016. *ABS Census*, Australia: Australian Bureau of Statistics.
- Australian Bureau of Statistics, 2021. *Regional Population 2019-20 financial year*: Commonwealth of Australia, Canberra, Australia.
- Australian Sustainable Built Environment Council, 2016. *Low Carbon, High Performance*, Surrey Hills, NSW Australia: SDBEC.
- Banyule City Council, 2014. *Urban Forest Strategic Plan*, Melbourne, Australia: Banyule City Council.
- Clarke, J. M. et al., 2019. *Victorian Climate Projects 2019 Technical Report*, Melbourne: CSIRO.
- Coutts, A. & Tapper, N., 2017. *Trees for a Cool City: Guidelines for optimised tree placement*, Melbourne: Cooperative Research Centre for Water Sensitive Cities.
- DELWP, 2017a. *Plan Melbourne*, Melbourne: DELWP.
- DELWP, 2017b. *Port Phillip Bay Environmental Management Plan 2017-2027*, Melbourne, Australia: The State of Victoria Department of Environment, Land, Water and Planning.
- DELWP, 2017c. *Protecting Victoria's Biodiversity 2037*, Melbourne: DELWP.
- DELWP, 2017d. *Northern Metro Region: Regional Background Paper*, Melbourne: DELWP.
- DELWP, 2018a. *Housing Development Data*, Melbourne: DELWP.
- DELWP, 2018b. *Integrated Water Management Forum: Dandenong Strategic Directions Statement 2018*, Melbourne: DELWP.
- DELWP, 2018c. *Integrated Water Management Forums: Yarra Strategic Directions Statement 2018*, Melbourne: DELWP.
- DELWP, 2018d. *Land Surface Temperature data*, Melbourne: DELWP.
- DELWP, 2018e. *Urban Development Program - Metropolitan Melbourne Broadhectare 2018*, Melbourne: DELWP.
- DELWP, 2018f. *Urban Development Program - Redevelopment 2018*, Melbourne: DELWP.
- DELWP, 2019a. *Plan Melbourne Addendum*, Melbourne: DELWP.
- DELWP, 2019b. *Victoria in Future*, Melbourne: DELWP.
- DELWP, 2020a. *Melbourne Industrial and Commercial Land Use Plan*, Melbourne: DELWP.
- DELWP, 2020b. *Victorian Greenhouse Gas Emissions Report 2018*, Melbourne, Australia: The State of Victoria.
- DELWP, 2021a. *Environmentally Sustainable Development of Buildings and Subdivisions - A roadmap for Victoria's planning system*, Melbourne: DELWP.
- DELWP, 2021b. *Internal analysis using Victorian Integrated Survey of Travel and Activity (VISTA) 2016-18 survey data*.
- DELWP, 2021c. *Planning for Melbourne's Green Wedge and Agricultural Land Consultation Paper*, Melbourne: DELWP.
- Department of Industry, Science, Energy and Resources, 2021. *Nationwide House Energy Rating Scheme (NatHERS)*. [Online] Available at: <https://www.nathers.gov.au> [Accessed March 2021].
- DEPI, 2013. *Biodiversity and Conservation Strategy*, Melbourne: DEPI.
- DHHS, 2020. *Rental Report March Quarter 2020*, Melbourne: DHHS.
- eWater, 2021. *MUSIC (Model for Urban Stormwater Improvement Conceptualisation)*. [Online] Available at: <https://ewater.org.au/products/music/> [Accessed March 2021].
- Green Building Council of Australia, 2021. *Green Star Rating System*. [Online] Available at: <https://new.gbca.org.au/rate/rating-system> [Accessed March 2021].
- Grodach, C., Kamruzzaman, L. & Harper, L., 2019. *20-minute Neighbourhood - Living Locally Research*, Melbourne: Monash University.
- Hurley, J. et al., 2019a. *Melbourne Urban Vegetation Cover 2018, Western Region*, Melbourne, Australia: DELWP.
- Hurley, J. et al., 2019b. *Urban Vegetation Cover Change in Melbourne 2014 - 2018*, Melbourne: Centre for Urban Research, RMIT University.
- KPMG & ARUP, 2017. *Travel Demand and Movement Patterns report*. Melbourne: Infrastructure Victoria.
- Melbourne Airport, 2018. *Melbourne Airport Masterplan 2018*, Melbourne: Melbourne Airport.
- Melbourne Water, 2017. *Planning for Sea Level Rise*, Melbourne: Melbourne Water Corporation.
- Melbourne Water, 2018. *Health Waterways Strategy*, Melbourne: Melbourne Water Corporation.

