Melbourne 2030

Planning for sustainable growth

October 2002

Department of Infrastructure

Hard copies of this document are available from Information Victoria.

Since time immemorial, Aboriginal people have cared for this land and its natural and cultural resources. This long and unique association continues today through the Aboriginal communities who live and work in metropolitan Melbourne.

Accordingly, the Victorian Government is proud to acknowledge Aboriginal people as the original inhabitants of this land.

Ministers' messages

Growing metropolitan Melbourne

Melbourne is one of the world's most liveable cities because of the foundations laid out by a succession of earlier plans. To protect what we like about Melbourne for future generations, we must now take stock and plan a more compact and sustainable city.

With our population set to grow by one million by 2030, *Melbourne 2030 – planning for sustainable growth* prepares the groundwork for where we will live.

Families in new suburbs will have the schools, transport and other services they need, existing suburbs will be protected from overdevelopment and our productive land will be retained.

Melbourne 2030 is an action plan to ensure the benefits of growth are shared fairly across the State, and in a sustainable way.

Initiatives include protecting our rural vistas, such as the Dandenongs, Yarra Valley and Mornington Peninsula, by setting an interim growth boundary that will have immediate effect on planning decisions.

Twelve 'green wedges' will be protected and 10 new parks created.

Our ageing population and a big increase in one-and-two person households, will promote a better mix of housing with, as a start, more than 130 major sites identified for potential large residential developments and 25 centres with a capacity for higher density housing.

Speeding up basic infrastructure in new housing estates, extending the waterfront focus in Melbourne and encouraging apartment-style living beyond the city centre are among other key initiatives.

Melbourne 2030 shifts from a city-centric 'hub and spoke' development view of Victoria to seeing our State as a network of cities, towns and regions that relate to, and depend on, each other.

Growth will be shared with regional and rural Victoria by capitalising on the fast-train links. Public transport will also be expanded to the suburbs where people that are now car-dependent live.

Melbourne 2030 is part of our *Growing Victoria Together* vision that balances economic, social and environmental goals, so that our children will enjoy an even better quality of life.

I thank everyone who has taken the time, through public forums and written submissions, to shape this 30-year plan. Now, I look forward to working with the community to put it into action.

Steve Bracks

Premier of Victoria

Vision

In the next 30 years, Melbourne will grow by up to one million people and will consolidate its reputation as one of the most liveable, attractive and prosperous areas in the world for residents, business and visitors.

A living city

Melbourne 2030 is an exciting project because it is about our vision for our city. This is not a dry technical report about land-use and transport planning. It is about the sort of city in which we all want to live.

It deals with our green places, the cultural life of the city and the protection of the built heritage that survives to give us a deserved reputation as one of the world's great Victorian-era cities and a place where some of our modern architecture attracts international attention.

Melbourne 2030 also looks at access and relationships. It formulates policies to ensure that all people who live and work in metropolitan Melbourne and the surrounding region have fair access to the facilities needed for a healthy, safe and productive life – to quality housing, shops, schools, hospitals and places to work and play – whatever their circumstances and wherever they live. This initiative is long overdue.

Not only does *Melbourne 2030* set out the Government's vision for the future, it begins the implementation process. We now look forward to public comment on how we propose to put its initiatives into action at different locations around metropolitan Melbourne and the surrounding region.

I urge all Victorians to take an interest in *Melbourne 2030*, as its implications extend far beyond the boundary of the city. Planners are now seeing metropolitan Melbourne as one node in a network of cities that provides the economic backbone of the State. Faster freeway connections and the imminent arrival of fast train links are changing the relationships between metropolitan Melbourne and regional Victoria.

As its policies are incorporated into planning rules, *Melbourne 2030* will help guide future planning decisions. It is appropriate that it is based on the concept of enabling growth and prosperity while preserving the quality of life we all value, and ensuring proper protection of the environment and our cultural heritage.

Melbourne 2030 reflects the culmination of a lengthy process and I thank the large number of people within and outside government who have contributed. I also acknowledge the work of my colleague, the Deputy Premier, John Thwaites. He made a substantial contribution to shaping the direction of *Melbourne 2030* as he held the Planning portfolio until January 2002.

Mary Delahunty

Minister for Planning

Sustainable transport

Melbourne 2030 is a blueprint for the future of metropolitan Melbourne. It is vital that we locate community activities to be as widely accessible as possible. The shape of the city has a fundamental impact on our need for improved public transport services and roads.

Recently, the Premier announced a bold vision for transport in metropolitan Melbourne in the policy statement, *Growing Victoria Together*. That vision is described as '20/2020'. It intends that by the year 2020, the proportion of motorised transport trips taken on public transport will more than double, from the present 9 per cent to 20 per cent.

To reach this target, we must plan for the future by finding answers to important questions. What sort of city do we want metropolitan Melbourne to be? How will people travel around it? How will we increase the travel choices available to them? Which suburbs will grow and what kind of houses will people want? How can we better plan the city so that our transportation systems are efficient and 'green'? How can improved transport systems help build communities and enhance the quality of life for Melburnians?

Not surprisingly, in the consultation process for *Melbourne 2030,* transport emerged as a dominant theme. It also proved to be the feature Melburnians liked most and least about their city.

Melbourne 2030 proposes to integrate land-use and transport policies around activity centres, to create a balanced and workable city.

The focus has shifted from expansion on the city's perimeter, requiring major new infrastructure, to urban consolidation and better use of existing transport resources. This includes action to address a key weakness – the shortage of quality bus routes that link activity centres and complement the radial train and tram services.

I urge you all to read on, and provide us with feedback about the initiatives proposed in the Strategy so that metropolitan Melbourne is the kind of city we want it to be, in public transport terms by 2020, and as a whole in 2030 and beyond.

Peter Batchelor

Minister for Transport

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Vision

In the next 30 years, Melbourne will grow by up to one million people and will consolidate its reputation as one of the most liveable, attractive and prosperous areas in the world for residents, business and visitors.

Melbourne 2030 in summary

Melbourne 2030 – planning for sustainable growth is a 30-year plan to manage growth and change across metropolitan Melbourne and the surrounding region. It emphasises the city's interdependence with regional Victoria, to provide maximum benefit to the whole State.

In establishing and articulating this vision through a set of Principles and nine Key Directions, *Melbourne 2030* provides a framework for governments at all levels to respond to the diverse needs of those who live and work in and near to Melbourne, and those who visit.

Melbourne 2030 is a plan for the growth and development of the metropolitan area. An important objective is to ensure that Melbourne retains the qualities that people enjoy about it. Despite a slowdown in population growth, Melbourne will grow substantially over the next 30 years. It is appropriate to plan for the capacity to comfortably absorb up to 620,000 extra households over that time while protecting and enhancing our existing suburbs.

The main thrust is to continue to protect the liveability of the established areas and to increasingly concentrate major change in strategic redevelopment sites such as activity centres and underdeveloped land. While a good supply of land for development will be maintained in growth areas, over time there will be a shift away from growth on the fringe of the city.

This will help prevent urban expansion into surrounding rural land. The trend towards fewer people in each household will continue to support demand for well-located apartment lifestyles around activity centres. This will be supported by an expanded and more attractive public transport system.

Melbourne 2030 focuses primarily on the metropolitan Melbourne urban area and the nearby non-urban areas. However, it also deals more broadly with the wider region where, increasingly, development is linked to and affected by metropolitan Melbourne in terms of commuting, business and recreation. Hence, *Melbourne 2030* also considers the area between metropolitan Melbourne and the regional centres of Geelong, Ballarat, Bendigo, and the Latrobe Valley.

Economic, social and environmental matters are integral to *Melbourne 2030*, but it is not an economic development plan, a community development strategy or a comprehensive environmental management plan. Rather, it gives a high-level overview of the directions metropolitan Melbourne is expected to take. Its clear focus is the management of future growth, land use and infrastructure investment. It will provide a vital context for other sectoral plans in areas like transport and housing.

The core of *Melbourne 2030* is nine 'directions' – or desired results – whose achievement over time depends on putting into effect specific, carefully framed policies.

Direction 1   A more compact city

Build up activity centres as a focus for high-quality development, activity and living for the whole community *(Policy 1.1)*

Broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development *(Policy 1.2)*

Locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport *(Policy 1.3)*

Direction 2   Better management of metropolitan growth

Establish an urban growth boundary to set clear limits to metropolitan Melbourne's outward development *(Policy 2.1)*

Concentrate urban expansion into growth areas that are served by high-capacity public transport *(Policy 2.2)*

Manage the sequence of development in growth areas so that services are available from early in the life of new communities *(Policy 2.3)*

Protect the green wedges of metropolitan Melbourne from inappropriate development *(Policy 2.4)*

Direction 3   Networks with the regional cities

Promote the growth of regional cities and key towns on regional transport corridors as part of a networked cities model *(Policy 3.1)*

Control development in rural areas to protect agriculture and avoid inappropriate rural residential development *(Policy 3.2)*

Direction 4   A more prosperous city

Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry *(Policy 4.1)*

Strengthen Central Melbourne's capital city functions and its role as the primary business, retail, sport and entertainment hub for the metropolitan area *(Policy 4.2)*

Further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre *(Policy 4.3)*

Create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education *(Policy 4.4)*

Encourage the continued deployment of broadband telecommunications services that are easily accessible *(Policy 4.5)*

Direction 5   A great place to be

Promote good urban design to make the environment more liveable and attractive *(Policy 5.1)*

Recognise and protect cultural identity, neighbourhood character and sense of place *(Policy 5.2)*

Improve community safety and encourage neighbourhood design that makes people feel safe *(Policy 5.3)*

Protect heritage places and values *(Policy 5.4)*

Promote excellent neighbourhood design to create attractive, walkable and diverse communities *(Policy 5.5)*

Improve the quality and distribution of local open space and ensure long-term protection of public open space *(Policy 5.6)*

Rectify gaps in the network of metropolitan open space by creating new parks and ensure major open space corridors are protected and enhanced *(Policy 5.7)*

Improve the environmental health of the bays and their catchments *(Policy 5.8)*

Protect coastal and foreshore environments, and improve public access and recreational facilities around Port Phillip Bay and Western Port *(Policy 5.9)*

Maintain and develop metropolitan Melbourne as a desirable tourist destination *(Policy 5.10)*

Direction 6   A fairer city

Increase the supply of well-located affordable housing *(Policy 6.1)*

Plan for a more equitable distribution of social infrastructure *(Policy 6.2)*

Improve the coordination and timing of the installation of services and infrastructure in new development areas *(Policy 6.3)*

Develop a strong cultural environment and increase access to arts, recreation and other cultural facilities *(Policy 6.4)*

Direction 7   A greener city

Ensure that water resources are managed in a sustainable way *(Policy 7.1)*

Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials *(Policy 7.2)*

Contribute to national and international efforts to reduce energy usage and greenhouse gas emissions *(Policy 7.3)*

Reduce the impact of stormwater on bays and catchments *(Policy 7.4)*

Protect ground water and land resources *(Policy 7.5)*

Ensure that land-use and transport planning and infrastructure provision contribute to improved air quality *(Policy 7.6)*

Protect native habitat and areas of important biodiversity through appropriate land-use planning *(Policy 7.7)*

Promote the concept of sustainability and develop benchmarks to measure progress *(Policy 7.8)*

Lead by example in environmental management *(Policy 7.9)*

Direction 8   Better transport links

Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities *(Policy 8.1)*

Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport *(Policy 8.2)*

Plan urban development to make jobs and community services more accessible *(Policy 8.3)*

Coordinate development of all transport modes to provide a comprehensive transport system *(Policy 8.4)*

Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure *(Policy 8.5)*

Review transport practices, including design, construction and management, to reduce environmental impacts *(Policy 8.6)*

Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods *(Policy 8.7)*

Promote the use of sustainable personal transport options *(Policy 8.8)*

Direction 9   Better planning decisions, careful management

Achieve better planning decisions *(Policy 9.1)*

Speed up resolution of appeals *(Policy 9.2)*

Keep *Melbourne 2030* up to date *(Policy 9.3)*

Develop a strong partnership with local government *(Policy 9.4)*

Implement *Melbourne 2030* in an integrated way that involves the community *(Policy 9.5)*

Figure 1. Strategy elements

Key initiatives

To put its directions and policies into practice, *Melbourne 2030* proposes many initiatives. These will involve cooperative action between government and the community, and their implementation will affect everyone living, working in and visiting metropolitan Melbourne and the surrounding region.

As *Melbourne 2030* is a statement of government policy intent only, some of the initiatives will be subject to the availability of budget funding. That is, such initiatives will need to await assessment and prioritisation through normal State budget processes in future periods. It is not intended that all initiatives should begin at once, nor that all should be completed within the five-year time frame. Many will lead to follow-on work. Others may change or be reviewed over the 30-year life of *Melbourne 2030*.

Growth across a network of activity centres

The activity centres network comprises the Central Activities District, 25 nominated Principal Activity Centres, around 79 Major Activity Centres and 10 Specialised Activity Centres. These are identified in *Melbourne 2030* and linked by the Principal Public Transport Network. The Principal and Major Activity Centres will be the preferred locations for future higher-density residential and mixed-use developments. Priority will be given initially to structure planning for the centres of Sunshine, Knox City/Towerpoint, Cranbourne, Doncaster and Narre Warren/Fountain Gate (Policies 1.1 – 1.3).

More Transit Cities

The number of locations for Transit Cities projects has been increased to nine with the identification of Box Hill, Epping, Broadmeadows and Werribee as locations for investigation into potential major redevelopments. Projects for higher-density development and improved public transport access are already at various stages of development for the five existing metropolitan Transit Cities of Frankston, Dandenong, Ringwood, Sydenham and Footscray (Initiative 1.1.3).

New major centres

New Principal or Major Activity Centres are essential to provide hubs for new suburbs. Mernda, in the Plenty Valley growth area, is an example of the newly established direction in design and function. Reviews of growth area plans for other development corridors will identify the need for and location of such centres. Possibilities exist, for example, in Hume, at Donnybrook; in Caroline Springs/Melton, at Ravenhall and Rockbank; in Werribee, at Werribee West; and in Pakenham, at Officer (Initiative 2.2.1 – 2.2.3).

Improved transport at stand-alone centres

Studies will look at ways to improve existing public transport services and interchanges at 'stand-alone' shopping centres – examples include the Frankston line and Southland Shopping Centre, tram and bus services at Airport West and Highpoint and bus services at Chadstone and Doncaster (Initiative 8.1.1).

New strategic developments

More than 130 major sites have been identified for potential large residential developments (of more than 100 dwellings) outside activity centres. Councils will be asked to review strategic opportunities for smaller developments and resolve any existing barriers to development (Initiative 1.3.2).

Protection of existing suburbs

The character of established residential areas will be protected through ResCode, and increased densities will not be achieved at the expense of existing amenity. There will be a focus on encouraging a wider range of housing types and more affordable housing (Initiatives 1.3.4, 6.1.1, 6.1.2).

Services in the outer suburbs

Changes to the way development is planned and implemented in outer suburban growth areas will ensure that facilities such as roads, bus services, schools, libraries and child care centres are provided much earlier in the development cycle (Initiatives 2.3.1, 2.3.2).

Urban growth boundary

An interim urban growth boundary has been put in place, with immediate effect on planning decisions. A permanent boundary will be adopted after public comments are considered. In designated growth areas the boundary will be regularly reviewed to provide for future growth requirements (Initiative 2.1.1).

Protection for green wedges

Twelve green wedges are designated outside the urban growth boundary to protect important non-urban uses including conservation areas, recreation, agriculture, airports, sewage treatment and quarries. The planning controls in these areas will be underpinned by legislation that ensures the long-term protection of environmentally significant areas, natural resource-based uses and rural vistas (Initiatives 2.4.1 – 2.4.4).

Networking with regional cities

A new and interactive relationship is proposed between Melbourne and the major regional cities and rural areas, in order to view development of the State as a whole. This will help spread economic and population growth more evenly and overcome problems caused by unmanaged urban development (Initiatives 3.1.1 – 3.1.4).

Building on our economic strengths

Planning and other measures will be used to strengthen key economic activities, protect the function of Specialised Activity Centres, build the core of metropolitan Melbourne as Victoria's business and retail heart, and complete the integrated development of Jolimont, Docklands, Southbank and the major knowledge precinct in Carlton/Parkville (Initiatives in policies 1.1, and 4.1 – 4.3).

Strengthening our port facilities

The continued expansion of operations of the Ports of Melbourne, Geelong and Hastings will be protected. Provision will be made for corridors for improved rail access, including a new rail link into Webb Dock. Options will be investigated for the movement of freight trains between Hastings and Dandenong, possibly including the Scoresby Corridor, without affecting residential areas. An environmental assessment has begun into the feasibility of deepening the Port Phillip Bay shipping channel (Initiatives 4.3.2 – 4.3.4).

Safeguarding our airports

There will be protection for flight paths and future development options at Melbourne's core airports – Melbourne, Avalon, Point Cook and Moorabbin. Essendon Airport (once closed) and the former RAAF Laverton airbase will be redeveloped for a mix of uses in accordance with the directions of *Melbourne 2030* (Initiatives 4.3.6 – 4.3.9).

A connected city

Provision will be made to ensure that all new major subdivisions and developments have ducting laid for broadband services and that telecommunications infrastructure is upgraded to enable a high degree of connectivity (Initiatives 4.5.1, 4.5.2).

Greater energy efficiency

New rules for energy efficiency in commercial and residential buildings, the shift to public transport, and increased recycling of non-domestic wastes will make the city less wasteful of energy, cut greenhouse gas emissions, improve air quality and make Melbourne a 'greener city' (Initiatives in policies 7.1 – 7.9).

Major new parks

The creation of six major new metropolitan regional parks and four 'chains of parks' will extend the existing parks network to balance current gaps in the west, north and south-east of the city. This will include a continuous coastal trail from Williamstown to Werribee, showcasing a forgotten part of Port Phillip Bay (Initiatives 5.7.1, 5.7.2).

A great place to be

New urban design guidelines and a focus on creating local 'sense of place' will make the city more attractive and exciting, with centres that are relevant to their local community and with high-quality, sustainable environments (Initiatives in policy 5.1).

Improved supply of affordable housing

The supply of affordable housing throughout the metropolitan area will be improved through joint programs with the Urban and Regional Land Corporation, the Office of Housing, local councils and the not-for-profit sector, to meet the needs of households on low-to-medium incomes (Initiatives 6.1.2, 6.1.6).

A safer city

The safety of public places and transport facilities will be vastly improved through the application of design principles, more grouping of activities, and better planning for police and emergency services in new centres (Initiatives 5.3.1 – 5.3.3).

Better transport links

Improved cross-town bus services and faster public transport will result from identifying on-road public transport 'red spots' – locations where conflicts between cars and public transport cause avoidable delays. Developing strategies to address these 'red spots' will also help public transport reach its goal of 20 per cent share of motorised trips by 2020 (Initiative 8.2.1).

Better planning decisions

A series of measures to improve the operation of the planning system, with better planning decisions and faster resolution of appeals and disputes, will increase community confidence in the planning process (Initiatives in policies 9.1 and 9.2).

The basis for *Melbourne 2030*

Why do we need to look ahead?

Victorians face important choices about how metropolitan Melbourne and the surrounding region should develop in the next 30 years. Population and development pressures are changing the environment in which decisions have to be made, and are affecting the shape and the flavour of our city. *Melbourne 2030* articulates a detailed plan that takes the long-term view and is based on consultation with the community.

Metropolitan Melbourne's current shape reflects more than a century of work by those who developed the rail network from 1880 onwards, and by the generations of planners who crafted plans for the city since 1929 (see 'Melbourne's planning history').

Melbourne 2030 builds on the earlier plans and the infrastructure we have inherited while responding to the new issues confronting us. It uses current views of the future and an understanding of the past as the basis for a long-term plan to mould the city.

Melbourne's planning history

1922 – Metropolitan Town Planning Commission is established

1929 – report of the Metropolitan Town Planning Commission proposes a planning scheme to prevent 'misuse' of land and protect property values, highlighting traffic congestion, the distribution of recreational open space and haphazard intermingling of land uses

1954 – first comprehensive planning scheme for the metropolitan area, prepared by the Melbourne and Metropolitan Board of Works (MMBW), introduces the concept of district business centres and focuses major retail activity on designated centres on the public transport system that also provide central locations for housing, transport, employment and community activity

1971 – the MMBW report, *Planning Policies for the Melbourne Metropolitan Region*, introduces long-term conservation and development policies through growth corridor and green wedge principles, and contains outward growth to a limited number of areas on the edge of the city

1980 – the MMBW's Metropolitan Strategy reinforces the 1954 policy on district centres, encourages development in existing areas, and concentrates housing, transport, employment and community facilities at highly accessible points

1983 – new district centre zones encourage office development in 14 centres and restrict it elsewhere

1987 – *Shaping Melbourne's Future* reinforces the thrust of the 1980 Strategy

1995 – *Living Suburbs* relaxes metropolitan-wide planning direction and controls, for example, on green wedge boundaries and the hierarchy of activity centres, and devolves much decision-making to local level or on a case-by-case basis

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What are the underlying key issues?

The Government's vision for Victoria

The Government's *Growing Victoria Together* policy, released in 2002, envisages that by 2010 we will be a State where:

- innovation leads to thriving industries that generate high-quality jobs

- protecting the environment for future generations is built into everything we do

- we have caring, safe communities in which opportunities are shared across the board

- all Victorians have lifelong access to health and education services of the highest quality.

This policy links the issues important to Victorians, the priority actions that the Government needs to take next and the measures the Government will use to show progress. It is a basis for involving all Victorians in the ongoing challenge – working together to build and deliver a fair, sustainable and prosperous future.

A new Strategy is an important way of achieving this broad vision.

Growing and linking all of Victoria

In *Growing Victoria Together*, the Government made a specific commitment to 'growing and linking all of Victoria'. Fast, reliable and efficient transport and communications infrastructure is essential to link and connect our people, our communities and our businesses. At the same time, we need to rebuild Victoria's social infrastructure, link our regional centres to Melbourne and revitalise our suburbs.

Much has already been done to fulfil this commitment, for example:

- expanded job opportunities across the State – more than 33.3 per cent of all job growth in the past two years has been in rural and regional Victoria

- establishment of the Regional Infrastructure Development Fund

- allocation of funding for improved rail services – fast train services between Melbourne and Ballarat, Bendigo, Geelong and the Latrobe Valley; the reopening of country rail passenger lines between Melbourne and Mildura, Leongatha, Bairnsdale and Ararat (planned for 2003–04); the standardisation of Victoria's regional rail system so that it can be connected to the national network; upgrading of the rail track to Warrnambool

- committed funding for major roads in Melbourne and regional areas – the Scoresby Integrated Transport Corridor and the Albury/Wodonga Bypass on the Hume Highway

- upgrades to major highways – such as the Princes Freeway West (Geelong Road), Calder Highway and Goulburn Valley Highway – and to infrastructure, with the replacement of Murray River bridges including Wahgunyah, Cobram, Echuca and Robinvale

- the start of strategic work in regions and with local councils and communities – regional action plans for Ballarat and Bendigo, and the Great Ocean Road Region Strategy

- completion of strategic work in regions – the *Framework for the future* report for the Latrobe Valley (with $105 million committed for implementation) and the North West Freight Transport Strategy
- committed funding for social infrastructure – the Camp Street Project in Ballarat.

Melbourne 2030 makes an important contribution to this theme. It emphasises the importance of connections between metropolitan Melbourne and the regional cities of Greater Geelong, Ballarat, Greater Bendigo and Latrobe, and the small towns and settlements in this region of Victoria. In these terms, it looks at maintaining and upgrading transport and telecommunications links, and dealing with planning issues.

Improvements in these linkages will benefit accessibility and communications around the State. Managing the land-use and development issues that occur because of the improved linkages will also benefit the State by making the most efficient use of public and private resources and reducing the long-term call on government resources.

Figure 2. Growing and linking all of Victoria

Planning for population growth

A major driver of change is the anticipated increase in population and households over the next 30 years. Current trends indicate that for metropolitan Melbourne this could be up to one million additional people, or 620,000 new households. Should the decline in our birthrate reverse or levels of international migration increase, the rate of population growth would accelerate so that more people would need to be accommodated in a shorter time frame. There would be consequent increased pressure on land for industry and commerce and on the transport system.

The Government believes it is in Victoria's best interest to promote steady population growth on an environmentally sustainable basis. In 2002, it sponsored the national Population Summit to broaden public debate on the national policy settings required to address the range of population issues which confront Victoria – most notably:

- the need to tackle the causes of our declining birthrate
- the importance of planning for an ageing population
- the desirability of attracting more skilled migrants
- the uneven distribution of population growth
- the need to reverse the loss of people from many rural areas.

Melbourne 2030 is not a vehicle for promoting population growth. Future development will only proceed at the pace that the economy will support and that population growth demands. However, it is important to plan ahead so that we can cope with an increase in population should the Commonwealth Government change current population policy settings.

In addition, we must understand not only the implications of projected growth, but the nature of population dynamics. For example, while the average number of people in each household is getting smaller, new houses are becoming larger (expanding from an average floor size of 169.2 m2 in 1984 to 226.7 m2 in 2001), with consequent resource implications. To achieve sustainability, programs must be in place to minimise the 'ecological footprint' of the city, and to ensure that the

inevitable growth in infrastructure matches demand yet does not damage the liveability for which metropolitan Melbourne is widely renowned.

Figure 3. Population growth projections for the Melbourne Statistical Division, 2001-31

Figure 4. Projected growth of population and households for the Melbourne Statistical Division, 2001-31

Figure 5. Population by age group, Melbourne Statistical Division (trend projection)

Figure 6. Projected share, by household type, of the 620,000 additional households Victoria 2001-31

Public infrastructure investment

Growth and change require considerable investment in infrastructure and services of all types. In 2002–03, the Government's investment in the transport portfolio alone was some $3 billion, while more than $15 billion went into the essential health, education and community services portfolios.

The range of infrastructure needed to ensure a fair, sustainable and prosperous future has expanded beyond the accepted basics of a good resource base, efficient freight and logistics networks, and secure energy and water supplies. It encompasses work undertaken for social/cultural, environmental and economic purposes and for sustainable development. We need highly skilled people, a culture of innovation, an attractive and safe urban environment, and a wide choice of lifestyle, recreation and investment opportunities, as these are critical to Victoria's global competitiveness and the attractiveness of metropolitan Melbourne and the surrounding region.

Melbourne 2030 provides a strategic framework to coordinate the location and management of new infrastructure and services, minimising cost and environmental impact and maximising economic and social benefit.

How has *Melbourne 2030* developed?

Work began on *Melbourne 2030* in December 1999. It is the result of combined input from government, the private sector, and the people of metropolitan Melbourne and the other communities in the surrounding region.

An important body of research lies behind it, and experts within and outside government have contributed in-depth studies. The main technical reports have been published and made available to the public in print (see Appendixes). Summary reports are on the Government's Metropolitan Strategy web site at **www.melbourne2030.vic.gov.au**

A number of options have been investigated for managing Melbourne's growth, ranging from more concentrated development in established areas through to a substantially increased role for the regional cities and towns that surround metropolitan Melbourne.

Thousands of interested Victorians have expressed their views and concerns through public forums, small group workshops and direct submissions. They include representatives of local government and of special interest groups, including youth, women, the elderly, and the development and investment communities. They have told us about their hopes and fears for the future, their aspirations for themselves, their businesses and their children, and what matters most to them about the places in which they live, work, invest and play.

Feedback was given on their views, through print and electronic media, as a vital part of the public consultation process. Important messages from the process have informed the development of the principles that underpin *Melbourne 2030*.

A reference group has contributed to the development of important concepts and provided a sounding board for many ideas about content and the processes for community consultation This group was made up of representatives from local government, peak industry bodies and community-based organisations, and people with acknowledged expertise in a variety of professional fields. A separate group of peer reviewers, expert in planning and related fields, has provided important comment on an early draft of this document.

Figure 7. The Strategy process

Figure 8. Urban growth options

Diagram. What kind of future do we want

The scope of *Melbourne 2030*

Who will use *Melbourne 2030*?

Melbourne 2030 will be used by a wide range of organisations and individuals.

It will guide government agencies in matters such as infrastructure investment, the location of facilities, land-use planning and policy decisions.

It will give municipal councils a clear regional context within which to plan and manage local needs, and it will inform communities and individuals about the types of change they might see in their part of metropolitan Melbourne and the surrounding region.

Its long-term approach will provide the private sector, local government and individuals with the certainty and confidence needed to make investments and pursue opportunities.

This document sets out the essential features of *Melbourne 2030* in a form suitable for use as a planning document – but which is also written for the public. For the general reader, the essential elements are explained in the section entitled 'The strategic framework'. More detailed information is available in 'Policies and initiatives', in 'Implementing *Melbourne 2030*' and in background technical documents listed in the Appendixes.

How does it relate to the planning system?

Melbourne 2030 contains the Government's position on many issues relevant to land-use and transport planning in Victoria. The prime focus is the area covered by the 31 metropolitan municipal councils (including the 'interface councils' which cover both urban and rural areas at the fringes of metropolitan Melbourne). The Strategy has immediate planning implications in this area. Also, important issues are raised that affect local councils outside the metropolitan area, particularly those astride the regional transport corridors between metropolitan Melbourne and the closest regional cities within current and potential commuting range of metropolitan Melbourne.

The relevant elements of the policies contained in *Melbourne 2030* will be adapted for incorporation into the State Planning Policy Framework of the *Victoria Planning Provisions*. All local councils and other planning authorities in the areas affected must have regard to these policies and must work to implement them. They will have to consider the need for consequential changes to their own planning schemes to give specific effect to *Melbourne 2030* within their local area, in particular, where there is a need for adjustment to the Municipal Strategic Statement.

While the State Planning Policy Framework adaption process is under way, the 31 metropolitan councils will be requested to consider *Melbourne 2030* in planning decision-making, but must have regard to it in preparing planning scheme amendments.

Why does it look beyond metropolitan Melbourne?

Melbourne 2030 extends beyond the urban area of metropolitan Melbourne and its immediate surrounds because of the growing interdependence of metropolitan Melbourne and the regional cities, towns and rural areas in the wider region.

Investment in improved road and rail links under the *Linking Victoria* strategy, and continuing advances in communications, have progressively increased the area influenced by metropolitan Melbourne's day-to-day economy. Enhanced high-standard freeway, rail and telecommunications connections between metropolitan Melbourne and Geelong, Ballarat, Bendigo and the Latrobe Valley are opening up access to metropolitan and regional markets and jobs.

These improvements are bringing smaller towns and rural areas within commuting distance of metropolitan Melbourne, so that a small but increasing proportion of the metropolitan population and housing demand has transferred to these areas. In addition, the resource needs and recreational demands generated by metropolitan Melbourne's growth are felt across most of Victoria.

Figure 9. Commuter areas – number of regional residents commuting daily to work in Melbourne

The Government's regional development policies, aimed at business and tourism investment, development and promotion, have enhanced economic opportunities across the whole of Victoria, bringing new growth to regional towns and cities, and widening people's choice of location for homes and businesses.

For Victoria's future, it is essential to create a planning strategy that complements these policies and recognises the growing connections between metropolitan Melbourne and the surrounding region.

How will it affect regional towns and cities?

In reviewing their future planning strategies in the light of *Melbourne 2030*, rural and regional councils outside metropolitan Melbourne will need to take particular note of *Melbourne 2030*'s Direction 3, Networks with the regional cities. Local councils bordering the metropolitan area will need to ensure there is a smooth transition between city and country. Principles to consider will include the consolidation of activity around public transport nodes, the protection of established urban character and restriction on rural living development.

Local circumstances and priorities should be taken into account by each council while consistently applying the planning principles.

The Government is responding to the needs of individual regional cities and their surrounding areas in ways that match the needs and circumstances of each centre. For example, in 2001, a framework was developed for the future of the Latrobe Valley. This sought to redress significant social and economic problems that have faced the Latrobe Valley since the restructuring of the electricity industry.

Figure 10. Definitions of 'Melbourne'

What is Melbourne?

Generally the extent of metropolitan Melbourne, as understood in *Melbourne 2030*, is set by:

1.   the combined catchment of Westernport and Port Phillip Bay
2.   the boundaries of the total area governed by Melbourne's 31 municipal councils – this includes some rural land at the city fringe
3.   *Melbourne 2030*'s urban growth boundary, which confines urban use to all the developed parts of Melbourne, the satellite areas of Melton, Sunbury and Hastings, and some bayside areas of the Mornington Peninsula

Focus on Melbourne

How we were

Surprising change can take place in the short time span of 30 years. In metropolitan Melbourne in 1972, many of the areas now under investigation for *Melbourne 2030* were quite different:

▪ **housing** – someone wanting to live on the city fringe could buy a house on one of the new estates in Doncaster or Glen Waverley, where long-established orchards were being cleared and their land subdivided; the Housing Commission still planned what it called slum clearance in many areas that today are renovated as desirable parts of the cities of Yarra, Port Phillip and Melbourne; cattle were sold in the Newmarket saleyards, now an upmarket housing estate

▪ **transport** – public transport was fragmented and in decline – people travelled on 'red rattler' trains and trams built prior to the First World War, and the Underground Loop was still just a plan; the roads division of the MMBW (and, later, the Country Roads Board) had plans for 494 kilometres of freeways criss-crossing metropolitan Melbourne – to date, 225 kilometres have been built

▪ **health and education** – all metropolitan Melbourne's major hospitals were in Central Melbourne or close to it; the ring of inner-suburban Victorian-era primary schools (many now sold for development) was still educating thousands of children

▪ **environment** – the first of the MMBW's metropolitan parks was being established and the Environment Protection Authority (EPA) was set up, but more than a decade would pass before the Age's 'Give the Yarra a Go' campaign led to a new approach for urban waterways

▪ **recreation** – of the 12 teams in the Victorian Football League, only Geelong played at a ground that was more than a few kilometres from Central Melbourne; exotic food was a pizza in Lygon Street, Carlton – the cultural centre of metropolitan Melbourne – or a cappuccino in the Paris End of Collins Street.

Figure 11. Urban growth, 1928-96

How we are

Metropolitan Melbourne at the beginning of the twenty-first century is at a crossroads. We have come a long way since 1972, and the city has great strengths, but we also face significant challenges.

Our strengths include:

▪ **economic competitiveness** – we have an efficient freight system, a strong business hub and extensive urban infrastructure including state-of-the-art telecommunications; we lead Australia in research and development; our long-established manufacturing strength now has a strong technological base; our nearby agricultural industries are flourishing

▪ **liveability** – metropolitan Melbourne overflows with sporting, cultural and recreational opportunity; the public transport system makes the city generally easy to traverse; health and safety standards are high, as is environmental quality; metropolitan Melbourne and the surrounding region has outstanding natural landscapes and coastlines

- **diverse people** – being home to people from some 200 countries, our exciting cultural diversity puts the whole world on our streets and into our workplaces; our work-force is skilled and creative

- **an attractive urban environment** – the city is generously laid out with plenty of parks and open space, including corridors and trails along our major rivers and streams, and leafy city boulevards; heritage places including buildings, gardens and trees are valued and well displayed; distinctive lifestyle choices abound

The challenges lie in these broad areas:

- **economic opportunity** – competition for markets on every level (especially in Asia) is intensifying; we need to encourage business and creativity and spend more money on creating and applying knowledge; we must maintain and improve freight infrastructure; it is vital that all Victorians benefit from metropolitan Melbourne's growth

- **development pressures** – the growth in population and households, coupled with the greying of our population, brings a need for more and different housing in different locations and configurations, and underlines the requirement for good design in public and private spheres

- **increasing inequality** – changes in the labour and housing markets have created opportunity for some, disadvantage for others; many people cannot afford a place to live that is close to transport, employment, education and other services; emerging pockets of social disadvantage have the potential to weaken the fabric of our community

Figure 12. Areas of relative disadvantage, 1996

- **transport choice** – the car will continue to dominate but we must offer viable alternatives for travellers; public transport and freight management systems must be improved if metropolitan Melbourne is to remain an attractive place to live, work in and visit

Figure 13. Increases in population, car travel and public transport trips

Figure 14. Freight movements (2000 estimates)

Figure 15. Percentage of jobs accessible within 40 minutes travel (by car and by public transport)

- **environmental damage** – population and economic growth threaten habitats and biodiversity; water resources must be husbanded and greenhouse gas emissions reduced; public awareness of environmental problems needs to be increased.

Figure 16. Water demand for metropolitan Melbourne

How we might be

No crystal ball is available to predict how metropolitan Melbourne will be in 2030. However, *Melbourne 2030* gives us a chance to put in place planning and land-use policies to maintain our prosperity and share its benefits around the State. These will create a better living and working environment while ensuring that metropolitan Melbourne remains:

- **accessible** – with more people enjoying the benefits of flourishing activity centres where shops, jobs, services and recreation are within walking distance of their homes; with fast and reliable travel to and from regional cities and towns; with a comprehensive, efficient and networked public transport system and a usable web of bicycle tracks and pedestrian routes; with access to the mountains, open country and beaches

- **attractive** – with well-preserved heritage buildings and streetscapes and new development of the highest design quality; with altered skylines but a form that is still recognisably 'Melbourne'; with fitting emphasis on the specialised areas that create the tapestry of the city and on the different communities from all over the world that give it depth and vitality

- **welcoming** – with health care, educational and recreational facilities, housing, community and emergency services that everyone can find, use and afford in all parts of the city; with world-class tourist facilities, services and experiences that make Melbourne a desirable international destination in its own right

- **thriving** – with industry, commerce, research and development that flourishes because it is competitive, viable, well-located and can use properly designed networks for transport and communications

- **sustainable** – where 'green' is no longer a colour but a way of life reflecting an environment that is valued, meaningful amounts of open space that can be enjoyed by all, and resources that are carefully deployed.

The strategic framework

The **vision** is the Government's clear aim for the future of metropolitan Melbourne.

The **principles** are integral to the Government's view of how *Melbourne 2030* should be implemented. They have helped shape *Melbourne 2030* and will guide decisions on planning, transport and infrastructure investment.

The **key directions** summarise the means by which it is proposed to work with current trends – either altering or reinforcing them – to achieve a better future for metropolitan Melbourne. These directions embody a whole-of-government approach which accepts that some past policies and practices are no longer sustainable.

Just as the Government's policy framework, *Growing Victoria Together*, balances economic, social and environmental goals and actions with the need for economic growth, so *Melbourne 2030* aims to ensure that land-use and transport planning and investment always contribute to economic, social and environmental goals. This systemic approach to urban and regional growth lies behind the development of the key directions.

Vision

In the next 30 years, Melbourne will grow by up to one million people and will consolidate its reputation as one of the most liveable, attractive and prosperous areas in the world for residents, business and visitors.

Principles

Sustainability	Achieving sustainability requires an integrated approach to decision-making. This means taking a long-term view while ensuring that economic, social and environmental implications are considered. The National Strategy for Ecologically Sustainable Development provides a framework for achieving long-term sustainability. The core objectives are to: ▪ safeguard the welfare of future generations ▪ improve equity within and between generations ▪ protect biological diversity and maintain systems essential to support life. A key principle is that, where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent the threat from being realised.
Innovation	Innovation and the creativity, cultural vitality, intellectual capacity and entrepreneurial skills that give rise to it are essential for all forms of growth and development. The Government is committed to finding new answers and approaches.

Adaptability	People can and must take into account past trends and indications of future directions. The Government is determined to plan for change and to be adaptable when faced with the unexpected.
Inclusiveness	The Government will consider the differing needs, values and aspirations of all individuals and groups in society while managing urban and regional growth and change, carrying out the processes of planning at all levels, and implementing *Melbourne 2030*.
Equity	The Government is committed to ensuring fairer access to the benefits of growth and change. All Victorians will benefit because, in providing social, economic and environmental infrastructure, we will focus on areas of need and current inequality. To ensure more equitable access to that infrastructure, the Government acknowledges the right of all people to be safe, and to feel safe.
Leadership	Leadership at individual, community and industry level is vital — to manage the rapid change that many communities are experiencing, and to achieve the desired outcome for metropolitan Melbourne and the surrounding region. Communities have an enormous capacity to influence their own destiny, but there is also an essential role for government. The Government is committed to providing direction while encouraging and supporting leadership at all levels.
Partnership	People operate in a complex urban system where no one level of government or organisation has dominance in decision-making. The Government is committed to working in a collaborative manner with local government, non-government organisations, the private sector and the community.

Key directions

1. A more compact city

We must take full advantage of our existing settlement patterns and current investments in transport and communications, water and sewerage, and social facilities. This is for reasons of efficiency and to meet the changing needs of the population.

Melbourne 2030 encourages concentration of new development at activity centres near current infrastructure, in areas best able to cope with that change while meeting the objective of sustainable development. Development will be required to respond to its landscape, valued built form and cultural context.

An urban growth boundary (see Direction 2, Better management of urban growth) will be used as a tool to help achieve a more compact city.

Melbourne 2030 will support and encourage development opportunities in line with the proposed household distributions for new households, set out in Figure 17. Compact city, in order to:

- encourage a greater proportion of new dwellings at strategic redevelopment sites (particularly Principal Activity Centres and Major Activity Centres) within established metropolitan urban areas, to reduce pressure for urban expansion

- reduce the share of new dwellings in greenfield and dispersed development areas while increasing housing choice.

Figure 17. Compact city

Established residential areas

The valued character of established parts of the city will be protected through application of the residential development provisions (ResCode) and other planning measures. This includes items of cultural heritage, historic buildings, green spaces and valued suburban streetscapes.

Locations for new development

More development – housing and employment – will be accommodated in selected parts of established areas to encourage more effective use of infrastructure for human services, public transport and water, power and communications. This will also reduce pressure for inappropriate developments in established areas with valued urban character and streetscapes.

Existing activity centres (with their substantial local community and business investment) will be the focus of much new development.

Melbourne 2030 will reinforce and expand the existing network of Principal, Major and Neighbourhood Activity Centres. Public transport links between centres will be improved to provide a range of choices for shopping and other services.

Most Principal, Major and Neighbourhood Activity Centres will be mixed-use, including retail, commercial, entertainment, education, health and community services. Principal and Major Activity Centres will demonstrate a range of housing forms and densities and high-quality urban design.

The focus on Principal Activity Centres builds on the preferred trend in the development and retail sectors in recent years. The Government has already announced five of these centres, (Dandenong, Frankston, Ringwood, Sydenham and Footscray) as the locations for major redevelopments under the Transit Cities program and has allocated $10 million over the next four years to facilitate development.

New opportunities to undertake Transit City-style projects will be examined, starting with Box Hill, Epping, Broadmeadows and Werribee.

The Government will also work with each of the local councils responsible for Principal Activity Centres to develop strategic plans for each of these centres and identify potential improvements to public transport and areas for redevelopment. Priority will be given to Sunshine, Knox City/Towerpoint, Cranbourne, Doncaster, Narre Warren/Fountaingate and Coburg.

The possible upgrading of transport services to big stand-alone centres such as Chadstone, Southland, Doncaster, Highpoint and Airport West will receive particular attention. Solutions may include better bus interchanges, new stations or extending tram services. The current project to extend the Burwood tram to Knox City is an example of what can be done as funds become available.

Major Activity Centres are also potential sites for significant developments and infill building programs. VicTrack is working on a city wide program of identifying opportunities for redevelopment of stations, use of airspace over rail tracks and more productive use of associated railway land.

Focusing a substantial proportion of this development at activity centres that have good access to the Principal Public Transport Network (see Direction 8, Better transport links) will help to reduce car trips and decrease the share of trips that need to be made by car. It will make the most of access to existing facilities and services, ensure that centres remain viable and vibrant, and reduce development pressures on other existing urban areas.

Good urban design in these locations will encourage sustainability, a sense of place and cultural identity. Excellence in urban design (see Direction 5, A great place to be) will be integral to implementing *Melbourne 2030*.

Figure 18. Making car-based centres work better

2. Better management of metropolitan growth

Outer-city growth must be located close to transport corridors and services.

On the city fringe, concentrating development in compact settlements will have benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas. It will help provide efficient and effective infrastructure that supports new development, especially public transport and community services. It will be based on maintaining and enhancing affordable living and on preserving the social and cultural fabric of small towns and rural areas.

Melbourne 2030 reaffirms and strengthens the policy of focusing fringe development in growth areas based around major regional transport corridors, with the bulk of new development to be within accessible distance of the Principal Public Transport Network. Growth areas are designated for large-scale change, over many years, from rural to urban use and will house new communities of the future.

The Strategy establishes an urban growth boundary to contain the urban area. The key growth areas for metropolitan Melbourne are the only areas designated for further urban expansion. Eventually, the focus of growth will need to shift from the south-east to the north and west. The urban growth boundary will limit urban expansion, protect valued non-urban areas, ensure ready access to infrastructure in the key transport corridors and encourage urban renewal.

Figure 19. Managing urban growth

In designated growth areas, preferred development sequences will be defined to better coordinate infrastructure planning and funding. This will include an indicative 10–15 year development and land-supply program, regularly updated, to identify the areas (both greenfield and major infill/redevelopment sites) in which development is expected to meet projected housing demand.

Growth will be managed to produce an urban form that can be serviced efficiently so that public transport services are provided concurrent with development. This will avoid delays in public transport provision that require new residents to commit to multiple car ownership – which tends to entrench car use – and will encourage activity centres with a range of facilities and jobs.

For development within growth areas, new design standards based on the Neighbourhood Principles (see Direction 5, A great place to be) will create communities rather than subdivisions.

Giving long-term certainty about growth areas is important as this will minimise speculative pressures on land values in nearby urban areas and help retain productive rural use. The location of growth areas reflects past policies and expectations, makes best use of existing public transport and major road infrastructure, and takes account of areas of special resource, environmental and landscape significance.

The corridor pattern of development will allow the retention of areas of open land close to most development areas. These green wedges, identified in the 1971 report, Planning policies for the Melbourne Metropolitan Region, are a valued feature of metropolitan Melbourne and have practical and aesthetic benefits.

Environmental assets are highly valued in their own right as well as on aesthetic and economic grounds. Statutory protection will be provided for the green wedges including the Yarra Valley, the Dandenong and Yarra Ranges, Westernport and the Mornington Peninsula to protect these areas from uncontrolled growth. Similar areas in the surrounding region, such as the Macedon Ranges and Bellarine Peninsula, will be considered for equivalent protection as part of local planning policies.

Figure 20. Green wedges

3. Networks with the regional cities

The concept of networked cities is fundamental to *Melbourne 2030*. Such cities build on improved links between regional Victoria and the economy and facilities of metropolitan Melbourne.

Victoria has a number of cities with populations of between 50,000 and 200,000 spread across a broad arc around the metropolitan urban area. This provides an ideal framework for developing metropolitan Melbourne and the surrounding region and economy together on the basis of networked cities, rather than the more traditional hub and spoke model of a large capital city. Victoria is better placed than any other State in Australia to develop and enjoy the benefits of networked cities.

As settlements in this broad region become increasingly interdependent, there will be a far wider choice of places in which to live, set up business and find a job. This will help Victoria compete effectively in national and international markets. It will help share the benefits of growth across the State.

The share of new dwellings locating in regional cities will be increased and the share provided by dispersed rural residential development reduced.

New urban development will be encouraged outside metropolitan Melbourne, particularly in Ballarat, Bendigo, Geelong, the townships of the Latrobe Valley and in key towns along the transport corridors to these cities, taking advantage of their improved integration with metropolitan Melbourne and their access to infrastructure, land and labour. In the longer term, investigation of the corridor to Seymour and beyond may be needed, particularly if significant new investment occurs in public transport infrastructure and services in that corridor.

Figure 21. Networked cities

Rural areas will be protected and safeguarded for a range of rural uses and developments, with preference in planning and development outside urban areas going to agriculture, conservation, natural resource-based uses, transport services and tourism, and with protection for important water catchments.