Metropolitan Waste and Resource Recovery Group, 2016. *Metropolitan Waste and Resource Recovery Implementation Plan*, Melbourne: Metropolitan Waste and Resource Recovery Group.

MUSIC Auditor, 2021. *MUSIC Auditor*. [Online] Available at: <https://www.musicauditor.com.au> [Accessed March 2021].

NAGA, 2014. Integrated Regional Vulnerability Assessment - Adaptation in the north. Volume 1, p. 74.

Nationwide House Energy Rating Scheme, 2021. *Nationwide House Energy Rating Scheme*. [Online] Available at: <http://www.nathers.gov.au> [Accessed March 2021].

PSMA Australia Limited, 2021. *Buildings Spatial Data / Building GIS Data / Geoscape*. [Online] Available at: <https://geoscape.com.au/data/buildings/> [Accessed 2021].

PwC, 2016. *Extractive Resources in Victoria, Demand and Supply Study 2015-2050*, Melbourne: DJPR.

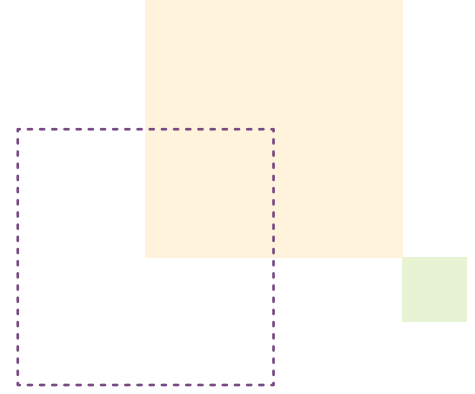
Sun, C. et al., 2019. *Urban Vegetation, Urban Heat Islands and Heat Vulnerability Assessment in Melbourne, 2018*, Melbourne: Clean Air and Urban Landscapes Hub.

Sustainability Victoria, 2018. *Statewide Waste and Resource Recovery Infrastructure Plan*, Melbourne: Sustainability Victoria.

The Nature Conservancy and Resilient Melbourne, 2019. *Living Melbourne: Our Metropolitan Urban Forest Technical Report*, Melbourne: The Nature Conservancy and Resilient Melbourne.

Urich, C. & Hardy, M., 2020. *Cooling and Greening Melbourne - Future scenarios*, Melbourne: Cooperative Research Centre for Water Sensitive Cities.

VPA, 2017. *Metropolitan Open Space Network, Provision and Distribution*, Melbourne: VPA.



© The State of Victoria Department of Environment, Land, Water and Planning 2021



This work is licensed under a Creative Commons Attribution 4.0 International licence. You are free to re-use the work under that licence, on the condition that you credit the State of Victoria as author. The licence does not apply to any images, photographs or branding, including the Victorian Coat of Arms, the Victorian Government logo and the Department of Environment, Land, Water and Planning (DELWP) logo. To view a copy of this licence, visit <http://creativecommons.org/licenses/by/4.0/>

ISBN 978-1-76105-644-4 (pdf/online/MS word)

Disclaimer

This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

Credits

Green Scribble (graphic design)
Craig Moodie Photography (photos)
Department of Jobs, Precincts and Regions (photos)
Steven Crabtree (photos)
Tim Bell Studio (photos).

Accessibility

If you would like to receive this publication in an alternative format, please telephone the DELWP Customer Service Centre on 136 186, email customer.service@delwp.vic.gov.au or via the National Relay Service on 133 677 www.relayservice.com.au. This document is also available on the internet at www.delwp.vic.gov.au.





Submissions can be made online
at engage.vic.gov.au

For any questions or
assistance please contact
lufp@delwp.vic.gov.au