Rural living developments will be better planned and subject to more stringent development standards, to reflect the commitment to compact settlements and reduce the adverse impacts of such developments on the environment, water catchments, resource-based industries and provision of infrastructure and services.

Tight controls will be imposed on water catchments, areas with important natural vegetation, areas that could impact on wetlands, areas (and buffer zones) of mineral resource extraction and/or areas with potential for intensive or high-value agricultural production. In such areas, urban development will not be allowed, and rural living development will be prohibited or subject to greater controls.

Melbourne 2030 protects land with irrigation potential that can be supplied with water recycled from water treatment plants. This reflects the Government's commitment to progressively increase water reuse.

4. A more prosperous city

Melbourne 2030 provides for a strong and innovative economy. It is based on the view that all sectors of the economy are critical to economic prosperity and that a broad cost-benefit approach is required, rather than a narrow fiscal view.

Land-use and transport infrastructure planning and delivery will be integrated in key transport corridors to ensure high-quality access to ports and airports and efficient movement of freight and people. Opportunities will be protected for internationally competitive industry clusters seeking large landholdings, and for major logistics industries that need ready access to road and rail networks, airports and seaports (see Direction 8, Better transport links).

Logistics and communications infrastructure, including broadband telecommunications services, will be expanded to underpin development of the innovation economy that is vital to Melbourne's success.

Central Melbourne, the Central Activities District in particular including – to a growing extent – Docklands, will remain a key location for high-order commercial development and the retail and entertainment core of the metropolitan area. It will be the preferred location for uses serving the State or nation. Continued housing development in Central Melbourne will take advantage of this area's unmatched accessibility to jobs, facilities, recreational and cultural opportunities, adding to the after-hours vibrancy of the inner areas.

Figure 22.Economic foundations

5. A great place to be

Melbourne 2030 aims to create memorable places in which to live, work and play.

Excellence in urban design will be pursued so that future urban environments are of better quality, safer and more functional, providing more open space in areas where this is lacking, and an easily recognisable sense of place and cultural identity. New standards for the development of communities will be based on the Neighbourhood Principles, ensuring sustainability.

Indigenous and non-Indigenous heritage will be protected.

Areas of special resource, environmental and landscape significance will also be protected, with improved environmental and other standards for locating urban and rural living development.

Melbourne 2030 proposes new regional parks on the western shores of Port Phillip Bay, and in the green wedges west, north and south-east of the city. This will make the distribution of major parks more equitable. The pattern of urban development proposed (including directing fringe growth into well-defined growth areas) will also support the retention of areas of open land close to urban development.

6. A fairer city

Melbourne 2030 plans for a fairer distribution of social and cultural infrastructure, and for better coordination and timing in the delivery of new services in development areas.

The stock of well-located, affordable housing in all parts of metropolitan Melbourne will be increased. Better information about mismatches between supply of, and demand for, affordable housing for different households and locations will highlight unmet housing needs and allow them to be better addressed.

By working with local communities, gaps will be identified in major social and cultural facilities in areas such as health, education, justice, recreation and the arts. These gaps will then be addressed. Ensuring that all communities have access to such facilities is vital to *Melbourne 2030*'s aim for community development and a strong cultural environment.

7. A greener city

Improved environmental management is fundamental to *Melbourne 2030*. The Government is committed to reducing resource use and waste generation, and to creating an environmentally sustainable path for future growth and development in metropolitan Melbourne and the surrounding region. Its Statewide strategies demonstrate its determination to protect and preserve Victoria's natural capital for present and future generations.

Melbourne 2030 supports and builds on such strategies while recognising the need to manage our urban systems in a way that minimises impacts on the environment. It will widen the focus from individual sites to ensure awareness of cumulative impacts on local, regional and global ecosystems, with action occurring across a number of interrelated areas.

The Strategy includes actions that will help reduce greenhouse gas emissions and promote measures to improve air quality. Efforts to recycle waste water for non-potable uses will be encouraged, water harvesting areas protected from incompatible uses, and development and catchment areas will be planned and managed more comprehensively. *Melbourne 2030* will also work to reduce the negative impact of stormwater on waterways and bays.

Biodiversity is a key issue. In urban and rural areas, native vegetation communities will be protected and improved and habitat restoration encouraged. The proposed urban growth boundary will help with protection of important flora and fauna habitat.

Waste production will be reduced and residual waste managed according to the hierarchy of 'reduce, reuse, recycle' with the least preferred option being disposal to landfill.

Figure 23. Desired sustainable directions

8. Better transport links

The Government is committed to providing a more sustainable transport system that offers genuine options to travellers. *Melbourne 2030* supports real transport choice for most residents, and aims to increase the numbers of people who use public transport, cycle or walk.

The interim report of the Infrastructure Planning Council (IPC) highlighted the need for a better balance of use between private and public transport. The current system provides incentives that favour car use. Substantial improvements are needed to the public transport system. These must be supported by incentives that favour public transport, and better information for users on the choices available and the implications of making those choices.

Public transport

Currently, only 9 per cent of motorised trips within the metropolitan area are made on public transport. The Growing Victoria Together target is 20 per cent by 2020, to return public transport usage to the levels of the 1970s. The public transport system in and around metropolitan Melbourne must be expanded, resourced and promoted accordingly.

Major upgrades in public transport capability will be achieved in several ways, including expanded coverage and improvements in speed, reliability, ease of use, amenity and safety. A Principal Public Transport Network will be established by building on existing train and tram services, and creating new cross-town bus services, between Principal and Major Activity Centres in metropolitan Melbourne. Local public transport services will be improved, particularly bus services, and a key focus will be improved services in middle and outer metropolitan areas. Attention will also be paid to impending capacity constraints in the inner area.

The Infrastructure Planning Council and transport in Victoria

The Government set up the IPC in May 2000 to:

- examine the infrastructure areas of water, energy, transport and communications
- advise on infrastructure needs for the next 20 years
- look at how priorities should be determined.

The IPC's interim report appeared in October 2001. Recommendations on transport included the need to recognise the true costs of the private car, public transport and freight carried by road, rail, air and sea, and the need to dramatically change incentive structures that might encourage people to use public transport and businesses to use rail freight.

Three priority areas were identified:

- • using incentives to make the transport system more efficient and sustainable
- • getting better value from existing transport infrastructure
- • addressing future gaps in the transport system.

In its report, the IPC proposed that more work be done on pricing relativities of transport by road and rail. This would include price changes as a means of underpinning efforts to get people to switch transport modes, and major upgrading of the public transport system to make it more attractive. Without adequate and realistic choice for users, the report said, incentives to move people away from their cars had no chance of success.

Increased freight traffic is inevitable, particularly around the ports, with efficient freight movements an increasingly important part of the production process. Road transport would continue to be vital to Victoria's future growth, but some rebalancing would be needed with a greater share for rail for long-hauls.

The Port of Melbourne, Australia's largest container port and central to Victoria's economy, needs to be fully functional and to achieve world-class operational efficiencies. Its operations are presently constrained by the depth of the channel, and by rail and road access.

Figure 24. Potential ways to change travel behaviour and increase public transport use

Integrated land-use and transport strategies will complement the upgrades so that additional development can be accommodated in areas that are highly accessible to the public transport system and to the Principal Public Transport Network.

Road use

Melbourne 2030 will continue to support investment in the road system to meet freight and personal mobility needs. Car use will still be important and often essential, but past and current rates of growth in private vehicle use are not sustainable.

Priority for future road investments will be given to:

- completing the Scoresby Integrated Transport Corridor and links to regional Victoria

- reducing the backlog in providing arterial roads in outer suburbs

- making safety improvements

- resolving conflicts between cars, cyclists and pedestrians

- making on-road public transport operate more efficiently

- making road freight operate more efficiently and with lower external impacts.

Melbourne 2030 recognises that road system management, rather than major road building, is a key issue for the future. We must make the most of our substantial investment in the road system and recognise the needs of all categories of road users.

Road management will now favour public transport since much of it will be on-road.

Walking and cycling

Active modes of travel such as walking and cycling have the potential to reduce the growth in all forms of motorised travel and to improve public health. *Melbourne 2030* recognises the importance of providing safe, attractive and continuous pedestrian and cycling routes and facilities, on and off-road, as an integral part of new and existing urban development. The Principal Bicycle Network will be completed.

Freight

An efficient freight system is vital to Victoria's continued economic growth. The transport system will have to cater for increased freight traffic but its environmental impact must be lessened. By 2010, the Government intends that rail will carry 30 per cent of all freight to and from Victoria's ports – double the present rate. However, even with rail playing a larger role, road freight is expected to increase in volume.

One of metropolitan Melbourne's strengths is comparatively good freight infrastructure in terms of its ports and associated facilities, airports, good road and rail systems. Yet certain areas need improvement. *Melbourne 2030* will protect and invest in the long-term potential of the ports. It will also recognise the need to improve road links serving the ports and key industry areas (including the Scoresby Corridor) within Melbourne, completing road links of freeway standard to regional cities and progressively upgrading other key road and rail links from regional Victoria to the ports. Land with good road and rail access will be protected for longer-term industrial development needs.

9. Better planning decisions, careful management

Because *Melbourne 2030* is at heart a planning document, its successful implementation requires a robust planning system as well as careful management of the changes and varied processes involved.

Current impediments to the smooth operation of the planning system will be examined and addressed at levels ranging from the review of planning schemes to the expansion of the work-force involved. The aim will be to speed up the process of getting planning permits and, when disputes arise, to resolve them as smoothly as possible.

Close and ongoing involvement will be sought between government and local councils in order to ensure consistent, informed, integrated and careful implementation.

To keep *Melbourne 2030* responsive and relevant to the community it serves, there will be a rigorous and continued process of reporting, consultation, review and community involvement. A place management approach would involve the community and provide a holistic way of solving problems in local areas.

Figure 25. Better planning systems and process

Figure 26. Partnerships and integration

Policies and initiatives

This section contains the detail of *Melbourne 2030*. It spells out the actions that will follow the key directions.

The **directions** incorporate a number of policies in the form proposed to be included in the planning system.

The **policies** are backed up with statements of intent that indicate their extent as a guide to future action and decision-making.

The **initiatives** that support each policy are specific measures that can be started within the next five years. They show how the Government intends putting *Melbourne 2030* into practice.

As *Melbourne 2030* is a statement of government policy intent only, some of the initiatives will be subject to the availability of budget funding. That is, such initiatives will need to await assessment and prioritisation through normal State budget processes in future periods.

It is not intended that all initiatives should begin at once, nor that all should be completed within the five-year time frame. Many will lead to follow-on work. Many may change or be reviewed over the 30-year life of *Melbourne 2030*.

Direction 1 - A more compact city

Policy 1.1.   Build up activity centres as a focus for high-quality development, activity and living for the whole community

Policy 1.2.   Broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development

Policy 1.3.   Locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport

Policy 1.1. Build up activity centres as a focus for high-quality development, activity and living for the whole community

Activity centres in urban settings are used every day as people shop, work, keep appointments, do business or relax. They vary greatly in size and in usage. They may be shopping and community centres at local or regional level. They may be places that provide education and health facilities, such as university campuses or regional hospital complexes.

Activity centres will be the focus of major change in metropolitan Melbourne over the next 30 years. They are uniquely placed to provide for much of the anticipated growth in households. They are, or will be, well-served by public transport, and they offer a wide range of services and facilities benefiting the whole community.

Activity centres will be developed as centres for business, shopping, working and leisure. Most will also contain community facilities related to public administration, education, health and emergency services. They will also be important locations for the development of different types of housing, including forms of higher-density housing.

The key objectives for the development of activity centres are to:

- reduce the number of private motorised vehicle trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible locations
- encourage economic activity and business synergies
- broaden the mix of uses appropriate to the type of centre and the needs of the population served
- provide focal points for the community at different geographic scales
- improve access by walking, cycling and public transport to services and facilities for local and regional populations
- support the development of the Principal Public Transport Network.

Melbourne 2030 seeks to increase the concentration of activities in metropolitan Melbourne within a network of activity centres, both existing and planned. This network will comprise a range of centres that differ in size and function and are connected by public transport. Catchments of these centres may overlap, allowing as many people as possible the maximum choice in services, employment and social interaction.

The Government intends that the planning, investment and development processes will encourage growth at those activity centres that are well-located. This will discourage developments outside the activity centres, and it will discourage continued growth at centres that cannot meet performance standards for public transport accessibility and other criteria.

Role and function of centres

Metropolitan Melbourne's activity centres are classified into five types:

- Central Activities District
- Principal Activity Centres
- Major Activity Centres
- Specialised Activity Centres
- Neighbourhood Activity Centres.

The classification defines the role and function of centres, including preferred uses, scale of development and links to the public transport system.

Central Activities District

This is metropolitan Melbourne's largest centre of activity with the greatest variety of uses and functions and the most intense concentration of development. It provides services and functions such as commercial, retail, housing, highly specialised personal services, education, government and tourism.

The Central Activities District will continue to be the preferred location for activities that have State or national significance, and for activities that have a significant impact as trip generators, drawing users from around the metropolitan area and beyond, and hence benefiting from being at the centre of the Principal Public Transport Network.

The three municipalities that make up Central Melbourne (Melbourne, Yarra and Port Phillip) contain a rich network of interconnected activity centres of all types. Policy 4.2 describes the function of Central Melbourne and *Melbourne 2030*'s proposals for reinforcement of its role.

Principal Activity Centres

Metropolitan Melbourne has a network of about 100 Principal and Major Activity Centres. These centres provide some 30 per cent of retail turnover, substantial employment, and a wide variety of recreation and community facilities. Each is an important focus for its surrounding community.

Continued development at Principal Activity Centres provides scope to accommodate ongoing investment and change in retail, office, service and residential markets.

Development of this network of activity centres is critical to metropolitan Melbourne's future economic performance. The intent is to substantially reinforce the network by connecting the Principal Activity Centres into an expanded public transport network – the Principal Public Transport Network (see Policy 8.1) – and encouraging more mixed-use development in appropriately located centres.

New Principal Activity Centres will have to be on the Principal Public Transport Network or be linked to it as part of the cost of developing the site.

Melbourne's 25 Principal Activity Centres have, or should have, the following characteristics:

- a mix of activities that generate high numbers of trips, including business, retail, services and entertainment
- being generally well served by multiple public transport routes (many being on the rail network), and on the Principal Public Transport Network or capable of being linked to that network
- a very large catchment covering several suburbs, and attracting activities that meet metropolitan needs
- the potential to grow and support intensive housing developments without conflicting with surrounding land uses.

They have developed along two paths:

- **town centres** are located at current or planned nodes of the Principal Public Transport Network, and are characterised by a mix of uses. They are the Transit Cities of Dandenong, Frankston, Ringwood, Box Hill, Epping, Broadmeadows, Footscray, Werribee and Sydenham, and the centres of Greensborough, Sunshine, Moonee Ponds, Coburg, Prahran/South Yarra, Camberwell Junction, Glen Waverley, and Cranbourne
- **stand-alone centres** developed as stand-alone shopping centres during the 1960s and 1970s. They are Chadstone, Highpoint, Southland, Northland, Knox City/Towerpoint, Doncaster, Narre Warren/Fountain Gate and Airport West. Generally they are freestanding, remote from the rail system, and depend largely on car access. Most provide for a lesser range of uses than the longer-established centres, although some have begun to take on a wider role as meeting points for the communities they serve.

The size and/or location of Principal Activity Centres mean they have an especially important role to play as a focus for community activity, services and investment. *Melbourne 2030* identifies them as a location for priority government investment and support. The Government will work with the private sector to help effect improvements to public transport at Principal Activity Centres. The Transit Cities program will focus on these centres to produce better, more integrated, land-use and transport outcomes.

Each Principal Activity Centre can serve as a focus for a range of government and community facilities and services. Those that developed as town centres need to have their growth carefully managed, in order to achieve more sustainable transport and to give nearby residents access to many of the benefits at present enjoyed only by residents of inner suburban areas. Those that developed as stand-alone centres will be supported in order to broaden their role, achieve a greater mix of uses, and make them more accessible by public transport through links to the Principal Public Transport Network.

Where catchments overlap in any part of the network of centres, priority for investment and location of significant land uses will be given to Principal Activity Centres.

Major Activity Centres

This classification takes in most of the rest of Melbourne's largest activity centres. They have similar characteristics to Principal Activity Centres but serve smaller catchment areas.

Continued development at Major Activity Centres supplements the network of Principal Activity Centres and provides additional scope to accommodate ongoing investment and change in retail, office, service and residential markets.

As with Principal Activity Centres, the development of this network of Major Activity Centres is critical to metropolitan Melbourne's future economic performance. The intent is to substantially reinforce the network by connecting most of these centres into the Principal Public Transport Network (see Policy 8.1) and encouraging more mixed-use development in appropriately located centres.

Melbourne 2030 encourages continued broadening of the range of uses in Major Activity Centres and upgrading of public transport services. Existing Major Activity Centres that lack good public transport links will not be allowed to grow substantially at the expense of better-located centres serving the same catchment. New Major Activity Centres will have to be on the Principal Public Transport Network or be linked to it as part of the cost of developing the site.

Specialised Activity Centres

These important economic precincts play a vital role in metropolitan Melbourne's economy.

They include:

- Melbourne Airport
- major university campuses
- key research and development precincts, including the specialised precincts of particular importance to the State's innovation economy, which are identified in the Biotechnology Strategic Development Plan for Victoria as:
    - Parkville medical and bio-scientific institutes (including Bio 21)
    - Prahran – Alfred Medical Research and Education precinct
    - Clayton – Monash University/Health Research precinct – science and technology park (including the proposed Synchrotron)
    - Werribee – animal and food research centre
    - Bundoora – La Trobe and RMIT universities technology parks
    - Heidelberg – Austin and Repatriation Medical Centre Biomedical Alliance precinct – health research.

Specialised Activity Centres provide a mix of economic activities that generate high numbers of work and visitor trips. They require similar transport management responses to other types of large centres. Their planning and development should reinforce their specialised economic function. They should contain only uses that support and are consistent with continued growth in their primary function. Mixed uses that complement the role of these centres are encouraged, but they should not compete with nearby Principal or Major Activity Centres. Nor should these centres attract mixed uses that serve a wider catchment and might inhibit their specialised role. They must be located on the Principal Public Transport Network.

Future planning and development of the research precincts should emphasise their ability to foster interaction between researchers and industry. Space is required so that new and emerging applications can benefit from co-location.

Neighbourhood Activity Centres

Metropolitan Melbourne has more than 900 Neighbourhood Activity Centres. These are dominated by small businesses and shops. They offer some local convenience services and at least some public transport.

Their key features are:

- generally, a limited mix of uses meeting local convenience needs

- generally less than 10,000 square metres of retail floor space

- accessible to a viable user population by walking/cycling

- accessibility by local bus services, and public transport links to one or more Principal or Major Activity Centres

- their role as important community focal points, ideally close to schools, libraries, child care, health services, police stations and other facilities that benefit from good public transport.

From a metropolitan perspective, these centres contribute to the goal of encouraging walking, cycling and local public transport use, particularly where they are part of a network of centres. Redevelopment in middle and outer suburbs and development of new growth areas should provide viable locations for Neighbourhood Activity Centres in areas where their current distribution is inadequate.

Their location should be planned in conjunction with the design of local public transport services.

Higher-density housing will be encouraged in and around Neighbourhood Activity Centres. It should be designed to fit the context and enhance the character of the area while providing a variety of housing options for different types of households. Development of these centres can improve access to local services and accommodate the changing housing needs of those who do not want to break their links with their local community.

Figure 27. Network of activity centres

The role of local government in planning activity centres

The way activity centres are planned and managed can generate a number of benefits. As the centres become better-served by public transport, there is less need to use cars. They offer access for all to a range of services. Because activities are clustered, employment opportunities multiply, and they provide a range of housing options.

Renewed planning of existing activity centres should emphasise implementing policies for clustering higher-density housing in and around centres, and improving local and regional public transport.

Accordingly, to encourage development within centres, local councils will be encouraged to review the purpose and function of individual centres and to revise local planning policies to ensure consistency with *Melbourne 2030*. Detailed structure planning can help with this process. Structure planning should:

- set the strategic framework for the use and development of land in and around the centre and give clear direction to investors about preferred locations for investment

- support the role and function of the centre given its classification, the policies for housing intensification, and development of the public transport network

- show the scale and direction of development needed to reflect the needs of the community, now and in the future

- reflect the Strategy's performance criteria.

Each centre should be assessed against standard performance criteria (see 'Performance criteria') before developing detailed planning responses. Councils should identify the boundaries of each centre, or where necessary redefine them, in order to provide for new and expanded activity so as to reduce the need for out-of-centre development. In some cases, this will involve change to the urban form of the centre.

Councils will be encouraged to give priority attention to those Principal and Major Activity Centres that have good public transport access and will be essential to the development of the Principal Public Transport Network. Careful structure planning will provide a basis for supporting more intensive and varied development without compromising the amenity of surrounding land-uses.

Performance criteria

Activity centres best meet *Melbourne 2030*'s vision, principles and key directions when they fulfil integrated performance criteria, as follows:

Social

- improve the liveability (safety, convenience, comfort, aesthetics) of the area
- increase opportunities for social interaction and provide a focus for the community
- contribute to the area's natural, cultural and historical heritage
- make a wide range of services and facilities more accessible to all
- relate well to surrounding development, land uses and landscapes
- meet the needs of all segments of the population
- maintain or improve transport choice for all
- maintain or improve public health

Economic

- contribute to economic competitiveness of the network of centres that provides wide community benefit
- promote urban forms that minimise overall land and transport requirements
- ensure more efficient use of land and provision of infrastructure
- improve freight movement and business logistics
- improve business and employment opportunities

Environmental

- encourage the development of urban transport systems that will limit pollution from fossil fuels and reduce greenhouse gas emissions
- improve energy-efficient building design and layout
- limit the amount of waste generated for disposal off-site
- increase water conservation, including water-sensitive urban design
- control noise emissions to achieve reasonable levels near sensitive uses.

Over time, the performance of each centre in the network will be assessed against these criteria and other relevant standards to provide a benchmark for determining the direction and magnitude of changes required to improve the network of centres.

Initiatives

1.1.1.　Work with local government to revise local planning strategies, and to identify types of activity centres and actions that will improve the network of existing centres consistent with the policies in *Melbourne 2030*

1.1.2.　Work with local government to prepare structure plans that provide for growth and change at Principal and Major Activity Centres in terms of development, land use, higher-density housing, roads and public transport, services and community infrastructure, giving priority to Sunshine, Knox City/Towerpoint, Cranbourne, Doncaster and Narre Warren/Fountain Gate

1.1.3.　Implement demonstration projects that involve government and the community, such as railway stations, bus interchanges, car parking and land assembly at Principal Activity Centres including the metropolitan Transit Cities of Dandenong, Frankston, Ringwood, Box Hill, Epping, Broadmeadows, Footscray, Werribee and Sydenham

1.1.4.　Encourage development in Principal and Major Activity Centres and provide assistance through the Urban and Regional Land Corporation with site assembly, master planning and preliminary infrastructure development

1.1.5.　Review existing business zones with a view to creating specific zones to implement the activity centre policy

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Transit Cities

The Transit Cities program aims to restructure parts of metropolitan Melbourne and the regional centres serviced by fast rail by focusing higher-density mixed-use development around key transport nodes. Projects at Transit Cities will be focused on strategic transport interchanges and associated facilities. Most of these locations will require new or upgraded rail stations, bus interchanges, and associated facilities, in order to encourage nearby commercial investment in mixed-use and high-density residential development. Matters of land acquisition and assembly will be important in identifying development opportunities.

The Transit Cities program aims to:

- improve public transport usage and the integration of transport services
- provide opportunities for increased private investment and business innovation
- improve the overall quality of places and encourage sustainable city development
- develop high-density housing at strategic redevelopment sites near transit centres
- build communities that offer fair access for all to services and employment opportunities.
- provide a range of housing including the provision of affordable housing.

Policy 1.2. Broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development

Government can contribute to the growth of strong activity centres by the decisions it makes about locating public facilities. When additional facilities and services are located in activity centres, the provision of public transport services becomes more viable and people using the centre can make one trip to meet several needs at one destination. More people, including those without cars, also have access to the centre.

Significant new education and health facilities – including secondary schools, university and TAFE campuses, libraries and hospitals – that attract users from large geographic areas, as well as justice, community and administrative facilities should be located in or on the edge of Principal or Major Activity Centres with good public transport. Such co-location will help share resources and will make the most of infrastructure and transport services. These facilities should be located at centres that are within the service catchment of the facility, and in a type of centre appropriate to the intensity of service, measured by trip generation, and to the primary functions of the facility (for example, research and development, user services).

New small-scale education, health and other community facilities that meet local needs – including maternal and child health centres, kindergartens, local branch libraries and primary schools – will be encouraged to locate in or next to Neighbourhood Activity Centres. These are important local uses for the community. Their siting should create effective links with related activities, reduce the need to make trips, and encourage walking, cycling and use of local public transport services.

Out-of-centre development

New single-use retail, commercial and recreational facilities that are remote from other attractions and from public transport generate in aggregate more car trips and longer journeys than similar facilities that are co-located and more easily accessible. Where development takes place distant from an activity centre, that is, 'out-of-centre', it is harder to provide equitable access to services and facilities for all the population. This form of development does not contribute to a local sense of place, and encourages people to use their cars more, thus increasing costs to the community. It can also divert the activity necessary to sustain a thriving and diverse range of accessible services at existing activity centres.

Proposals for development or expansion of activities remote from activity centres will be discouraged by giving preference to locations in or on the border of an existing activity centre. Out-of-centre proposals will only be considered where it can be convincingly demonstrated that the proposed use or development is of net benefit to the community in the region served by the proposal.

New evaluation criteria will be developed against which these proposals will be measured (see 'Out-of-centre assessment criteria').

Sports and entertainment facilities generate a significant number of trips. They should be located within or at the edge of activity centres. Large facilities of metropolitan, State or national significance may be considered for out-of-centre locations, but they should be on the Principal Public Transport Network and at locations that are highly accessible to their catchment of users.

Initiatives

1.2.1. Lead by example in decisions by State government departments and agencies on the location of new health, education, justice, community and administrative facilities, ensuring consistency with *Melbourne 2030*

1.2.2. Work with local councils to review their policies on the location of new community and administrative facilities for consistency with *Melbourne 2030*

1.2.3. Adopt new development assessment guidelines and standards, and review the *Victoria Planning Provisions*, to encourage the concentration of new development in activity centres and to control out-of-centre development

1.2.4. Further develop and improve the Melbourne Cricket Ground/ Melbourne Park/Olympic Park precinct as the major sporting precinct for Melbourne and ensure that other major sporting facilities are well located for public transport

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Out-of-centre assessment criteria

Criteria will be developed for the assessment of out-of-centre development proposals. The criteria will establish the tests appropriate for such proposals, and the types of uses and developments affected. They will be used in addition to more localised or site specific assessments required by local planning policy. Their application will seek to achieve all of the following outcomes:

- avoidance of unreasonable impacts on the economic viability or social and cultural vitality of existing or proposed centres in the network
- location on and accessible to the Principal Public Transport Network
- a comparable proportion of work and visitor trips by public transport, compared to that achieved by similar uses located in activity centres
- a location in an existing cluster of out-of-centre developments (or adjacent to such an existing cluster if the site is already used for non-residential purposes), and improvement to the economic, social and environmental performance of that cluster (see 'Performance criteria').

Policy 1.3. Locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport

A large number of new dwellings will be required over the 30-year planning period. Current trends indicate that most will be households of fewer people – on average – than today. *Melbourne 2030* provides for an increasing proportion of housing to be developed within the established urban area, particularly at activity centres and other strategic sites suitable for redevelopment.

Encouraging higher density development on sites that are well located in relation to activity centres and public transport will:

- provide for the forecast increase in population and households

- ensure the available housing stock better matches changing demand by widening housing choice, particularly in middle and outer suburbs

- support opportunities for a wide range of income groups to choose housing in well-serviced locations

- increase the local population base that supports activity centres and local businesses

- encourage walking, cycling and public transport as viable transport alternatives.

Presently, more than 130 major redevelopment sites have been identified across metropolitan Melbourne with potential for large residential development (more than 100 dwellings) outside activity centres. Additional strategic redevelopment sites will be identified by local planning authorities with government assistance. Locations should be:

- in or around the Central Activities District

- in or within easy walking distance of Principal or Major Activity Centres

- in or beside Neighbourhood Activity Centres that are served by local public transport

- abutting tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to Principal or Major Activity Centres

- in or near major modal public transport interchanges that are not in Principal or Major Activity Centres

- major redevelopment sites – that is, able to provide 10 or more dwelling units, close to activity centres and well-served by public transport.

Strategic redevelopment sites will be studied in greater detail to identify and provide coordinated responses to any relevant local constraints that could affect the ability to provide more intensive types of residential development. Constraints may include local drainage problems or proximity to busy traffic intersections with excessive noise levels. Heritage aspects will be respected, preserved, and integrated into new development.

The Government will help councils to develop appropriate local planning policies.

Structure planning for new urban development in growth areas should designate suitable sites (with good accessibility to public transport) for activity centres, and should provide for higher housing densities and a mix of housing types around such centres.

Initiatives

1.3.1.   Ensure an adequate land supply for urban housing development across the region to maintain competitiveness in the housing market. This should include an adequate supply of redevelopment opportunities within the established parts of the city to reduce the pressure for fringe development

1.3.2.   Work with councils to identify major sites with potential for intensive housing redevelopment and to resolve any problems that inhibit appropriate development

1.3.3.   Update current development controls and planning processes, and develop new guidelines for more intensive development so that the planning system can promote well-designed higher-density housing at strategic redevelopment sites

1.3.4.   Work with councils to develop local housing strategies that address local housing issues and needs, including:
  – identifying projected population trends, and any significant changes in household structure and composition
  – providing for a range of housing opportunities to meet increasingly diverse housing needs
  – identifying appropriate locations for higher density housing
  – ensuring an adequate supply and distribution of affordable housing

Direction 2 - Better management of metropolitan growth

Policy 2.1.   Establish an urban growth boundary to set clear limits to metropolitan Melbourne's outward development

Policy 2.2.   Concentrate urban expansion into growth areas that are served by high-capacity public transport

Policy 2.3.   Manage the sequence of development in growth areas so that services are available from early in the life of new communities

Policy 2.4.   Protect the green wedges of metropolitan Melbourne from inappropriate development

Policy 2.1.   Establish an urban growth boundary to set clear limits to metropolitan Melbourne's outward development

Metropolitan Melbourne has expanded progressively as additional areas have been added at the fringes for new development. Although some inner city areas have comparatively high densities of population, due to the form of development after the Second World War, the average density of the metropolitan area at around 14.9 persons per hectare (pph) is low by international standards. Montreal has 33.8 pph, for example, and Toronto has 41.5 pph; both cities compare in population, size and function to Melbourne. Increasingly, metropolitan Melbourne is spilling into areas noted for productive agricultural capacity, environment or conservation features, mineral resources, recreation or landscape values.

Figure 28. Significant environmental resources and constraints

Melbourne 2030 establishes an urban growth boundary to better manage outward expansion. This is a tool to facilitate the achievement of a more compact city. It promotes sustainable development by directing growth to areas best able to be supplied with appropriate infrastructure and services and by protecting other valuable land from urban development pressures.

The urban growth boundary will be applied around the urban areas of metropolitan Melbourne. In the Mornington Peninsula Shire, this includes the bayside section and the township and industrial areas of Hastings. It also includes the satellite towns of Melton and Sunbury. It is based on current urban zonings for most of the fringe areas, except in the designated growth areas where it includes some land that will be required for future urban development. In a few growth areas, some land previously designated for future urban development is excluded, either pending review of the growth area plans (such as the west and north of Hume) or on the basis that these areas are unsuitable for urban development (such as the north of Werribee), primarily because of lack of access to high-capacity (usually fixed rail) regional public transport services.

Outside the designated growth areas, the boundary will be set permanently following consultation on the implementation of *Melbourne 2030*. Within the designated growth areas, it will be set on completion of the review of the development plans for each growth area.

Figure 29. Significant water resources

Other townships in the region may have an urban growth boundary applied if the local planning authority recommends one, and/or if the Government considers that this measure is needed to support the directions of *Melbourne 2030* to protect the townships in question from overdevelopment or to safeguard valuable features in rural areas.

The need for urban growth boundaries for Geelong, Ballarat and Bendigo will be considered as part of the action plans being developed for those cities. Boundaries for towns in the Latrobe Valley have been largely determined in the Latrobe Valley *Framework for the future*, based on the constraints of protecting coal reserves.

The location of the urban growth boundary for metropolitan Melbourne is shown in Figure 17, Compact city.

Future variation of the urban growth boundary will be infrequent, and should only occur in relation to the needs demonstrated in the designated growth areas. As proposed, it includes enough land for development to provide for metropolitan Melbourne's needs in the foreseeable future, given the redirection of priorities.

A reasonable amount of land has been set aside in metropolitan Melbourne to maintain a supply of affordable housing under a competitive market system. The rate at which this land is used will depend on the new design parameters under which those areas will be developed, and on other development initiatives being pursued in established areas to expand housing supply, choice and diversity.

Land within the urban growth boundary that is presently used for rural purposes can continue in this use. It will be protected for rural use until such time as conversion to urban use is warranted and the extension of urban services is approved as part of the sequencing of development.

Initiatives

2.1.1. Immediately establish an interim urban growth boundary around the urban areas of metropolitan Melbourne (including the bayside section and the township and industrial areas of Hastings in Mornington Peninsula Shire, and the satellite towns of Melton and Sunbury) and work for a limited period with affected metropolitan councils and service agencies to refine the preferred location of the urban growth boundary in their municipalities

2.1.2. Work with councils to examine the need for extension of the urban growth boundary concept to small towns in the green wedges, and to other settlements outside metropolitan Melbourne where local councils may wish to adopt growth boundaries as part of their own long-term planning

Policy 2.2. Concentrate urban expansion into growth areas that are served by high-capacity public transport

By 2030, new dwelling commencements in greenfield sites are expected to decline as a proportion of total new dwelling commencements in metropolitan Melbourne. They should fall from 38 per cent to around 22 per cent. This is a significant change. The establishment of the urban growth boundary and of a development sequence for growth areas will further slow the rate of urban expansion and the number of areas that develop with scattered new housing and few services.

Significantly, the areas that will continue to undergo new development will be those growth areas best served by the existing major rail lines, such as the Werribee, Hume, Epping, Pakenham and Cranbourne corridors.

Distance from services, environmental constraints and the need to protect productive agricultural land will result in little development in the green wedges that make up most of the remaining area outside the urban growth boundary.

The main requirements for development in growth areas will include:

- specifying that structure plans, including those that have been prepared but not exhibited before the release of *Melbourne 2030*, should aim to achieve increases in average housing density (within the structure plan area) significantly higher than 10 dwellings per hectare, for example, 15 dwellings per hectare – these should provide a range of housing types, with the highest densities located in or close to activity centres and the Principal Public Transport Network
- planning for timely and adequate provision of public transport and other local and regional infrastructure, in line with a preferred sequence of land release
- providing for significant amounts of local employment opportunities
- creating a widespread network of mixed-use activity centres and developing an urban form based on the Neighbourhood Principles (see Policy 5.5)
- inside the urban growth boundary, restricting low-density rural residential development that would compromise future development at higher densities
- retaining the unique characteristics of established areas incorporated into new communities so as to protect and manage natural resources and areas of heritage, cultural and environmental significance
- designing well-planned, easy-to-maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Figure 30. Growth areas – land supply

Figure 31. Focusing growth – Werribee growth area example

Initiatives

2.2.1.   Develop new or revised development plans for the growth areas of Werribee, Hume, Epping North/Plenty Valley, and Cranbourne-Pakenham to determine:
– the form and density of development
– development phasing and sequencing
– major infrastructure needs
– the timing and provision of public transport services
– the amount of land in the growth area including its location, the extent and direction of expansion, and the position of the urban growth boundary
– the role of surrounding rural areas and settlements
– new Principal or Major Activity Centres

2.2.2.   Investigate the area between Melton township and Caroline Springs to assess the long-term need for and feasibility of developing the Caroline Springs growth area along the rail and road corridor. In serving the residential areas of Caroline Springs, give priority to forms of development and transport infrastructure that will also underpin the electrification of the rail line from Sunshine and its eventual extension to Melton township

2.2.3.   Investigate the long-term potential for new rail stations at Donnybrook, at a site west of Werribee and at Lynbrook (south of Dandenong), and for development around them

2.2.4.   Incorporate the growth area development plans into the planning system

Policy 2.3.   Manage the sequence of development in growth areas so that services are available from early in the life of new communities

A more efficient and sustainable pattern of settlement is required at metropolitan level. Conversion of land on the fringe to urban use must be done in a way that contributes to the overall directions of a sustainable and compact city.

New land will be released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure, such as roads, public transport, water supply, sewerage, drainage, local parks, schools and local health and recreational facilities. Coordinated service delivery in these areas must also supply enough affordable land.

Fragmented urban growth in the growth areas could lead to significant extra financial, environmental and social costs, if infrastructure agencies dealing with multiple development fronts are forced to invest in new capacity before the existing capacity is efficiently utilised.

Proper sequencing of development will avoid these costs and ensure that new communities will not have to wait for extended periods for taxpayer-funded education, health and public transport facilities because limited budgets have had to be spread over a wider range of growth fronts than necessary.

Developments will need to be structured to make a substantial financial contribution to the provision of infrastructure such as public facilities, public transport and roads – this may be achieved through partnerships between the public and private sectors.

Preferred development sequences will be defined, to better coordinate infrastructure planning and funding. This will include regular updating of an indicative 10 to 15-year development and land-supply program to identify the areas in which development is expected to meet projected housing demand.

Initiatives

2.3.1.   Introduce new urban management processes and mechanisms to the growth areas, to better coordinate government and private service providers

2.3.2.   Prepare an interim plan for development sequencing in growth areas, to be used as guidance until more detailed plans can be prepared for each growth area

2.3.3.   Revise and update *Housing Melbourne* to guide development and land supply for greenfield and major infill/redevelopment sites in the metropolitan area

Policy 2.4.   Protect the green wedges of metropolitan Melbourne from inappropriate development

The 12 non-urban areas that surround the built-up urban areas of metropolitan Melbourne and are outside the urban growth boundary are known as green wedges.

They are an important legacy of past metropolitan planning. Most of them lie between the 'fingers' of urban growth that follow the major transport corridors. The green wedges accommodate agricultural and recreational uses, as well as a variety of important functions that support Melbourne. These include major assets such as airports, sewage plants, quarries and waste disposal sites – uses that support urban activity but which cannot be located among normal urban development.

The green wedges include areas that have strong environmental and landscape value for Victorians - many of which are of State, national or even international significance. They provide important resources for recreation and tourism. The significance of areas such as the Dandenong Ranges and the Mornington Peninsula has been recognised in the planning system for years. This will now be strengthened and protection extended to all green wedges.

Melbourne 2030 will protect the green wedges for non-urban uses and encourage proper management of these areas. Each green wedge has unique features and will require a tailored management approach to promote and encourage its diversity (see 'Metropolitan green wedges – key features and related values').

Within the urban growth boundary Melbourne has an extensive network of parks and open space, mainly managed by local councils and Parks Victoria. Historically, many of these parks have been developed along the major rivers and creek valleys and, in the past 20 years, an extensive network of trails has been built to connect them.

A number of these creek valleys lead into the green wedges beyond the city but it is important to understand the distinction between urban open space and the non-urban green wedges beyond the city perimeter. Green wedges are not another type of park. They are active, living areas that include agriculture and many other non-urban activities.

For more information on open space within the urban growth boundary, see Policies 5.6 and 5.7.

The Government is committed to providing better protection for green wedges through tougher planning controls over use and development, the introduction of the urban growth boundary, changes to planning provisions and changes to legislation. The Government will work with local councils and the community to properly plan, manage and protect these areas.

Parts of the green wedges that are adjacent to designated growth areas may be included in future in the urban area (that is, be within the urban growth boundary). However, this will only occur if growth area development plans demonstrate that this is necessary and desirable.

The green wedges include the rural areas and small communities around Melbourne that make significant contributions to the Victorian economy and to society.

In terms of value of agricultural production, for instance, the Port Phillip region is the second highest in the State. Its planning and management will recognise that contribution, with protection for important productive agricultural areas such as Werribee South, the Maribyrnong river flats, the Yarra Valley, Westernport and the Mornington Peninsula.

Small communities that are located in the green wedges will have restricted development opportunities. Settlements in these areas will be allowed to expand only to the extent indicated in current Municipal Strategic Statements. In future, change in the amount of urban zoned land will only be allowed if there is no adverse impact on the role and features of the green wedges. Local councils will be encouraged to consider the possibilities for urban intensification within their existing urban areas, subject to environmental and servicing constraints, rather than adding to the total urban area.

Rural living development, if permitted at all, will be subject to more stringent requirements as set out in Policy 3.2.

Melbourne's non-urban areas also include significant stone, sand and other mineral resources, upon which urban infrastructure depends. These resources will continue to be protected for extraction subject to environmental requirements.

Major transport facilities that are located in rural areas but serve the wider Victorian community, such as airports, ports and their associated access corridors, will be planned and protected as necessary for long-term use. Areas under major flight paths have been included in the green wedges to ensure that urban development does not limit future use of Melbourne's major airports.

Initiatives

2.4.1.   Implement new planning scheme provisions to secure the protection of metropolitan green wedges in the planning system

2.4.2.   Work with local councils to support the consolidation of new residential development into existing settlements in the green wedges, where planned services are available and relevant values can be protected

2.4.3.   Amend planning schemes affecting green wedges to ensure that recreation-type developments, such as golf courses with associated housing development, are only approved where they support *Melbourne 2030* and local settlement policies

2.4.4.   Legislate to provide protection for areas of high environmental and scenic value in metropolitan green wedges such as Nillumbik, the Dandenong Ranges, the Yarra Valley, Westernport and the Mornington Peninsula

Metropolitan green wedges – key features and related values

Werribee South

Feature	Values
Internationally recognised wetlands, such as Avalon-Werribee wetlands	Environmental
Recreational and tourism opportunities, such as boat access to Port Phillip Bay, Werribee Park and Point Cook Coastal Park	Economic, social
Areas of environmental and landscape quality in the vicinity of the Werribee River	Environmental, social
High-quality horticultural areas	Economic
Point Cook airfield and related flight paths	Economic, social
Western Treatment Plant	Economic, social, environmental

Western Plains South

Feature	Values
Stone resources and waste disposal	Economic
Areas with potential for waste water recycling	Economic, environmental
Flight paths to Avalon airfield	Economic
Areas of environmental and landscape quality in the vicinity of the Werribee River	Environmental, social
Areas of native grassland fauna habitat	Environmental
Melton road and rail corridor – potential growth area	Economic, social
Laverton North – potential land bank for future industrial development	Economic
Odour and safety buffer to Laverton North industrial area	Economic

Western Plains North

Feature	Values
Stone resources and waste disposal	Economic
Melbourne airport and flight paths	Economic, social
Areas with potential for waste-water recycling	Economic, environmental
Areas of native grassland fauna habitat	Environmental
Melton road and rail corridor – potential growth area	Economic, social

Sunbury

Feature	Values
Environmental and landscape features along the Maribyrnong River, Jacksons Creek and Deep Creek	Environmental, social
Parklands such as Woodlands	Environmental, social
Melbourne Airport and related flight paths	Economic, social
High-quality horticultural areas on Maribyrnong River flats	Economic
Metropolitan water storage such as Greenvale	Economic, social, environmental

Whittlesea

Feature	Values
Stone resources and waste disposal	Economic
Areas of environmental and landscape quality in the vicinity of the Plenty Valley	Environmental, social
River redgum grassy woodlands habitat on basal plains and lower reaches of Plenty Valley	Environmental, social
Areas of native grassland fauna habitat	Environmental

Nillumbik

Feature	Values
Areas of environmental and landscape quality in the vicinity of the Yarra River, Plenty River, Diamond Creek and surrounding areas	Environmental, social
River redgum and other habitat areas	Environmental, social
National parks, such as Kinglake	Environmental, social
Metropolitan water storages, such as Sugarloaf Reservoir	Economic, environmental, social

Manningham

Feature	Values
Areas of environmental and landscape qualities in the vicinity of the Yarra River and surrounding areas	Environmental, social
Metropolitan and State parks, such as Warrandyte and Yarra Valley	Environmental, social
Native vegetation fauna habitat	Environmental
Areas of productive agricultural potential	Economic

Yarra Valley and Dandenong Ranges

Feature	Values
Areas of environmental and landscape qualities in the vicinity of the Yarra River and hinterland	Environmental, social
National parks, such as Yarra Ranges, Dandenong Ranges	Environmental, social
Metropolitan water storages, such as Silvan Reservoir, and the Upper Yarra catchments	Economic, environmental, social
Native vegetation fauna habitat	Environmental
Areas of productive agricultural potential, such as vineyards	Economic

Southern Ranges

Feature	Values
National parks, such as Churchill and Bunyip	Environmental, social
Recreation and tourism facilities, such as Lysterfield Lake Park, Dandenong Police Paddocks	Environmental, social
Areas of environmental and landscape qualities in the vicinity of the Dandenong Ranges	Environmental, social
Metropolitan water storages such as Cardinia Reservoir	Economic, social, environmental
Tourism features such as Puffing Billy	Economic, social

Westernport

Feature	Values
Internationally recognised wetlands, such as Western Port	Environmental
Locations with productive agricultural potential, such as Koo-wee-rup and Cranbourne South	Economic
Areas with potential for waste-water recycling	Economic, environmental
Long-term potential for a regional airport	Economic, social
Areas of significant landscape and environmental qualities, such as the Western Port environs	Social, environmental

South East

Feature	Values
Internationally recognised wetlands, such as Seaford-Edithvale	Environmental
Eastern Treatment Plant and related odour buffers	Economic, environmental
Areas with potential for waste-water recycling	Economic, environmental
Sand resources and metropolitan landfills, such as Dingley/Heatherton and Langwarrin	Economic
Areas of landscape and environmental significance	Social, environmental
Designated odour and safety buffers near Dandenong South industrial area	Economic, environmental, social
Moorabbin airport and related flight paths	Economic, social
Locations with productive agricultural potential	Economic

Mornington Peninsula

Feature	Values
Internationally recognised wetlands, such as Western Port	Environmental
Locations with productive agricultural potential	Economic
Areas with potential for waste-water recycling	Economic, environmental
Areas of significant landscape, seascapes and environmental qualities	Social, environmental
Mornington Peninsula National Park	Environmental, social
Tourism and recreational facilities such as golf courses, beaches and horse riding	Economic, social

Direction 3 - Networks with the regional cities

Policy 3.1.   Promote the growth of regional cities and key towns on regional transport corridors as part of a networked cities model

Policy 3.2.   Control development in rural areas to protect agriculture and avoid inappropriate rural residential development

Policy 3.1. Promote the growth of regional cities and key towns on regional transport corridors as part of a networked cities model

The major regional centres close to metropolitan Melbourne (Geelong, Ballarat, Bendigo and the towns of the Latrobe Valley) will become the focus for accelerated development to encourage the concept of networked cities. The Government will plan for and support these cities as viable alternative locations to metropolitan Melbourne in which to live, work, run businesses and relax.

The Latrobe Valley has already been the focus of Government action through the Latrobe Valley Ministerial Taskforce. The *Framework for the future* report primarily provides direction for improving the economic prospects of the Latrobe Valley. This was a special case of assistance required to redress significant social and economic issues brought about by severe economic restructuring. However, the example of State and local government and communities working together to achieve better overall outcomes for Victoria can be used in regional planning in all areas.

Regional planning for the areas around the regional cities needs to ensure that infra-structure services are in place so that these cities and their surrounding regions will be able to take advantage of opportunities for growth that will accrue from improved linkages to metropolitan Melbourne.

Issues to be considered will include:

▪ ensuring that new development is supported by strong transport links that provide an appropriate choice of travel consistent with *Melbourne 2030* principles, and by providing strong communications links

▪ limiting the impact of urban development on non-urban areas and supporting development in those urban areas that can accommodate growth

▪ developing and reinforcing the distinctive roles and character of each city

▪ fostering the development of towns around the regional cities that are on regional transport routes.

Planning in and around the regional centres will be done in partnership with local councils and other key stakeholders. The planning process will be designed to include substantial community involvement.

Figure 32. Regional cities and townships

Towns on and around the improved regional transport network may come under more pressure for commuter or lifestyle-related development. That pressure will be focused on towns that are best able to accommodate increased growth, while also protecting conservation and heritage values and the surrounding natural resource base. These key towns will already have the necessary physical, social and cultural infrastructure to support expanded populations and provide local employment opportunities, or they will be able to accommodate it. The Government will work with local councils in the transport corridors to identify the key towns and plan for their future development.

Initiatives

3.1.1.   Develop integrated action plans for the regions centred on Bendigo, Ballarat and Geelong

3.1.2.   Help local planning authorities to plan for growth in the key towns likely to benefit from improved rail services on each of the regional transport corridors between metropolitan Melbourne and the regional centres of Ballarat, Bendigo and the Latrobe Valley

3.1.3.   Help local planning authorities to identify smaller settlements around metropolitan Melbourne where planning should be directed at limiting growth and protecting local character

3.1.4.   Investigate the potential for growth in towns along the regional transport corridor to Seymour and beyond, as part of looking at future improvement to public transport services in that corridor

Policy 3.2. Control development in rural areas to protect agriculture and avoid inappropriate rural residential development

Each year, rural residential development in the area covered by the 'network cities' concept (including metropolitan Melbourne) provides some 4 per cent of all new housing development. At last estimate, there were between 60,000 and 80,000 vacant lots in the region's rural areas. Many are part of active agricultural units but could be sold off separately. In the metropolitan area alone, this type of development accounts for about 3 per cent of new housing. Over time, *Melbourne 2030* proposes to reduce the proportion of new housing development provided in rural areas in order to encourage consolidation into existing settlements where the investment in physical and community infrastructure and services has already been made.

Future planning for rural residential development will avoid or significantly reduce adverse economic, social and environmental impacts. Rural residential development should:

▪ maintain the long-term sustainable use and management of existing natural resource attributes, in activities such as agricultural production

▪ protect existing environmental qualities, such as water quality, native vegetation, biodiversity and habitat

▪ minimise or avoid short-term and long-term property servicing costs carried by local and State governments.

Existing small lots in rural areas, where the neighbouring uses are predominantly for natural resource extraction or production, will be discouraged from use for rural living or other incompatible uses. Such lots should be reduced in number through lot consolidation.

Figure 33. Significant agricultural resources

Initiatives

3.2.1. Complete the review of rural zones and amend the zone provisions to provide an improved framework to implement State and local policy for the management of agriculture and other natural resource-based uses

3.2.2. Investigate ways to discourage development of isolated small lots in rural zones and to encourage consolidation of existing lots

3.2.3. Amend *Ministerial Direction No. 6 (Rural Residential Development)* so that it also applies to all proposals for rezoning of land that would create lot sizes greater than two hectares and less than eight hectares, and include improved performance standards for limiting natural resource impacts, environmental impacts, and servicing and infrastructure requirements

3.2.4. Update current policies on State and Commonwealth-funded education, health and public transport services to rural living developments to reflect *Melbourne 2030* policies

3.2.5. Work with local councils to update relevant planning scheme provisions consistent with revised *Ministerial Direction No. 6 (Rural Residential Development)*

Direction 4 - A more prosperous city

Policy 4.1.   Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry

Policy 4.2.   Strengthen Central Melbourne's capital city functions and its role as the primary business, retail, sport and entertainment hub for the metropolitan area

Policy 4.3.   Further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre

Policy 4.4.   Create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education

Policy 4.5.   Encourage the continued deployment of broadband telecommunications services that are easily accessible

Policy 4.1. Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry

The availability of well-located industrial land in metropolitan Melbourne and the surrounding region is a key competitive strength. Industrial development will be concentrated in locations near road and rail freight networks. Loss of this strategic resource to other uses, such as stand-alone offices that are better located in Principal and Major Activity Centres, will be prevented. Industrial areas of State significance will continue to be protected from inappropriate development, in order to maintain supplies of land for industries that require significant buffer distances from sensitive or incompatible uses.

Farmland and natural resources such as sand, mineral and stone deposits are further important assets for the region's future development. There is also considerable potential to recycle waste water.

The development of appropriate infrastructure to meet community demand for energy services is a significant planning issue. Electricity consumption continues to grow across Victoria due to general economic growth and more affluent lifestyles, which has led, for example, to increased use of air-conditioning. At the same time, community sensitivity is growing about the environmental, health and safety impacts of new electricity or gas projects. This concern needs to be balanced against the need for investment in new infra-structure. Adequate separation will be needed between existing and future infrastructure and residential areas.

Melbourne 2030 protects strategic resources from displacement and encroachment by incompatible land uses. It will ensure that there is sufficient land to accommodate demand from industry and infrastructure providers, and to provide appropriate buffers between incompatible land uses.

Initiatives

4.1.1.   Update the mapping of current and potentially productive land resources in the region
4.1.2.   Identify and safeguard strategic deposits of sand, mineral and stone, to maintain their potential for exploitation, including provision for buffer areas
4.1.3.   Protect the identified areas for potential supply of recycled water for forestry, agriculture or other uses that can use treated effluent of an appropriate quality
4.1.4.   Increase protection for natural resource-based industries, industrial land and energy infrastructure against competing and incompatible uses
4.1.5.   Set aside suitable land, protected by appropriate buffers, for future energy infrastructure
4.1.6.   Implement measures to encourage manufacturing and storage industries that generate significant volumes of freight to locate close to air, rail and road freight terminals
4.1.7.   Ensure an adequate supply for all categories of industrial land and work with the land development sector to address discrepancies in supply and demand
4.1.8.   Extend industrial land-use monitoring to key regional cities and towns throughout the region
4.1.9.   Assess the impact of the Scoresby Integrated Transport Corridor on the demand for new industrial land, and address any supply issues
4.1.10. Protect the existing Laverton North and Dandenong heavy industrial areas, determine the need for and location of future industrial precincts in the metropolitan area to cater for heavy and potentially hazardous industry, and provide adequate protection for those uses in those areas including buffer areas

Policy 4.2.   Strengthen Central Melbourne's capital city functions and its role as the primary business, retail, sport and entertainment hub for the metropolitan area

Central Melbourne is Victoria's largest and most varied focus of activity. One of the nation's principal concentrations of business, tourist, cultural, entertainment, research and government activity, it is a major hub of transport and communications networks and the State's gateway to the global economy. Despite the effects of information technology and the knowledge-based innovation economy, it remains a place where human contact is valued. Victoria's prosperity will continue to be strongly linked to that of Central Melbourne. The Government will maintain and build on that prosperity.

However, while the City of Melbourne is one of the State's fastest-growing municipalities with increasing population and many billions of dollars committed in development investments that will benefit the region and the whole State, Central Melbourne still faces difficult challenges. Some business head-quarters have relocated elsewhere and there is increasing competition for investment from other cities in Australia and overseas. Major changes to service provision are being forced by the changing nature of retailing and employment, and by competition from Principal and Major Activity Centres in the suburbs.

Further growth in appropriate areas of Central Melbourne will be encouraged. Growth will continue in Southbank and Docklands (as mixed residential and commercial precincts). Development in sympathy with the character of the area and that retains its high quality of amenity will also occur in the biotechnology research, education and production precinct centred in Parkville but will be limited to uses that accord with the research focus of the precinct.

The Central Activities District will be planned and managed to retain its position as the prime office and retailing centre for the metropolitan area as well as a major destination for visitors. Large-scale sport and entertainment facilities of State or national significance will be located within Central Melbourne and close to the Principal Public Transport Network.

To retain and attract visitors and highly skilled workers, a variety of housing types will be provided and amenity and transport and communications infrastructure will continue to improve in this area.

More than any other part of metropolitan Melbourne, Central Melbourne depends on the quality and capacity of the public transport system to move people to, from and around it. Yet, while it has the city's best network of services – tram, bus and train – Central Melbourne is experiencing capacity limitations that, if not addressed, will make it difficult to meet the Government's target of 20 per cent public transport mode share by 2020. The capacity constraints mainly affect tram and train operations. They will be addressed in line with increased demand.

Continued investment in Central Melbourne is proposed to increase its attractiveness as a place that draws globally-oriented business activities and tourists from overseas and interstate (see 'The Yarra Plan'). This is the area that encapsulates metropolitan Melbourne and Victoria for many overseas and interstate visitors. Its parks and gardens, conference and exhibition facilities, museums, concert halls and art galleries, urban design and public buildings match the best in the world, and make it a place for face-to-face contact and interaction with people. These high standards will be maintained.

A program of ongoing investment in Central Melbourne is required for public and private sectors. The partnership between the Government, the area's local governments, including Melbourne City Council, and business organisations will be reactivated to identify and target key projects, coordinate implementation, monitor progress and maximise the benefits flowing from investments.

Initiatives

4.2.1.   Work with major stakeholders to develop Central Melbourne's attractiveness to all major sectors, and its role as a regional hub for globally competitive business and tourism
4.2.2.   Complete currently committed civic improvement projects, including the new facilities for the Commonwealth Games, improvements to the Yarra Northbank precinct and additional facilities in the arts precinct
4.2.3.   Work towards provision of major new facilities, such as an enlarged convention centre, and completion of the Yarra Plan
4.2.4.   Investigate ways to improve the capacity of the public transport system in Central Melbourne, including upgrading signalling in the Underground Loop and the potential for new tram links to Fishermans Bend/Port Melbourne, Docklands and Southbank

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The Yarra Plan

In February 2001, the Premier asked the Department of Infrastructure to lead the development of an integrated development and management plan for the Yarra River precinct in Central Melbourne. The aim was to provide a long-term vision, and to promote the precinct as a vibrant waterfront environment for tourism, commercial and residential activity leading up to the Commonwealth Games in 2006.

The Government wants to see this precinct developed as:

- an essential part of central city attractions
- a highly accessible and safe area
- a high-quality pedestrian and cycling environment with linkages along and across the precinct
- an area capable of hosting major festivals and events
- a focus for the 2006 Commonwealth Games.

The Yarra Plan incorporates public and private projects to unlock and unify Melbourne's inner-city riverside location.

It integrates the many land-use and development opportunities around the Yarra River, enhancing the riverside setting as a popular destination in the heart of the city and the premier sport, recreation and entertainment destination in Victoria, if not Australia. Implementation will extend to 2006.

Key projects include:

- constructing Northbank Promenade
- developing Queensbridge Square
- redeveloping Richmond Station
- upgrading the Melbourne Cricket Ground
- upgrading Melbourne Park and Olympic Park
- revitalising the intersection of King and Flinders Streets and the surrounding area
- redeveloping the site of the old Fish Market in Flinders Street
- redeveloping Sandridge Bridge
- undertaking significant residential development in Southbank.

Figure 34. Northbank concept

Policy 4.3.   Further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre

Melbourne 2030 protects and enhances the potential for future development of the key transport gateways.

The region's ports and airports and their associated rail and road networks are crucial elements of Victoria's competitive capability. They provide a strong foundation for the innovation economy. The logistics industry is an innovative and competitive sector with major growth potential (see 'Victorian Freight and Logistics Strategy').

The Port of Melbourne and the associated Dynon transport hub is geographically confined on all sides, including the developments at Docklands and Fishermans Bend on land historically used for port-related purposes. However, the port has considerable scope

to grow and use its existing land more effectively. A site has been set aside at West Webb Dock on the eastern bank of the Yarra for additional berths should these be necessary in the future. A major constraint under current investigation is the long-term need for channel deepening in Port Phillip Bay to provide for the trend towards deeper draught vessels.

Redevelopment of transport and market facilities in the Dynon transport precinct offers the potential to improve efficiency through better use of land, a shift to rail transport and improved access by road and rail. The Government has set a target to get 30 per cent of port freight onto rail.

Planning for the important Fishermans Bend precinct, where employment could more than treble by 2020, must ensure that development does not jeopardise the needs of the adjoining Port of Melbourne as a working port and as one of the State's most important transport gateways. There are many benefits from having the nation's premier port close to the centre of Melbourne. Partnerships between the port authority and governments will maximise the benefits of joint promotion, integration of infrastructure and e-commerce projects, and land-use planning.

To protect Victoria's competitive position, the Port of Hastings offers a long-term option for future port development. However, it is not intended to undertake any major development at Hastings while the ports of Melbourne and Geelong continue to meet the State's needs, and any future consideration must include protection for the significant environmental values of Western Port.

The region's airports are major assets, given that increases in air travel for business and tourist purposes are expected to continue and that considerable expansion is expected in the value of air freight. Like the ports, airports need protection from incompatible land uses. Their capabilities must be enhanced and their operations and associated services maintained at world standard. Planning of airports should identify and encourage those activities which can complement the role of the airport and ensure the operator is able to effectively develop the airport to be efficient, functional and meet the aviation needs of the State.

Melbourne Airport is the State's premier airport and the value of its curfew-free status cannot be overemphasised. Its 24-hour, seven-days-a-week operation is a huge competitive advantage for Victoria. This will be protected.

The environs of Avalon Airport will be protected so that it can operate as a full-size jet airport focusing on freight, training and services for the Geelong region. Long-term options for a new general aviation airport south-east of metropolitan Melbourne will be preserved by ensuring that urban development does not impinge on possible sites, possible buffer zones or flight paths.

Figure 35. Enabling efficient freight movement

Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics is recognised. In the medium term, this facility should be closed as an airport and transformed into a significant employment and residential precinct that builds on the current functions. The creation of a mixed-use activity centre might be supported. This would depend on successful resolution of issues of public transport access (such as linking to the Principal Public Transport Network), and its role in the network of centres in the region.

The former RAAF Laverton airbase should be redeveloped with a significant employment component. If an activity centre is feasible, it should have a significant housing component and be on the Principal Public Transport Network, including having a station on the existing Werribee rail line.

The Victorian Government and local councils are working with the Commonwealth to ensure that Point Cook Airfield can be developed in a way that maintains it as an operating airport complementary to Moorabbin Airport. The Commonwealth is currently planning to sell this site to a private operator.

Moorabbin Airport is an important regional and State aviation asset and its continued use as a general aviation airport is vital. The Government will work with the airport operators to ensure that future development of the site encourages uses that support and enhance the State's aviation industry generally and take into account potential growth that could result from the closure of Essendon. Opportunities to extend the activities of the airport to improve access to regional Victoria are supported. The Moorabbin Airport Master Plan should reflect the principles of key Government strategies, including *Melbourne 2030*.

Initiatives

4.3.1. Complete the integrated Victorian Freight and Logistics Strategy as a guide to future investment
4.3.2. Protect options for access to, and future development at, the ports of Melbourne, Geelong and Hastings, and ensure all port areas are protected by adequate buffer areas to prevent land-use conflicts at the perimeter
4.3.3. Improve rail access to the Port of Melbourne through improvements to the Dynon hub and inner west rail network and reconnect the Webb Dock rail link when funds become available
4.3.4. Assess the feasibility of deepening the shipping channel in Port Phillip Bay, and retain the option for larger developments at Hastings if this option is not possible
4.3.5. Reserve land in the Albion Corridor required for the Melbourne Airport Transit Link
4.3.6. Protect Melbourne Airport's 24-hour curfew-free operations by keeping urban development clear of flight paths
4.3.7. Work towards construction of a third runway at Melbourne Airport during the 30-year planning period, and work with the private owner to ensure the airport's master plan and environmental strategy reflect the State's best interests

4.3.8. Work with local government and industry to ensure that land-use decisions affecting airports are integrated, appropriate land-use buffers are put in place and provision is made for associated businesses that service airports

4.3.9. Complete and implement the Victorian Aviation Industry Strategy to address the planning, infrastructure investment, training and industry development needs of aviation

4.3.10. Protect sites suitable for the location and/or expansion of intermodal freight terminals at key locations around the metropolitan area, such as Tottenham, Somerton and Dandenong

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Victorian Freight and Logistics Strategy

Freight and logistics activities add an estimated $16.7 billion (10 per cent of GSP) to the Victorian economy each year. This equates to around 24 per cent of the national transport and distribution task; our transport, distribution and logistics sector employs more than 106,000 Victorians, or 5 per cent of the State's work-force. Improving the performance of the freight transport, distribution and logistics sector has important environmental, social and economic benefits. To achieve the Government's vision, announced in February 2000, of a seamless freight and logistics network and to ensure that private and public initiatives in this sector deliver maximum rewards, the Department of Infrastructure is preparing an integrated freight and logistics strategy.

The proposed outcomes for the strategy include:

- efficient and effective intermodal and modal operations with removal of major impediments
- optimisation of strategic land adjacent to the freight transport network
- freight and logistics processes that are environmentally and socially sustainable
- successful private/public partnerships
- greater understanding and knowledge of freight and logistics
- effective and ongoing dialogue with industry and the community on freight and logistics issues
- a clear role for government in freight and logistics.

The Strategy will provide a framework for issues including infrastructure investment, management, policy and pricing decisions over a 20 to 30-year horizon. The draft strategy is planned for public release and targeted consultation in the fourth quarter of 2002.

Policy 4.4. Create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education

Achieving growth in jobs, and creating wealth and higher living standards, depend on knowledge creation and the innovation that results from it.

Melbourne 2030 supports the development of an innovation economy by encouraging the expansion and development of logistics and communications infrastructure. It will support the development of business clusters, and work to help approval processes for industry sectors and developments targeted under the Government's Innovation Economy policy. It will also promote a physical environment that is conducive to innovation and to creative activities.

Successful innovation economies depend on society as a whole being more creative, from large companies and government departments to individuals. This includes having a robust arts and culture sector.

Figure 36. Selected economic clusters and precincts

Improved access to training, undertaken to upgrade skills or for personal development and lifelong learning, will increase creative capacity. It will improve employment prospects and could lead to the development of new businesses.

Institutions such as the Centre for Adult Education and the public library system already do much to provide low-cost learning and access to information. However, more can be done to smooth the path from creativity to business or artistic application, such as helping provide premises where new small businesses, not-for-profit training and cultural organisations can become established.

Not-for-profit enterprises could play a bigger role in providing training for technical and artistic skills development.

Infrastructure that helps people to be innovative and creative, learn new skills and start new businesses will be encouraged in order to provide income, create jobs, improve wellbeing and support the innovation economy. Premises for these activities need to be low-cost and accessible, so they should be located in activity centres and near good public transport. Local councils will play a strong role as they are attuned to the needs of their communities and the availability of community facilities suitable for multiple use. In addition, innovative means will be sought to provide funding for this accommodation.

Access to tertiary education facilities will be improved by concentrating new facilities around existing campuses. New campuses in outer suburbs will be located close to Principal and Major Activity Centres or as part of Specialised Activity Centres.

Initiatives

4.4.1.   Use planning measures and infrastructure to improve the performance of existing and emerging business clusters, and update relevant guidelines and the *Victoria Planning Provisions*

4.4.2.   Amend where needed the business and industrial zones in planning schemes to provide for the essential needs of the production economy while not undermining the intent of activity centre policy in *Melbourne 2030*

4.4.3.   Increase business/university links around Monash University and the Synchrotron site to take advantage of proposed improvements to public transport and the area's development as a Specialised Activity Centre

4.4.4.   Help local councils to provide well-located, appropriate and low-cost premises for not-for-profit or start-up enterprises

4.4.5.   Increase levels of government support for not-for-profit organisations engaged in training programs when funds become available

4.4.6.   Improve access to community-based information and training through further developing libraries as community learning centres

Policy 4.5.   Encourage the continued deployment of broadband telecommunications services that are easily accessible

Fast and affordable communications services that provide the basis for twenty-first century multimedia content delivery are essential to existing, emerging and future industries, and to improving the quality of life. An extensive broadband telecommunications trunk network already exists in many parts of metropolitan Melbourne and the surrounding region, but the fact that not everyone can gain access to this infrastructure affects businesses, community wellbeing and the delivery of services such as health, education and training.

Equity of access will be increased and improved for all sectors of the community and throughout the region. The Government will work to enable access to transport and other public corridors for the deployment of broadband networks, in order to encourage infrastructure investment and reduce investor risk.

As a telecommunications hub, metropolitan Melbourne is one of the best-served centres in the Asia-Pacific region (see 'Digital River and the digital building access code'). The fibre-optic backbone services all major economic clusters of activity and closely follows existing transportation and logistics corridors. In comparison with other Australian States, Victoria has a relatively comprehensive coverage of installed fibre-optic capacity (3,300 km currently deployed with an additional 2,400 km planned as of 2001) and, in terms of land area, the highest proportion of optical fibre deployed per square kilometre of any State.

However, a significant gap in the way broadband is being taken up is emerging between Australia and leading OECD markets. Metropolitan Melbourne is in danger of falling behind in the advanced information infrastructure, such as Digital Subscriber Line technology, needed to ensure the creation of a regionally competitive platform for the innovation economy of the twenty-first century.

Across metropolitan Melbourne, there is already a wide variation in people's ability to take advantage of advanced communications services – the 'digital divide'. Educational and household income levels are important indicators of the equitable availability of information and communications resources. Continuation or widening of the digital divide will have compounding effects, given the increasing importance of online education, training and computer literacy to well-paid employment opportunities.

Australian manufacturing and service industries generate the largest proportions of telecommunications revenue. These sectors are metropolitan Melbourne's most significant industries, underlining the importance of quality information and communications infrastructure for business in Victoria. As businesses in metropolitan Melbourne are further exposed to global competition, telecommunications infrastructure will be an increasingly important way for regional firms to reduce disadvantage due to location.

Initiatives

4.5.1. Investigate and implement measures, including a Broadband Planning Code, to ensure that ducting for broadband services is provided in all new major subdivisions and developments

4.5.2. Prepare guidelines for Broadband Access Impact Statements, for use by developers, that describe how broadband services will be provided for all major developments

4.5.3. Monitor the Digital River Project and evaluate the potential for application across Victoria of the proposed Digital Building Guidelines

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Digital River and the digital building access code

This aims to accelerate the provision of high-quality, low-cost broadband telecommunications to all businesses and residents in the City of Melbourne. Projects will be implemented to tackle concerns about broadband that include access, cost, applications, content, connectivity and networking.

The organisations behind the project are:

- City of Melbourne
- Melbourne Docklands Authority
- Committee for Melbourne
- Building Commission
- Australian Property Council.

A key project is the Digital Building Guidelines, a competitive framework for providing building access for broadband services. This includes a code of practice for building management and guidelines for telecommunications carriers and service providers.

A building accreditation process is also being developed.

Direction 5 - A great place to be

Policy 5.1.   Promote good urban design to make the environment more liveable and attractive

Policy 5.2.   Recognise and protect cultural identity, neighbourhood character and sense of place

Policy 5.3.   Improve community safety and encourage neighbourhood design that makes people feel safe

Policy 5.4.   Protect heritage places and values

Policy 5.5.   Promote excellent neighbourhood design to create attractive, walkable and diverse communities

Policy 5.6.   Improve the quality and distribution of local open space and ensure long-term protection of public open space

Policy 5.7.   Rectify gaps in the network of metropolitan open space by creating new parks and ensure major open space corridors are protected and enhanced

Policy 5.8.   Improve the environmental health of the bays and their catchments

Policy 5.9.   Protect coastal and foreshore environments, and improve public access and recreational facilities around Port Phillip Bay and Western Port

Policy 5.10.   Maintain and develop metropolitan Melbourne as a desirable tourist destination

Policy 5.1.   Promote good urban design to make the environment more liveable and attractive

The physical environment affects people's ability to participate in community activities, access services and facilities, and undertake their daily lives. It also affects their sense of community and security. Urban design, including the design of buildings, streets and neighbourhoods, can foster or discourage interaction and participation in civic life.

New development or redevelopment will contribute to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness, and environmental sustainability. High-quality design will be expected for private and public buildings and spaces, transport routes and corridors, and related infrastructure – the Government's new Victorian Design Advisory Council will support this expectation. Development will respond to its context in terms of urban character, cultural heritage, natural features and climate (see 'Principles for development of urban design guidelines').

Attractive landscapes are valuable in metropolitan Melbourne and the surrounding region. Because a number of distinct landscape types come together in the centre of this region, residents can enjoy a wide range of scenic environments for living, working and recreation. *Melbourne 2030* intends that future development will respond to the surrounding landscape. This is particularly important around metropolitan Melbourne, given its often subtle topography. *Melbourne 2030* complements the *Victorian Coastal Strategy 2002* to ensure that sensitive landscape areas such as the bays and coastlines are protected and that new development does not detract from their natural quality.

Transport corridors are a public face of our cities, towns, suburbs and countryside. In some urban areas, they represent the biggest single public open space resource. Land-use planning, urban design and transport planning will be integrated in these corridors. Particular attention will be paid to urban design aspects such as open space potential and the use of vegetation to maintain wildlife corridors and greenhouse 'sinks'. Urban design is also important in creating safe, walkable and attractive environments, which will make using public transport more attractive.

Initiatives

5.1.1.   Provide leadership in sustainable urban design and integrated place management through awards, advice and training programs, and by ensuring that government projects are exemplary

5.1.2.   Review and revise urban design guidelines for incorporation in the planning system, ensuring that development provides quality environments consistent with the objectives of *Melbourne 2030*

5.1.3.   Develop and apply performance criteria and standards for safety, surveillance, noise, amenity and privacy for subdivision and new development not covered by ResCode

5.1.4.   Develop urban design projects with local government and other partners to apply good urban design principles and meet the outcomes sought by *Melbourne 2030*, giving priority to areas of social need

5.1.5.   Integrate land-use planning, urban design and transport planning, and prepare guidelines for development and management of transport corridors with particular attention to urban design aspects

5.1.6.   Review the rate of progress in putting powerlines (11 kV and below) underground, giving priority to visually sensitive areas, and investigate alternative funding mechanisms

5.1.7. Provide assistance to local councils for projects to improve landscape qualities, open space linkages and environmental performance in green wedges, conservation areas and non-urban areas

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Principles for development of urban design guidelines

Design for community safety

- clearly define the difference and boundary between public and private space
- foster natural surveillance by providing buildings with 'active' ground floors and orient these to streets, squares and parks
- bring together the main lines of movement to concentrate activity, and mix uses to increase the intensity and duration of activity
- provide clear open lines of sight, clearly identify entry and exit points, and provide alternative means of exit
- provide good lighting and visibility to create an environment that helps people to find their way easily

Design for diversity and choice

- reinforce differences between places by highlighting and celebrating unique qualities
- respond to context, in particular, underlying landscape character, cultural heritage, valued existing built form, ecology and habitat

Relate the built environment to community and culture

- seek community involvement and express the values, needs and aspirations of groups in the community for whom the place is being designed
- indicate image and function through landmarks, skyline, hierarchy and marked edges and gateways
- incorporate public art where possible

Provide quality built form

- by adopting high design standards, create developments that add to the quality of the area and provide a high standard of amenity for all users

Design for accessibility and inclusiveness

- address the needs of all users, including those with disabilities
- direct public transport, walking and cycling into the heart of an area, and as close as possible to meeting areas and public spaces
- ensure that new development is of suitable scale to encourage interaction and participation, and also to allow for retreat and individual activity
- establish a high-quality pedestrian-oriented street environment that is visually interesting, comprehensive, varied and well-connected

Design for sustainability

- consider the whole life of any planned development and design appropriately for location, functions, local climate and terrain
- use resources efficiently, minimise waste and use environmentally benign materials in construction, operation and maintenance to promote the health of construction workers and occupants
- use renewable energy where possible and aim for energy efficiency
- adopt water-sensitive design by means such as encouraging rainwater collection and using as many permeable surfaces as possible
- design and construct buildings that are flexible enough to accommodate a range of uses over time
- design for reduction and abatement of noise.

Policy 5.2.   Recognise and protect cultural identity, neighbourhood character and sense of place

Cultural identity makes a region, town or neighbourhood unique. With sense of place, it reinforces a feeling of belonging. While heritage and neighbourhood character are clear components of sense of place, this also arises from non-physical aspects that evolve over time, such as activities, people and the resulting cultural vitality. These should not be affected unintentionally by development.

Sense of community, sense of place and shared identity can be heightened through the powerful community-building tools of the arts and culture. Participation and engagement in creative activities also fosters cultural vitality and innovation at local level.

New development and redevelopment in metropolitan Melbourne and the surrounding region will respond and contribute to existing sense of place and cultural identity. Links between land-use planning and cultural planning will be strengthened.

Development will respond to its context. The special characteristics of a local environment or place will be reinforced by emphasising:

- the underlying (natural) landscape character – this is fundamental to its sense of place, even where substantial urban development has occurred
- heritage values and built form that has resonance for the community
- the values, needs and aspirations of the community.

Neighbourhood character is an important component of sense of place and a key element of ResCode. Identifying and defining neighbourhood character is not about imposing design styles, but about recognising distinctive urban forms and layout and their relationship to the landscape and vegetation. ResCode and other planning requirements will be used to ensure protection of existing valued urban and neighbourhood character.

The urban form of each town and city represents an accumulated memory of its origins and the way it has grown. Future development will respect and add to this layering of community memory and history.

Initiatives

5.2.1.   Research the relationship between sense of place, urban character, landscape character and neighbour-hood character as a basis for improvements to the planning system
5.2.2.   Strengthen tools in the planning system to ensure development responds to its context in terms of built form, landscape character and cultural identity
5.2.3.   Assist local government to undertake cultural planning to encourage and support local cultural activity and identity

Policy 5.3.   Improve community safety and encourage neighbourhood design that makes people feel safe

Concerns about safety may restrict people's mobility and levels of activity and may exclude them from some places, particularly at night. Such concerns can lead to loss of independence, isolation or constraint on some activities.

The perception of safety can have as great an impact on people's lives as do actual levels of safety or crime. Different groups may feel more vulnerable than others, making safety an important equity issue. All people should be safe, and they should feel safe (see 'Community safety').

The Government is implementing a number of initiatives related to community safety. The recently launched 'Safer Streets and Homes' strategy sets out how government and community initiatives can mesh to help people feel confident about their safety. It acknowledges that the built environment can make a considerable contribution to safety and perceptions of safety, through the design of buildings and public spaces and the mix of activities therein. Provision will be made in activity centres for suitable locations for police stations and fire brigade, ambulance and emergency services. In newly developing areas, these services will be located together. Public safety and perceptions of safety will be considered when developing or amending planning provisions, structure plans and urban design guidelines, criteria and standards.

Melbourne 2030 is committed to improving public safety in all circumstances. As perceptions of safety have an influence on travel choice, the Strategy takes an integrated approach to travel safety. Addressing safety concerns is fundamental to achieving the objective of increased public transport usage, walking and cycling. Current traffic conditions make travel by car seem a safer option than walking and cycling in terms of personal injury. Many people feel unsafe travelling on public transport and getting to and from it. Initiatives undertaken will provide safer walking and cycling routes and improve safety for people accessing and using public transport.

Initiatives

5.3.1.   Set up programs to improve the safety and security of people in public places and while using public transport, walking or cycling
5.3.2.   Establish an interagency forum to improve community safety through the application of urban design principles
5.3.3.   Locate police, fire, ambulance and other emergency services in or near activity centres to enable stronger linkages and faster action in emergencies
5.3.4.   Implement community policing programs, linking them to community building partnerships and programs that address the causes of crime
5.3.5.   Include 'safer design' guidelines and principles in the planning system to improve perceptions of safety and reduce the occurrence of crime and violence in built environments

Community safety

The Government's new Crime Prevention Victoria agency works closely with communities to identify crime hot spots and formulate effective crime prevention strategies.

The Justice portfolio and its agencies, including Victoria Police, Metropolitan Fire and Emergency Services, the Country Fire Authority and the Victoria State Emergency Service, play a key role in contributing to the community being safe and feeling confident about its safety.

Victoria's emergency service organisations strongly value the development of partner-ships with local communities, local government and other government agencies that emphasise:

- preventing and reducing crime and violence
- minimising personal injury in the home, at work, or at leisure
- managing emergencies when they arise.
- working in partnership with business, local government and the community to prevent and mitigate emergency incidents.

Policy 5.4.   Protect heritage places and values

Melbourne is recognised for the quality and preservation of its historic architecture and its cultural landscapes that include street patterns, laneways, parks and gardens. Established in the mid-1830s by land-hungry speculators, Melbourne grew rapidly to become one of the great nineteenth century cities of the world. As a gateway to a thriving pastoral hinterland, and then from the 1850s as the principal city in a gold-mad and energetic society, Melbourne was shaped by extraordinary social, technological and economic forces. Its remarkable heritage of Victorian-era buildings reflects the wealth coming from gold and other robust nineteenth century industries such as wool, as well as developments in building techniques and the use of distinctive local materials.

The tangible resources of cultural heritage can be seen in buildings, landscapes and landmarks. They offer a way of experiencing the heritage and unique cultural identity of the people who live in a region.

Heritage can operate as a vector for development. It can attract tourists and help to position cities within the urban hierarchy, nationally and internationally. To effectively use the heritage of Melbourne in this way, it is necessary to clearly understand the qualities that contribute to its distinctiveness and competitive advantage. In particular, overseas visitors seek out the internationally distinctive aspects of Melbourne's heritage such as the Parliament precinct, the trams and the 'Golden Mile Heritage Trail' in the Central Business District. It is important to encourage partnerships which promote the qualities and benefits that heritage adds to Melbourne as a world-class city.

Heritage can also be intangible. It is not just about conservation, but about understanding the history, development patterns, cultural layers and themes of places. These may be expressed in buildings or through traditions of public life, festivals, rituals, arts and crafts. A good understanding of the past is important in planning and designing sustainable and liveable communities for the future. Heritage contributes to a sense of place, community and identity. It is a factor in attracting the skilled workers and businesses that make the region internationally competitive.

Melbourne 2030 recognises the importance of conserving places of Indigenous and non-Indigenous cultural heritage. The wide range of sites that exists across metropolitan Melbourne and the surrounding region includes places of spiritual importance or meaning to Indigenous people, cultural landscapes, archaeological sites and relics and historic places. There are, for example, 965 'places' listed in the Victorian Heritage Register for metropolitan Melbourne. Attention will be paid to conserving these while encouraging appropriate new development that respects those established heritage values (see 'Victorian Heritage Strategy').

The identification, conservation, protection and management of cultural heritage values across the region will receive continued support. While all local councils in metropolitan Melbourne have some form of heritage overlay in their planning schemes based on heritage studies, a common framework will be promoted to achieve a consistent approach by all agents involved in the processes of heritage assessment, protection and management.

Initiatives

5.4.1. Work with relevant agencies to enhance respect and understanding for Indigenous peoples and culture, and develop ways to recognise important Indigenous cultural issues within the planning system

5.4.2. Promote a consistent framework for assessment of heritage places and refine guidelines for the assessment of development proposals under the Heritage Overlay

5.4.3. Provide guidance to local government and other agencies on preparing statements of heritage significance

5.4.4. Ensure that planning schemes reflect the full extent of heritage values in each municipality

5.4.5. Establish an awards system to encourage and recognise good heritage conservation practice

5.4.6. Provide practical assistance and support for the adaptive reuse of heritage buildings whose use has become redundant

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Victorian Heritage Strategy

The Victorian Heritage Strategy 2000-2005 is a five-year vision to identify, protect and manage the State's cultural heritage assets. It recognises the economic importance of heritage in Victoria, and its contribution to industry, tourism and the community.

The key goals of the Victorian Heritage Strategy are:

- **knowing** by increasing knowledge of Victoria's heritage places and objects
- **communicating** by enhancing community understanding and appreciation of heritage
- **protecting** by providing mechanisms for the strategic and practical protection of heritage places and objects
- **managing** by supporting proactive management and sustainable use of heritage assets

The Strategy is being implemented through a range of initiatives and programs including:

- improved access to heritage information including the various lists and registers
- developing community-based restoration programs, for example, Hands on Heritage
- promoting best practice examples which highlight the benefits that heritage conservation contributes to sustainable development
- increased recognition for significant collections of heritage objects
- an improved emphasis on compliance and enforcement
- support for consistent national heritage standards.

Policy 5.5.   Promote excellent neighbourhood design to create attractive, walkable and diverse communities

Melbourne 2030 intends that neighbourhoods should be created as integrated and interconnected communities, not just as subdivisions. It adopts a set of Neighbourhood Principles that apply to the development of new areas and to major redevelopment in existing areas (see 'Neighbourhood Principles'). Not only will new developments meet basic needs, they will also build a strong sense of place and community. Because the population is made up of people of different ages, genders, family types, cultural backgrounds, interests and abilities, neighbourhoods must respond to different needs, opportunities and aspirations.

In some areas, low population densities combined with inappropriate development patterns make it difficult to provide easily accessible local facilities, services, public transport and job opportunities. People can become isolated at home or dependent on others for access to services. Due to these difficulties, while housing may be relatively inexpensive, the total cost of living is often higher than it need be.

New areas will be comprehensively planned as sustainable communities that offer high-quality, frequent and safe local and regional public transport, and a range of local activities – living, working and recreational. Emphasis will be placed on fostering healthy lifestyles through initiatives such as creating walkable neighbourhoods where it is easy and attractive to walk or cycle to facilities and services.

It is important that convenience services, meeting day-to-day needs, are available within walking distance of where people live. The clustering of complementary facilities in Neighbourhood Activity Centres, including community, education and convenience services, will provide improved access, opportunities for co-location and sharing of resources, and stronger support for local economic activity.

Partnerships between developers, local government and the community are encouraged in order to make the most of opportunities for sharing social infra-structure, making best use of scarce resources and meeting a wider range of community needs. Bringing diverse activities together can provide a focal point, encouraging synergies and attracting more and different groups of people.

The Government has recognised the importance of protecting the liveability of neighbourhoods in proclaiming the *Environment Protection (Liveable Neighbourhoods) Act 2001*. This enables local communities to work together on these important issues (see 'Neighbourhood Environment Improvement Plans').

Figure 37. Sustainable neighbourhood structure

Figure 38. Sustainable urban structure

Initiatives

5.5.1.   Update the residential subdivision provisions in the *Victoria Planning Provisions* to promote the Neighbourhood Principles

5.5.2.   Adopt guidelines to assist local government in supporting local convenience services

5.5.3.   Apply the Neighbourhood Principles in the creation or review of growth area development plans, in structure plans for new subdivisions, and in planning for the improvement or redevelopment of existing areas

5.5.4.   Promote the development of Neighbourhood Environment Improvement Plans to ensure that community environmental concerns are heard and addressed

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Neighbourhood Principles

These principles represent characteristics of liveable neighbourhoods:

- an urban structure where networks of neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network
- compact neighbourhoods that are oriented around walkable distances between activities and where neighbourhood centres provide access to services and facilities to meet day-to-day needs
- reduced dependence on car use because public transport is easy to use, there are safe and attractive spaces for walking and cycling, and subdivision layouts allow easy movement through and between neighbourhoods
- a range of lot sizes and of housing types to satisfy the needs and aspirations of different groups of people
- integration of housing, workplaces, shopping, recreation and community services, to provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus
- a range of open spaces to meet a variety of needs, with links to open space networks and regional parks where possible
- a strong sense of place created because neighbourhood development emphasises existing cultural heritage values, attractive built form and landscape character
- environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution
- protection and enhancement of native habitat and discouragement of the spread and planting of noxious weeds.

Neighbourhood Environment Improvement Plans

These are a new tool under the Environment Protection Act 1970. They enable communities to work together to identify and act on environmental issues at local level.

Neighbourhood Environment Improvement Plans (EIPs) are developed by all sections of the community, in partnership, to improve and sustain the environment for everyone. Through extensive public consultation, they tackle those issues communities identify as important to their health, safety and enjoyment of the local area.

Typically, a local council, catchment authority or other government body will help sponsor development of a Neighbourhood EIP and, with the support of EPA Victoria, will lead and publicise the proposal. Communities are required to develop a proposal, in consultation with all potential parties to the plan, for submission to EPA Victoria for endorsement.

Neighbourhood EIPs might seek to tackle a single issue, or many. They can evolve and change over time. They may work towards ecologically sustainable development. This inbuilt flexibility is designed to maximise the benefits of community oriented action.

The Neighbourhood EIP provisions came into effect in July 2001. EPA Victoria is trialling the provisions and working with a number of local councils to develop and learn from pilot Neighbourhood EIPs how to address local environmental issues. In metropolitan Melbourne, this includes Edwardes Lake in Darebin and the Stony Creek in the inner western suburbs.

Policy 5.6. Improve the quality and distribution of local open space and ensure long-term protection of public open space

Parks Victoria manages more than 6,000 hectares of parks in metropolitan Melbourne. These regional parks and trails are a major contributor to Melbourne's liveability (see Policy 5.7). However, local public open space is a vital component of the urban fabric. It, too, makes places more liveable.

Surveys indicate that people visit local parks more often than district or regional parks that are at metropolitan scale. However, these local spaces are sometimes relatively poor in quality and may lack diversity. Social and demographic changes and changes in urban form mean that parks designed for community needs in the 1960s may not be as relevant today, and that their quantity, as well as quality, needs reassessment.

The vision for regional parks and trails is provided by Melbourne's open space strategy, *Linking People and Spaces*, prepared by Parks Victoria, but strategic guidance is needed for planning local and district parks and their links with the regional network. The quality and distribution of urban public open space will be improved and protected for future generations (see 'The Parklands Code – urban open space principles').

Initiatives

5.6.1.   Review mechanisms for strategic open space planning in consultation with open space management agencies in light of the Parks Victoria strategy *Linking People and Spaces*
5.6.2.   Apply the open space planning principles set out in the Parklands Code to guide decision-making on issues such as open space protection and management
5.6.3.   Establish a planning framework and guidelines relating to open space and sporting facilities at local and district level
5.6.4.   Help local government to improve the quality and distribution of local open space by:
– researching changing community attitudes and usage patterns
– providing advice on innovative park design
– identifying opportunities to improve provision in areas identified as deficient
– developing strategies to maximise the open space and conservation potential of neglected or under-used areas such as some railway land, cemeteries and schools

The Parklands Code: urban open space principles

To sustain the benefits of open space into the future, and to support the broad strategies and actions contained in *Linking People and Spaces*, the following metropolitan-wide guidelines are proposed for the planning and management of open space. These objectives relate to the network of urban open space including regional parks, waterways, reserves that have conservation and cultural value, coasts, and shared-use trails.

The government commits to these principles for urban open space that is controlled by the Department of Natural Resources and Environment and Parks Victoria located in Melbourne. Other managers of open space such as local government will give due consideration to these principles for their parklands.

Involving the community

Open space belongs to the community. Individuals and community groups should therefore be encouraged to take an active role in decision making for the network's future. Open space managers should promote this participation through open consultation, especially when major changes to park management and use are proposed. Managers should also continue to support community involvement in planting, regeneration and conservation of natural and cultural values.

Transparent planning processes

To ensure clear understanding of the management objectives for parks, any major urban park of an area of more than 100 hectares should be covered by a management plan, whereby decision-making frameworks and strategies for appropriate uses and developments are identified. The aim of these plans should be to provide long-term strategic direction, and the plans should be reviewed within a planned time horizon. Either a management plan or an explicit statement of management objectives should be developed for other urban parks.

To maximise broad-community access to open space, any exclusive occupation of parkland by community organisations should be restricted to activities that are consistent with the park's management objectives. When proposals exist to use parkland in a way that is inconsistent with management plans or zoning, the outcome should be determined through proper processes under the *Planning and Environment Act 1987*, whereby adequate opportunities are provided for public objections to be heard.

Buildings and other infrastructure can be used to facilitate people's enjoyment and use of open space. It is nonetheless important to ensure that their provision is consistent with the management objectives of the park and subject to appropriate Planning Scheme processes.

Securing the future of open space

Appropriate zoning of open space is integral to its long-term security and Public Park and Recreation Zone or Public Conservation and Resource Zone are the most applicable zonings for parkland purposes. The zoning should be consistent with relevant management plans and objectives for the land, whereby conservation zoning is applied in order to protect areas of high conservation value in which limited development of visitor facilities is limited.

Large regional parks and significant conservation areas should be protected under legislation, ideally by being permanently reserved under the *Crown Lands (Reserves) Act 1978*.

Existing public land that immediately adjoins waterways and coasts must remain in public ownership, and any developments through which public access along stream banks or foreshores is prevented will not be permitted. When additional land is identified as being critical to completion of open space links, through any proposed rezoning or subdivision of land planners will seek to ensure that the link is transferred to public ownership for open space purposes.

Changing land use

When proposals arise to change the land use of parkland, a decision should be made only once the proposal has been exposed to public scrutiny through processes under the *Planning and Environment Act 1987*. If a change in land use or in the nature of occupation is to occur that will result in a reduction of open space, the overall network of open space should be protected by way of addition of replacement parkland of equal or greater size and quality. Planners should also seek to ensure that areas that are at presently under-supplied with parkland are given priority when new areas of parkland are being established.

Environmental and recreational value of surplus government land will be fully evaluated before any decision is made on a proposal to sell land held by the Crown, a government department or a statutory authority.

Diversity

Urban open space should be used to accommodate the needs and aspirations of people of all abilities, cultures and ages. As much as possible in parks, planners should provide for nature conservation, recreation and play, formal and informal sport, social interaction, and peace and solitude.

Urban open space should include community sports facilities in a way that is consistent with other park activities. Users should enjoy access to sports areas when sporting activities are not in progress.

Sites and features of high scientific, nature-conservation, biodiversity, heritage, geological or landscape value will be protected by way of establishing appropriate reservations under state-government legislation.

Policy 5.7. Rectify gaps in the network of metropolitan open space by creating new parks and ensure major open space corridors are protected and enhanced

The metropolitan open space network consists of:

- major urban parks, such as those in Central Melbourne managed by Melbourne City Council
- National and State parks
- major (regional) parks managed by Parks Victoria
- the Metropolitan Trail Network
- linear open space corridors including waterways
- areas of cultural and environmental significance
- the coastal foreshores and waters of Port Phillip Bay and Western Port.

While metropolitan Melbourne and the surrounding region is noted for the quality of its parks, there are gaps in the network of parkland and it is unequally distributed.

Parks Victoria's management responsibilities include major (regional) parks and strategic planning responsibility for the linear open space network. It gives funding assistance to local government for priority projects. *Linking People and Spaces* focuses on ensuring equitable access in the development of major parks and trails, and on protecting and enhancing conservation values and sites of significance. *Melbourne 2030* supports this work.

Since 1988, some $34.6 million has been spent acquiring 2,477 hectares of land for parks. The Government continues to acquire land designated for future parkland across Melbourne. Metropolitan ratepayers cover the operating costs for metropolitan parks in the urban parks levy. A further 969 hectares of land is currently zoned for additions to existing and developing parks.

Melbourne 2030 gives priority to developing open space networks in growth areas where existing open space is limited and demand is growing, and in non-metropolitan parts of the region. This includes Melbourne's west, north and south-east (see, 'Western coastal parklands' and 'The Werribee precinct').

Urban waterways, including the Yarra River and Maribyrnong River corridors, are highly significant assets in terms of their open space, recreation, aesthetic, conservation and tourism values. Development on adjoining private land will not compromise these values. Earlier plans and planning controls along these corridors will be reviewed in the light of increasing development pressures as Melbourne becomes a more compact city to ensure their continued protection.

The lower Yarra River will be further developed as the centrepiece of Melbourne's sporting, entertainment and leisure activities in a major effort before the 2006 Commonwealth Games.

Figure 39. Regional public open space

Initiatives

5.7.1.   Reserve land for six new metropolitan parks to redress the current imbalance and provide for future growth areas:
– Werribee River Regional Park
– Werribee Township Regional Park
– Kororoit Creek Regional Park
– Merri Creek Regional Park
– Melton Township Regional Park
– Cranbourne Regional Park

5.7.2.   Extend the 'chain of parks' concept by creating four continuous open space links and trails:
– Western Coastal Parklands (linking Point Gellibrand, Point Cook and Werribee)
– Merri Creek Parklands (extending to Craigieburn)
– Maribyrnong River Parklands
– Frankston Parklands (linking existing parks from Carrum to Mornington)

5.7.3.   Provide long-term planning protection to meet demand for future open space, until land can be acquired and developed for public use in key areas that include:
– Plenty Gorge Parklands
– Yarra Valley Parklands
– Cardinia Creek Parklands
– Heatherton/Dingley 'Sandbelt' Parklands
– Dandenong Valley Parklands

5.7.4.   Strengthen current policies and review the adequacy of planning controls relating to the Yarra and Maribyrnong Rivers to ensure the long-term protection of open space, conservation values – with the first priority being the Yarra River corridor between Punt Road and Burke Road

5.7.5.   Continue adding to the recreational and tourism potential of the Yarra River and Maribyrnong River corridors by:
– completing high-priority infrastructure and landscaping for riverbank and water-based activities along the lower Yarra River before the 2006 Commonwealth Games
– identifying and completing high priority infrastructure, landscaping works and enhancement of pedestrian and bicycle trail links along the lower Maribyrnong River
– completing links between the Main Yarra trail and Darebin and Plenty trails, the Maribyrnong trail and Bay trail at Williamstown, and connecting the Yarra trail to the Bay at Port Melbourne

Western Coastal Parklands

The Western Coastal Parklands will form a continuous parkland and trail connection from Point Gellibrand in Williamstown to the Werribee River.

Williamstown is an important maritime heritage precinct framed by Hobsons Bay, Port Phillip and the Yarra River. The Government will add to Williamstown's reputation as a key recreational boating and tourism destination by:

- improving public access to the waterfront and foreshore
- improving environmental management and promoting the protection of natural habitats
- protecting areas of maritime heritage
- reusing historical buildings.

Key projects in the precinct include:

- development of new parks at the rehabilitated former Altona tip and Truganina Explosives Reserve
- creation of a regional coastal heritage park at Point Gellibrand that respects and conserves the site's cultural heritage values and the coast
- redevelopment of the former Port of Melbourne Authority Workshops site into a working maritime heritage precinct as a major new tourism attraction for Victoria
- reconstruction of Ferguson Street Pier, reopening the pier for public access
- upgrade of boating and visitor facilities at Gem Pier, providing a focus for commercial ferry operators
- completion of gaps in the Bay trail between Williamstown and the Werribee River.

The Werribee precinct

The Werribee precinct in metropolitan Melbourne's western suburbs aims to create a tourist destination of regional, national and international importance, offering experiences that include:

- broadening the visitor appeal of the historic house and garden, Werribee Park, particularly through more cultural events and exhibitions based around wine and food, art and sculpture, music and popular entertainment
- creating a new 300-hectare regional park along the Werribee River and along the coast to Point Cook that will protect and enhance the high environmental and Indigenous cultural values of the precinct
- enhancing the precinct by meeting the needs of one of Australia's fastest-growing residential areas for access to regional open space
- providing pedestrian and cycling trails to connect Werribee township to Werribee Park, and to fill a nine-kilometre gap in the bay trail between Werribee South and Point Cook
- protecting important Indigenous cultural sites along the Werribee River
- testing the potential for ecological tourism in the area of the Western Treatment Plant which is already world famous for birdwatching and home to myriad local and visiting bird species.

Policy 5.8.   Improve the environmental health of the bays and their catchments

Port Phillip Bay is almost 2,000 square kilometres in area and metropolitan Melbourne has some 135 kilometres of urban development adjacent to its coast. Because Port Phillip Bay and the smaller but more fragile Western Port are critical recreational and economic resources for Melbourne, care needs to be taken to protect their environ-mental health. Land use, land management and activities that occur within urban areas and on surrounding rural land determine the ecological health of the bays and their catchments.

The Government has recently passed legislation to establish marine national parks and sanctuaries in Victoria, with four parks and two sanctuaries located in Port Phillip Bay and Western Port.

Melbourne 2030 aims to reduce major environmental pressures associated with urban growth and development within the catchments of Port Phillip Bay and Western Port. Urban development within the growth areas, particularly the Cranbourne-Pakenham and Werribee corridors, needs to respond to the high environmental sensitivities of adjacent land and water, and protect significant natural assets including the internationally recognised Ramsar sites.

The State Environment Protection Policy (SEPP) (Waters of Victoria) introduced a schedule applying to Western Port and its catchment that aims to improve the natural environment of the bay and provide for important human needs and activities. A companion SEPP for Port Phillip Bay was declared in 1997, while the Port Phillip Bay Environmental Management Plan addresses the risk of nutrients entering the bay from the catchment.

The water quality of Port Phillip Bay is generally fair to good and it contains a vibrant sea life with areas of kelp forest. A key threat is the impact of exotic marine pests such as tube worms and Pacific starfish.

As is typical of urban waterways, the water quality in the waterways leading to the bays is generally poor in the middle and lower parts of the catchments. The limited trend data available shows little measurable improvement in water quality over the past decade. The Government will work to reduce pressures on water quality from increased sediments and other pollutants, emanating mainly from construction sites and the construction phase of road development, in order to improve the quality of stormwater entering the waterways.

Drainage and flood-plain plans are prepared by waterway management authorities. Outside the Port Phillip Catchment and Land Protection (CALP) Board region – which broadly covers the area influenced by *Melbourne 2030* – catchment management authorities have this responsibility. Melbourne Water is responsible for waterway and floodplain management for most of metropolitan Melbourne, but not for all of it. Drainage and flood-plain planning and management is inadequate in some existing urban areas and in parts of the designated growth areas because 30 per cent of waterways in the Port Phillip and Western Port region (excluding public land) do not have a formal waterway management authority. Waterway management arrangements for the whole of the Port Phillip Bay and Western Port catchments will be reviewed to ensure effective drainage and flood plain management across the region.

In addition, an updated regional catchment strategy is being prepared by the Port Phillip CALP Board. A holistic approach will be used in assessing the pressures that affect the ecological health of the catchments, waterways and bays. With the Port Phillip Bay Environmental Management

Plan, the catchment strategy will provide a blueprint for action by industry, community and government agencies in achieving sustainable land and water management. This blueprint will be linked to the environmental initiatives in *Melbourne 2030* and will complement them.

Initiatives

5.8.1.   Adopt new statutory waterway management arrangements for those parts of the Port Phillip Bay and Western Port catchments without a waterway management authority

5.8.2.   Update the Port Phillip and Western Port Regional Catchment Strategy

5.8.3.   Complete land capability and natural resource mapping for the region, compile an inventory and provide education and training to help local planning authorities use this information for land-use planning decisions

5.8.4.   Implement plans for internationally significant Ramsar sites on the Port Phillip Bay western shoreline, the Bellarine Peninsula and Western Port

5.8.5.   Implement public programs to engage the community in protecting the catchments and bays

5.8.6.   Establish the four new marine national parks (at Port Phillip Heads and in Western Port at Yaringa, French Island and Churchill Island) and two marine sanctuaries (at Point Cook and Ricketts Point) in Port Phillip Bay and Western Port

Policy 5.9. Protect coastal and foreshore environments, and improve public access and recreational facilities around Port Phillip Bay and Western Port

Residents and visitors alike enjoy the environment, the recreational opportunities and the lifestyle settings of the Victorian coastline. The bays, beaches and hinterlands are commercially important, contain a rich and diverse suite of plants and animals, and are highly sought after for residential living and for recreation. However coastal ecosystems are extremely complex and sensitive to disturbance, such as removal or loss of coastal vegetation through development. Also, recreational pressures allow invasive weeds to become established and cause erosion of dunes and cliffs.

Melbourne 2030 applies the same principles for coastal development that are set out in the *Victorian Coastal Strategy 2002*. This will focus development at discrete locations so that:

- the extent of settlements (activity nodes) is defined
- areas between settlements remain largely undeveloped
- the extent of recreation nodes is defined.

Directing coastal development to discrete locations is designed to:

- minimise the impact of use and development, and protect sensitive areas
- contain use and development to a limited number of locations
- define the scale of use
- establish boundaries for development areas
- manage development pressures
- provide a focus for facilities that relate to the coast.

Figure 40. Indicative coastal land use

Activity and recreation nodes are being identified in coastal action plans. This will help local councils to define the purpose and function of activity centres along the coast.

A relatively small proportion of the foreshore is privately owned. These areas should be managed consistently with the adjoining public land.

Melbourne's open space strategy, *Linking People and Spaces*, sets out priorities for improving public access, including the trail network around Port Phillip Bay. There are opportunities to enhance Melbourne's role as a bayside city. Parks Victoria is also developing strategic directions for Port Phillip Bay and Western Port, which will feed into a whole-of-government framework, 'Bays for Life!'. Key recreational and tourism precincts will be improved, as will facilities for boating and cruising yachts.

In areas such as the Mornington Peninsula, there will be no expansion of existing urban areas outside the urban growth boundary. Municipal Strategic Statements will reflect the diverse characteristics of coastal urban areas, and planning scheme provisions will ensure that coastal developments are separated to maintain the character of settlements along the coast.

Our coastal areas are particularly vulnerable to the potential impacts of climate change such as rises in sea level, more intense storm activity and related storm surge events. The most vulnerable coastal areas are low-lying areas with small development setbacks. Current research on these potential impacts will pave the way for adaptive strategies.

Initiatives

5.9.1.   Implement the *Victorian Coastal Strategy 2002* for metropolitan Melbourne and the surrounding region

5.9.2.   Further improve maritime precincts at key sites including Williamstown and St Kilda

5.9.3.   Improve the appeal of Port Phillip Bay as a cruising destination by upgrading boating facilities and infrastructure at Patterson River, and complete a significant maintenance program at Mornington

5.9.4.   Ensure completion of the Port Phillip Bay trail between Mordialloc and Port Melbourne and between Williamstown and Werribee (linked by the punt service at Spotswood)

Policy 5.10. Maintain and develop metropolitan Melbourne as a desirable tourist destination

Melbourne is Victoria's primary tourist destination. It is perceived as a most desirable place to visit, as well as to live. Tourism is one of the city's largest and fastest-growing industries, attracting more than 6.6 million visitors each year and generating more than $3.8 billion for the city's economy.

Melbourne offers outstanding and well-developed accommodation, attractions and services. Its destination status is firmly established in terms of level of investment and visitor numbers, and the breadth and depth of its tourism assets is a significant point of difference. As the gateway to regional Victoria, Melbourne also gives an entrée to a host of further attractions.

The vision for further development of Melbourne tourism is provided by the Marketing Melbourne Strategy within Victoria's *Tourism Industry Strategic Plan 2002-06*, prepared by Tourism Victoria. This builds on the characteristics of vibrancy, innovation and a welcoming nature that attract and delight tourists and also make Melbourne a fine place in which to live and do business.

Integrated planning is essential to ensure that future development is consistent, sustainable, in keeping with community aspirations and able to make the most of the potential benefits of tourism activity. Melbourne's position as a sophisticated, vibrant, liveable, authentic and inclusive tourist destination will be strengthened by the development of strategies that:

- encourage local, national and worldwide connections and alliances
- revitalise the retail core
- nurture artistic and cultural life
- improve public facilities, amenities and access
- maintain city safety
- provide information and leisure services
- integrate communications systems
- improve transport infrastructure
- ensure efficient use of resources
- protect biodiversity.

Initiatives

5.10.1. Implement the Marketing Melbourne Strategy within Victoria's *Tourism Industry Strategic Plan 2002 – 2006*

Direction 6 - A fairer city

Policy 6.1.   Increase the supply of well-located affordable housing

Policy 6.2.   Plan for a more equitable distribution of social infrastructure

Policy 6.3.   Improve the coordination and timing of the installation of services and infrastructure in new development areas

Policy 6.4.   Develop a strong cultural environment and increase access to arts, recreation and other cultural facilities

Policy 6.1.   Increase the supply of well-located affordable housing

In recent years, the housing market has become more complex in its structure, composition and geography. Property values have risen steadily with the average increase across the metropolitan area between 1996 and 2001 being 42 per cent. In some suburbs property values have risen spectacularly, for example, North Melbourne rose 212 per cent, Croydon North 145 per cent, Sorrento 136 per cent and Maribyrnong 127 per cent in the same time period. Affording good, well-located housing has become an acute problem for many private renters and home buyers.

There is growing spatial polarisation, with inner suburbs tending to represent high-priced market segments and outer suburbs lower-priced segments. Affordable, low-cost private rental housing is in decline in inner Melbourne and accessibility to services in lower-cost rental areas is unsatisfactory. This accentuates the polarisation of the city and generates areas of social disadvantage.

The existing distribution of public housing does not match changing housing needs, especially the need for a wider range of housing options in the middle and outer suburbs. Strategies for public housing estates are being developed to reduce concentrations of public housing and overcome social and economic disadvantage. Public and community housing stock is not increasing in step with demand. Increasingly, public housing is targeted to households with multiple needs, rather than to those who simply cannot afford private rental accommodation.

Better information about mismatches between supply of, and demand for, affordable housing will be required for different households and locations. The supply of affordable housing in all parts of the metropolitan area will need to be increased.

It is recognised that this need exists, and that the planning system alone is not well equipped to meet it. A significant proportion of new development, including new development at activity centres and strategic redevelopment sites, must be affordable for households on low to moderate incomes, especially those that are experiencing housing stress but are unlikely to gain access to public or social housing. Ways of achieving this will be explored. The monitoring of housing affordability will be important in finalising eligibility criteria for these dwellings.

These measures will involve a number of agencies working closely together to maximise every opportunity to increase the supply of affordable housing and meet household needs.

Initiatives

6.1.1.   Monitor supply and demand in affordable housing at local and regional levels and publicise examples of best practice in the provision of well-designed affordable housing

6.1.2.   Increase the supply of affordable housing through joint programs with the Urban and Regional Land Corporation, the Office of Housing, local councils and the not-for-profit sector

6.1.3.   Continue the redevelopment and renewal of public housing stock to better meet the needs of existing and future clients

6.1.4.   Address areas of particular disadvantage, especially where high concentrations of public housing exist, through the Office of Housing's Neighbourhood Renewal Strategy

6.1.5.   Develop and implement initiatives to increase the supply of appropriately located affordable housing throughout the metropolitan area

6.1.6.   Work with all stakeholders, including the Office of Housing and the private sector, to identify opportunities and develop techniques and solutions to facilitate a mix of private, affordable and social housing in Transit Cities projects

6.1.7.   Change the policy that governs the disposal of government land and buildings to reflect the best use rather than the highest price achievable, and base the policy on new socially responsible criteria

Policy 6.2.   Plan for a more equitable distribution of social infrastructure

Access to social, cultural and creative infrastructure varies across the region. Some people have excellent access to a wide range of facilities, but others – often those on lower incomes – do not enjoy the same convenience. Inadequate access affects people's sense of wellbeing, quality of life, and can exclude them from full participation in society.

People with disabilities, the frail and the aged are vulnerable because they face particular problems in finding, reaching and using appropriate services and facilities. As the population ages, these problems will affect more and more people and areas unless appropriate action is taken.

The Government is developing and implementing measures to improve the situation (see 'Improving wellbeing for all Victorians'). In so doing, it recognises that local communities are in the best position to know what services and facilities are priorities and what needs to be done to enable all members of the community to benefit from such facilities (like neighbourhood houses). A place management approach (see Policy 9.5) is a tool for ensuring community input.

In allocating spending for new social infrastructure, the Government will give priority to areas of greatest need and the priorities identified by local communities, in order to overcome past inequalities.

Action will be needed to identify and progressively improve the distribution of social and cultural infrastructure in under-endowed areas, thus improving access. Locations for such infrastructure will be sought in activity centres, particularly the Principal Activity Centres.

Initiatives

6.2.1.   Work with local communities to identify gaps or deficiencies in social infrastructure and develop action plans to remedy these gaps

6.2.2.   Give particular priority to social disadvantage in the outer suburbs, particularly with those metropolitan councils that administer both urban and rural areas, identifying social infrastructure that is in short supply

6.2.3.   Work with local government and other organisations to improve the provision of community transport services within an overall policy framework that aims to give greater mobility to people unable to use public transport

6.2.4.   Support neighbourhood houses so that they remain viable as places where people can meet and learn in a welcoming, user-friendly environment

6.2.5.   Continue to support local government in the provision of well-planned, quality and accessible community sport and recreation facilities and environments

Improving wellbeing for all Victorians

Government initiatives to improve the wellbeing of all members of the community include:

Growing Victoria Together

Growing Victoria Together is a broad framework to balance social, environmental and economic goals and actions. It links the issues important to Victorians with the priority actions to be taken next and the measures we will use to show progress. It is a basis for building a fair, sustainable and prosperous future

Building Great Communities

This key initiative will improve social, economic and environmental wellbeing, while reducing inequities and the impact of rapid social change across the State. Local communities are best able to identify the issues that need addressing, but they should not have to work alone. The Government will work in partnership with them to tackle issues of concern and ensure that its services are more responsive to community needs

State Disability Plan

A 10-year disability plan is being developed with extensive community input. It reflects the aspirations of people who live with a disability and it aims to make Victoria a more inclusive, welcoming and equal place by 2011. This will involve community education, capacity-building, working with local councils and making public services more accessible

Victorian Rural Human Services Strategy

This strategy, now being developed, recognises the need for comprehensive health and human services in regional and rural Victoria. It will provide a framework to guide and support planning, investment and service delivery from 2002–07

Metropolitan Health Strategy

The Metropolitan Health Strategy is being developed to guide the future level, mix, distribution and quality of health services across metropolitan Melbourne. The strategy will identify and promote emerging models of care for managing demand and improving health outcomes and will provide the framework in which local health planning and implementation can occur

Neighbourhood Renewal Strategy

Neighbourhood renewal, an important part of the Community Building Program, is a place-based response to disadvantage that involves government working with local communities to address relative disadvantage and inequality to create successful, thriving places where people want to live. It aims to increase community pride and build local capacity so that communities are self-reliant. It depends on local involvement and initiative and on more effective partnerships across government and between government and non-government sectors

Safer Streets and Homes

The Crime and Violence Prevention Strategy for Victoria 2002–2005 integrates the Government's approach to crime and violence prevention into the wider spectrum of community safety programs that aim to make Victorians safe and ensure they are confident about their safety

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Physical Activity Framework

This recognises that physical activity plays an essential role in contributing to the health and wellbeing of all Victorians. It includes as a key objective a focus on improving the places in which physical activity occurs, recognising that a key factor underpinning the ability of people to build physical activity into their daily lives is the availability and accessibility of supportive physical environments. The Government is committed to working in partnership with non-government and private sector stakeholders to capture the social, environmental, economic and health benefits of increased physical activity.

Policy 6.3.   Improve the coordination and timing of the installation of services and infrastructure in new development areas

The Government and its agencies, service providers and local government need to cooperate in order to better coordinate installation of infrastructure and services in new development areas. Too often the delivery of infrastructure lags behind the development it is meant to serve. Sometimes, better decisions could have been made about which infrastructure to build first or co-locate.

Processes should be developed to involve all stakeholders in coordinated long-term planning for infrastructure and service delivery. The aim is to achieve better economic, social and environmental results (see 'The Brookside Learning Centre at Caroline Springs').

Initiatives

6.3.1.   Ensure effective working arrangements are in place between State government agencies, non-government service providers and local councils to ensure effective forward planning and flexible service provision

6.3.2.   Develop better models for the growth of schools so that new primary schools are established from the outset in new developments, and they keep pace with the growth in population in their catchment and range of services needed

6.3.3.   Build on recent experiments in joint use of facilities with private schools and local government to fully utilise new community resources for arts and sport

6.3.4.   Develop better forward planning models for primary and acute health services and associated facilities for new growth areas

6.3.5.   Assess the needs for child care, aged care and other community services and augment the capability of existing services so that these are effectively delivered in newly developed areas

6.3.6.   Continue the development of planning models for justice facilities in growth areas, paying particular attention to co-locational opportunities

The Brookside Learning Centre at Caroline Springs

This centre, which opened in January 2000, is a key facility for the growing community of Caroline Springs, located west of metropolitan Melbourne. It exemplifies the partnership approach to developing community facilities, as it involves:

- private developers
- the Department of Education and Training
- a major independent school
- the Catholic Education Office
- local government
- a football club
- a private child-care facility.

Funding and negotiated agreements developed for the project include:

- special conditions on built form and time frames
- joint contributions and licensing arrangements
- developer contributions
- project management arrangements.

The centre provides lifelong learning services and other community services as well as shops and business offices – a mix of activities that ensures ongoing activity. It will cater for 1,500 school students and additional adult learners. Shared facilities include:

- an administration and gallery area
- a visual arts and technology centre
- a performing arts and music complex
- a community resource room
- a multimedia centre and a leisure centre
- a full range of recreational facilities – stadium, club rooms, gymnasium and change rooms, an outdoor playing space including a football oval – that attracts many community groups outside school hours.

Policy 6.4. Develop a strong cultural environment and increase access to arts, recreation and other cultural facilities

Arts and culture are powerful community building tools. They provide tangible social and economic benefits and make a significant contribution to the attractiveness of the city as a place to live, work or visit.

Culture is about a way of life, a celebration of a community's identity and values. Melbourne has a wealth of cultural facilities and resources, and plays host to numerous arts, cultural and sporting events and festivals. It is important that these continue to develop and that they are accessible for all. Melbourne needs to reinforce the existing major precincts for arts, sports and major events of Statewide appeal. Proposed new facilities must be well located for services and transport.

Participation and engagement in creative activities, such as locally based arts and crafts practice and community-driven creative projects, is important to foster a culture of creativity and innovation within local communities. Access to these should be available across Melbourne.

Arts and cultural facilities are key infrastructure components. Activity centres, which reflect the arts and cultural preferences of their communities, are already focal points for communities and will become even more important. A wider range of arts, cultural and entertainment facilities, including cinemas, restaurants, nightclubs and live theatres, will be required at Principal and Major Activity Centres throughout Melbourne.

Initiatives

6.4.1.   Complete the Yarra Arts precinct Integration Project, with a range of cultural venues and improved community access and participation

6.4.2.   Redevelop the Royal Melbourne Showgrounds as a year-round venue for major events and activities, including those requiring special train services

6.4.3.   Promote the arts and culture by using professional artists and craftspeople wherever feasible to work on public projects – including government projects – and express artistic and community values

6.4.4.   Strengthen the creative potential of local communities by encouraging local government and the community to audit cultural resources and identify opportunities and areas of need

Direction 7 - A greener city

Policy 7.1.   Ensure that water resources are managed in a sustainable way

Policy 7.2.   Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials

Policy 7.3.   Contribute to national and international efforts to reduce energy usage and greenhouse gas emissions

Policy 7.4.   Reduce the impact of stormwater on bays and catchments

Policy 7.5.   Protect ground water and land resources

Policy 7.6.   Ensure that land-use and transport planning and infrastructure provision contribute to improved air quality

Policy 7.7.   Protect native habitat and areas of important biodiversity through appropriate land-use planning

Policy 7.8.   Promote the concept of sustainability and develop benchmarks to measure progress

Policy 7.9.   Lead by example in environmental management

Policy 7.1. Ensure that water resources are managed in a sustainable way

Water supply

The Government will protect Melbourne's water catchments and water supply facilities to ensure the continued availability of clean, high-quality drinking water. It will require that reservoirs, water mains and local storage facilities are protected from potential contamination, and that planning for water supply, sewerage and drainage works receives high priority in early planning for new developments.

Water demand

Water use efficiency will be managed so that existing storages can reliably meet water demand beyond 2030. Sustainable management will ensure that water availability in other parts of Victoria is not adversely affected. Reductions are needed in per capita water consumption, which has already fallen by 12 per cent in the past decade, and in leakage rates, which are estimated as 8 per cent of potable water supply to Melbourne.

Waste-water treatment

High standards of waste-water treatment and management will reduce the impact of treated effluent in the marine environment. EPA Victoria requirements govern the discharge of treated effluent from the Western Treatment Plant at Werribee (into Port Phillip Bay) and from the Eastern Treatment Plant at Carrum (into Bass Strait near Gunnamatta). The latest technology will be used to upgrade these plants to meet future demand and quality requirements. Both plants, located in green wedges, will continue to be protected uses.

Waste-water recycling

The Government has set a target to increase waste-water recycling from 1 per cent to 20 per cent by 2010 for non-potable uses such as in agriculture, industry and recreation. This aims to reduce demand on the potable water supply and enable new uses for land near sewage treatment plants. To help reach this goal, a water recycling strategy is in preparation. Land has been identified that is suitable and available for water reuse. Development of new urban areas and green spaces will contribute to sustainable urban development by taking advantage of any opportunities for effluent recycling, particularly in the south-eastern and western metropolitan areas near the treatment plants (see 'Werribee Plains: a vision for sustainable growth'). The opportunities to remove water directly from sewers for local treatment will be assessed (see 'Water recycling trial in the Domain').

Initiatives

7.1.1.   Implement programs for sustainable water management to ensure that supply from the existing dams is sufficient to 2030 and beyond in accordance with the Water Resources Strategy for Melbourne

7.1.2.   Promote water efficiency practices in new and refurbished developments by incorporating the National Water Rating and Labelling Scheme for water-efficient fittings and appliances into the Building Act and Building Code of Australia for all new and refurbished buildings

7.1.3.   Use planning provisions to protect water supply and treatment facilities, within and outside the urban growth boundary

7.1.4.   Adopt guidelines to encourage use of alternative water sources such as rainwater tanks, stormwater and recycled water by local government, developers and households

7.1.5.   Progressively upgrade the treatment of effluent at the Eastern and Western Treatment Plants to meet the demands of a growing population while meeting increasingly stringent EPA Victoria requirements, and encouraging treatment to a level suitable for water recycling

7.1.6.   Promote business opportunities related to waste-water treatment, including biosolids processing and water recycling

7.1.7.   Ensure that local treatment and recycling of stormwater for non-potable uses is considered in new developments, in accordance with the Best Practice Environmental Management Guidelines for Urban Stormwater (BPEM Guidelines) and EPA Victoria guidelines

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Water recycling trial in the Domain

A water recycling plant and irrigation system was trialled in the Kings Domain gardens in Melbourne from late February to April 2002. This was a joint venture between Melbourne Water, Melbourne City Council and the Department of Infrastructure. It aimed to show that water from sewers can be successfully recycled, at a quality comparable with fresh water, for the irrigation of parks and gardens.

The recycling plant was housed on-site in a portable shipping container, and employed the latest membrane technology to deliver 30,000 litres of high-quality recycled water each day.

It was designed to:

- reduce nutrients from recycled water to avoid the likelihood of irrigation run-off polluting Melbourne's waterways and Port Phillip Bay
- protect trees, shrubs, plants and grasses by providing amounts of salt and major ions at levels comparable with fresh water
- ensure a consistently high quality of recycled water through the trial, consistent with EPA Victoria requirements for the reuse of waste water.

Werribee Plains: a vision for sustainable growth

The Government's vision for Werribee Plains is a practical demonstration at regional level of the sustainability principles that are fundamental to *Melbourne 2030*.

The Government sees Werribee as a region with:

- an international reputation for its commitment to sustainable development
- a positive economic future built on embracing sustainability as a distinctive competitive advantage
- a culture that reinforces sustainability through involving and developing the community.

It is proposed to transform the western plains of Melbourne into a major 'green region' that highlights sustainable agricultural, industrial and urban development. The sustainable management of natural resources such as energy, water and ecosystems – and associated infrastructure – is vital. This will accord with the relevant directions and policies of *Melbourne 2030*.

The vision is being developed through a mix of private and public actions based on the sustainable development of strategic resources in the region. These include the Western Treatment Plant, the Werribee Technology precinct and the Point Cook precinct, Avalon airport, the agricultural land around Werribee, the urban growth areas and coastal wetlands, and the Werribee tourism precinct.

Recycled water from the Western Treatment Plant will be the starting point for action. Potential environmentally sustainable projects driven by recycled water include:

- infrastructure to treat, transport and distribute recycled water to markets
- high value export-based irrigated agriculture, such as vines, stone fruits, cut flowers, forestry and horticulture
- downstream food-processing clusters
- eco-industrial parks and water-intensive manufacturing
- urban developments in designated growth areas that are designed and marketed on sustainability principles
- tourism facilities based on the region's internationally significant wetlands and on opportunities for leisure facilities, such as golf
- landscaping of new developments and existing open space
- energy generation from biomass associated with recycled water production.

Melbourne 2030 will directly support recycling of water by protecting the green wedges in the region, and its valuable agricultural land. The adoption of Neighbourhood Principles in new developments within the urban growth boundary will mean recycled water can be a viable alternative to potable water for outdoor uses.

In new urban development, transit-oriented development and smart growth principles will reinforce the focus on sustainability by promoting walking, cycling and public transport instead of cars, and by reducing the amount of land and resources required for buildings.

Policy 7.2. Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials

Waste management planning in Victoria is based on application of the waste hierarchy (see 'The waste hierarchy'). *Melbourne 2030* aims to ensure that all sections of the community contribute to reducing the amount of household, industrial and hazardous waste generated in the State.

Recycling of municipal waste has improved – increasing from 27 per cent in 1993 to 44 per cent in 1998–99. Victorians have been highly successful in diverting household wastes away from disposal in landfill, but the same gains have not been made in commercial and industrial waste. As this makes up approximately two-thirds of all waste sent to landfill, effective programs are needed to promote more efficient practices by industry.

Programs and strategies will be put in place at State and regional level to reduce the amount of commercial and industrial waste generated. Regional waste management groups will continue to play a key role in establishing programs to plan for municipal waste avoidance and recycling. State and regional waste strategies can be helped by more effective planning of all waste management facilities, and by recognising the need to provide sufficient infrastructure to promote recycling and establish facilities for safe disposal of the residual waste stream. Strategic approaches by State and local government, including investment facilitation and planning programs, could help reduce the amount of waste generated by encouraging waste generators and businesses that might use or recycle these wastes to locate near each other.

Long-term gains will be made by promoting the benefits of product stewardship. Those involved in providing and in buying goods and services must recognise the potential environmental impact of a product from manufacture, through use to disposal.

Planning arrangements must acknowledge the continuing need to safely manage Victoria's solid hazardous waste. Existing landfills for disposal of this waste are rapidly reaching capacity and replacement facilities will be required. The Government is supporting the establishment of new sites and facilities, which must be located for long-term viability and must not adversely affect sensitive land uses. The Industrial Waste Management Policy (Prescribed Industrial Waste) establishes statutory requirements to enable waste to be diverted from landfill to more productive uses.

Initiatives

7.2.1. Establish resource efficiency and waste minimisation guidelines and targets to be taken up by government agencies, including increased use of environmentally benign materials and products assessed according to sustainability models

7.2.2. Use State and local planning frameworks to support regional waste management plans and ensure that:
– land-use planning decisions are consistent with and encourage implementation of regional waste management plans
– suitable buffers for waste management facilities are protected and maintained

7.2.3. Work with industry groups to achieve higher levels of waste minimisation, 'cradle to grave' product stewardship and resource efficiency

The waste hierarchy

Victoria has adopted the waste hierarchy set out below as the foundation of the approach that should be adopted by government, industry and the community for reducing and safely managing wastes. It states that wastes should be managed according to the following order of preference:

- avoidance
- reuse
- recycling
- recovery of energy
- treatment
- containment
- disposal.

Strategies for waste management that avoid or minimise waste are the first choice. Where this is not practicable, direct reuse of materials or recycling of wastes should be undertaken. Treatment to reduce the waste hazard or nuisance should be applied wherever feasible and must be undertaken where necessary to ensure the waste can be safely managed. Containment of solid hazardous waste is necessary where none of the preferred options is available.

Disposal is the option of last resort.

Policy 7.3.   Contribute to national and international efforts to reduce energy usage and greenhouse gas emissions

Climate change due to the greenhouse effect is one of the world's most serious environmental challenges. All countries and communities are vulnerable. The Government is committed to an active role in national and global efforts to address this issue (see the *Victorian Greenhouse Strategy*) and *Melbourne 2030* is another aspect of this commitment. Success will require action from all Victorians – including State and local government, business and the wider community.

Reducing fossil fuel consumption has other benefits for finite natural resources, such as a more secure and diverse supply and a reduced rate of consumption.

As indicated in the *Victorian Greenhouse Strategy*, particular action is proposed on three major fronts:

Reducing greenhouse gas emissions

The production and use of energy by households, industry and commerce contributes around 72 per cent of Victoria's total greenhouse gas emissions. It is an important focus of our emissions abatement effort. In particular, the *Victorian Greenhouse Strategy* seeks to improve efficiency in energy use. This will require better building design, greater attention to subdivision design, and the choice of more energy-efficient equipment and appliances. The greenhouse intensity of Victoria's electricity supply will be reduced through improved technology in electricity generation from brown coal, and through greater use of renewable energy.

Transport accounts for a further 16 per cent of Victoria's greenhouse gas emissions. We must increase efforts to cut fuel consumption, and to reduce car dependency by building public transport use (to 20 per cent of all motorised trips by the year 2020). The increasing use of larger vehicles and car air-conditioning is offsetting the effect of improved fuel consumption rates. Many initiatives in other parts of *Melbourne 2030* (on subjects such as integrated land-use and transport planning and improved urban design) will contribute to a reduction in greenhouse gas emissions.

Protecting and enhancing greenhouse sinks

Forests play a critical role in storing carbon, and when they are felled and not replanted we add to carbon dioxide emissions. As the metropolitan area grows outwards, forests and native vegetation come under increasing pressure from land clearing for development. The Government's land clearing controls (see Policy 7.7) initiatives to contain the growth of metropolitan Melbourne (see Policy 2.1), and revegetation programs identified in the *Victorian Greenhouse Strategy* will ensure Victoria's greenhouse sinks are protected and enhanced.

Adapting to climate change

Human activities are already interfering with the earth's climate. Melbourne and the surrounding region may face climate change impacts that range from reductions in rainfall and water availability, to extreme weather events and sea level rise (see 'Climate change projections for Victoria'). Through the *Victorian Greenhouse Strategy*, research is being undertaken to gain a better understanding of these impacts and of the steps that will need to be taken to adapt to these changes.

Initiatives

7.3.1.   Introduce five-star energy ratings for all new residential buildings into the Victorian Building Regulations, and promote and encourage the inclusion of new energy efficiency standards for commercial development in the Building Code of Australia

7.3.2.   Implement planning policies on renewable energy, starting with guidelines for wind farms, in order to integrate the Government's policy of support for renewable energy resources across the State with the planning system

7.3.3.   Support the development of a series of energy-efficient, greenhouse-friendly demonstration projects, for example, Epping North as a sustainable suburb

7.3.4.   Ensure that all Major Projects Victoria developments incorporate high levels of energy efficiency

7.3.5.   Update the *Victoria Planning Provisions* and related guidelines to reflect and support the goals and directions of the *Victorian Greenhouse Strategy*

7.3.6.   Introduce changes to Victoria's planning and building systems that will be needed to help adapt to the impacts of climate change – following the completion of a three-year CSIRO research program funded by the Government

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The Victorian Greenhouse Strategy

The Government's goals under the *Victorian Greenhouse Strategy* include:

- limiting Victoria's greenhouse gas emissions and enhancing greenhouse sinks
- positioning Victoria to prosper in a future carbon constrained economy
- developing a greater understanding of climate change impacts and, where appropriate, initiating adaptation actions relevant to Victoria.

The *Victorian Greenhouse Strategy* is supported by government funding of $100 million over three years. It includes 59 actions dealing with a wide range of issues. These include the reduction of greenhouse gas emissions from activities such as energy production and use, transport, waste management and agriculture.

Its actions also address:

- the enhancement of greenhouse sinks
- research into climate change impacts and adaptation
- awareness-raising in the community of climate change issues – including the steps that individuals can take to reduce greenhouse gas emissions.

Climate change projections for Victoria

Government and the community need access to the best possible information on likely future climate change to help plan for, and adapt to, changed climate conditions. Future changes in rainfall and temperature patterns and in the frequency of extreme weather events are likely to affect water resources, coastal environments, native flora and fauna, agriculture, forestry and snow cover.

The Government has supported atmospheric research work by CSIRO to develop regional climate change projections for Victoria. This work suggests that by 2030:

- Victoria is likely be 0.3°C to 1.6°C warmer than in 1990, with the warming expected to be greatest in summer and least in winter
- the frequency of extreme maximum temperatures will increase, with an increase of up to 50 per cent in the number of hot days in some areas of the State
- frosts are likely to decrease in frequency, and even disappear in those parts of Victoria where projected temperature increases will be greatest
- rainfall decreases are likely – in most regions, changes are projected in annual rainfall ranging from -9 per cent to +3 per cent – with projected rainfall decreases strongest in spring through most of the State, and dry springs likely to become more common
- extreme daily rainfall events will become more intense and more frequent in many regions
- warmer conditions will lead to increased evaporation which, combined with reduced rainfall, is likely to increase moisture stress.

On a global basis, the Intergovernmental Panel on Climate Change's Third Assessment report projects a rise in sea level of between 0.09 and 0.88 metres by 2100 (or 0.8 to 8 centimetres each decade).

Policy 7.4.   Reduce the impact of stormwater on bays and catchments

The quantity and quality of stormwater entering our waterways and bays is an important issue for *Melbourne 2030*. Impervious surfaces in built-up urban areas result in less water being absorbed into the ground and can exaggerate peak flows into a stormwater system. These surfaces affect the quality and quantity of stormwater, often generating significant pollutant loads that are readily washed off and conveyed into the stormwater system.

Further, urban development and activity occurring within the catchment, such as the construction of roads and buildings, affects the quality of stormwater, as sediments and pollutants from urban areas are transported to our creeks, rivers, bays and oceans. Measures to manage urban stormwater quality will be critical in maintaining the ecological health of Port Phillip Bay and Western Port, as well as improving the health of our waterways.

The BPEM Guidelines for Urban Stormwater suggest that urban stormwater management should achieve a 45 per cent reduction in nitrogen load, 45 per cent reduction in phosphorus load and an 80 per cent reduction in suspended solids load.

The Government will work with Melbourne Water, local government and other key stakeholders to develop programs to ensure the achievement of best practice performance objectives for stormwater (see 'Water-sensitive urban design'). EPA Victoria runs the Victorian Stormwater Action Program which provides grants to local governments throughout Victoria for the development and implementation of stormwater management plans. Melbourne Water and local government fund the development and implementation of these plans for the metropolitan area. All stormwater management plans developed will be consistent with the BPEM guidelines.

In addressing stormwater impacts on urban waterways and their inputs to the bays, it is recognised that the performance objectives in the BPEM guidelines may best be pursued by incorporating measures at various scales:

- water-sensitive urban design techniques such as domestic rainwater collection and increased land permeability may be used on-site for small developments
- these techniques can be incorporated into streetscapes or open space planned at local precinct scale for larger developments, or for retrofitting within local catchments
- larger (catchment) scale measures include constructed wetlands and retrofitting drainage systems.

An integrated approach to the planning of measures at all scales, involving all relevant agencies to ensure sustainable outcomes will be pursued.

Initiatives

7.4.1. Develop measures to achieve best practice performance objectives as outlined in the BPEM Guidelines for Urban Stormwater (prepared for the Victorian Stormwater Committee), in order to ensure water quality objectives are met

7.4.2. Support integrated planning of stormwater quality at all scales, through a mix of on-site measures and developer contributions

7.4.3. Promote measures to achieve more effective mitigation of stormwater pollution from construction sites in line with the EPA Victoria's Environmental Guidelines for Major Construction Sites

7.4.4. Work with local government to develop and implement stormwater management plans that incorporate integrated drainage management principles consistent with the BPEM, and include measures for annual monitoring and reporting

7.4.5. Introduce appropriate controls in the Werribee and Cranbourne- Pakenham growth areas to ensure that stormwater (and ground water) does not have a detrimental effect on the Ramsar wetlands

7.4.6. Include water-sensitive design criteria in an amended Clause 56 (Residential Subdivision Provisions) of the *Victoria Planning Provisions*

Water-sensitive urban design

Water-sensitive urban design integrates urban planning and development with management, protection and conservation through the whole water cycle. It is about a balanced approach – the right applications in the right locations to achieve sustainability. Planned and implemented correctly, its concepts and technologies allow new developments and the water cycle to complement each other.

Its key principles are:

- protect and enhance natural water systems
- integrate stormwater treatment into the landscape
- protect quality of water
- reduce run-off and peak flows
- add value while minimising drainage and infrastructure costs.

Techniques available include:

- grass or vegetated swales
- infiltration trenches
- bio-retention systems
- wetlands
- rainwater tanks
- greywater reuse
- rain gardens, rooftop greening, urban forests
- any combination of these and other techniques for the best possible outcome.

Policy 7.5.   Protect ground water and land resources

Ground water supplies in the Port Phillip region are already heavily committed, which will constrain future development. Pollution of ground water comes from sources that include landfills, quarries, fertilisers and septic tank systems. Ground water is a vital resource and will be protected.

Although most parts of metropolitan Melbourne are now sewered, a significant backlog of properties awaits connection to sewerage systems in places such as the Mornington Peninsula and the Yarra Valley. At the current rate of funding, this backlog will not be completed by 2030. The time lines for addressing this backlog will be substantially reduced.

Land is a critical resource and to ensure that it is suitable for future use it must be used, managed and protected in a sustainable way. Contamination may be caused by a range of human activities such as industrial activity, agricultural practices and clearing of land. Naturally occurring soil properties – as in acid sulfate soils and high arsenic levels – also need to be considered.

When acid sulfate soils, which generally occur in coastal areas, are exposed to the air by draining or excavation, acidification of the water and land can adversely affect aquatic communities, agricultural practices and engineering works. As outlined in the *Victorian Coastal Strategy 2002*, mechanisms for minimising potential adverse impacts of these soils will include a mapping program, use of overlays and other planning mechanisms, training and awareness raising, and review of other regulations including the Industrial Waste Management Policy (Waste Acid Sulfate Soils).

Contamination of land can result from historical activities on or near a site. The State Environment Protection Policy (Prevention and Management of Contamination of Land) 2002 clarifies when planning and responsible authorities must consider whether a site is suitable for use. However, the issue is often the suspicion of contamination rather than known contamination. Sites that are potentially contaminated will be identified and managed in accordance with EPA Victoria policies.

Salinity is a growing concern in urban and rural parts of the region and areas affected within the growth corridors are being mapped. Saline soils can undermine urban infrastructure and increase saline loads in waterways and ground water. Thus, a supply of clean water is vital for communities and industry in the metropolitan area and beyond. Incompatible land uses will be prevented from establishing in aquifer recharge or saline discharge areas, or in potable water catchments.

Initiatives

7.5.1.   Review progress towards completing the sewerage backlog program and revise targets for priority areas

7.5.2.   Reduce the impacts of landfill to ground water and surface waters by encouraging local government to implement the BPEM guidelines for the siting, design, operation and rehabilitation of landfills, through inclusion of appropriate conditions in planning permits

7.5.3.   Provide better information and training on proper management of septic tanks and tighten enforcement procedures to reduce pollution

7.5.4.   Complete the mapping of areas that are affected by salinity and acid sulfate soils, and incorporate this information in planning schemes

7.5.5.   Develop an education program, including a Planning Practice Note, to help local government identify potentially contaminated land and apply the State Environment Protection Policy (Prevention and Management of Contaminated Land)

7.5.6.   Review planning schemes and, if necessary, develop improved controls to prevent incompatible uses and development in aquifer recharge and saline discharge areas and in potable water catchments

Policy 7.6. Ensure that land-use and transport planning and infrastructure provision contribute to improved air quality

While metropolitan Melbourne's air quality has improved in the past 20 years and is relatively good compared with cities of similar size around the world, there are times when air quality standards are not met. Recent studies indicate that premature deaths and hospital admissions are linked to air pollution in Melbourne, particularly for people with existing conditions such as respiratory and heart disease. Other studies demonstrate that people travelling in cars are exposed to relatively high concentrations of air pollutants. Atmospheric deposition of nitrogen oxides also contributes to excess nutrient levels in Port Phillip Bay and Western Port.

The relevant statutory policies for protecting air quality in Victoria are the SEPP (Ambient Air Quality) and the SEPP (Air Quality Management). The former incorporates national air quality standards, and the latter establishes the statutory policy framework for managing emissions. The air quality improvement plan for the Port Phillip area outlines initiatives to ensure that air quality continues to improve.

Emissions from motor vehicles will be reduced with the phase-in of stricter controls on emissions, to bring Australia into line with Europe by the end of the decade. However, EPA Victoria projections indicate that this will be partially offset by increased vehicle numbers and emissions from other sources.

Although motor vehicles are the major cause of many urban air pollutants, domestic wood heating is the biggest contributor to particles during winter. Reducing these emissions is an important priority of the air quality improvement plan. Reflecting a government commitment, EPA Victoria is developing a statutory policy to prevent the manufacture and supply of wood heaters that do not meet Australian Standards, and to encourage correct installation of wood heaters.

Melbourne 2030 supports the goals of the air quality improvement plan by focusing on:

- integrating transport and land-use planning to improve transport accessibility and connections
- establishing an urban growth boundary to help manage urban growth
- locating key developments in Principal and Major Activity Centres
- investing in infrastructure for public transport, walking and cycling
- designing urban neighbourhoods and activity centres to reduce exposure to pollution hot spots.

Initiatives

7.6.1. Ensure that the planning and building systems reflect the principles established in the State Environment Protection Policy (Air Quality Management) and the Port Phillip Region air quality improvement plan

7.6.2. Adopt a statutory policy to prevent the manufacture and supply in Victoria of wood heaters that do not meet Australian Standards

Policy 7.7.   Protect native habitat and areas of important biodiversity through appropriate land-use planning

The Port Phillip and Westernport catchments constitute one of Victoria's most biologically diverse regions. The protection and enhancement of native vegetation communities are fundamental to State and regional biodiversity, and preserve sinks for greenhouse gases. Native habitat is threatened by the clearing of indigenous vegetation, intensification of land use and development, and sedimentation arising from soil disturbance and construction.

Victoria's Biodiversity: Directions in Management 1997 (the Biodiversity Strategy) provides comprehensive directions for responding to these threats in managing Victoria's biodiversity assets. These are complemented by actions in regional catchment strategies and are further supported by many municipalities through their planning schemes, and environment or sustainability strategies and plans. Throughout the catchments, individual landholders and community groups, supported by State and Commonwealth funding, are undertaking vegetation and habitat protection and restoration programs.

Regional catchment strategies will guide Landcare projects, local landscape plans – a key tool in implementing the Biodiversity Strategy – and whole farm plans.

Victoria's native vegetation management framework and native vegetation management plans will guide reversal of the continuing loss of native vegetation, helping achieve a net gain through improvements and habitat creation. Comprehensive regional vegetation maps and bioregional plans will also help.

In many urban areas, land-based and aquatic biodiversity assets have yet to be adequately identified. Local governments will be encouraged to undertake biodiversity audits before initiating protection programs.

The proposed urban growth boundary will ensure the permanent protection of critically important flora and fauna habitat and important landscapes such as the coastlines in the region, the Dandenong and Yarra Ranges, the Yarra Valley, Westernport and the Mornington Peninsula.

Initiatives

7.7.1.   Complete mapping of biodiversity assets for existing and future urban areas, and initiate protection and management programs through the planning system

7.7.2.   Implement the native vegetation management framework to protect remnant vegetation in the metropolitan area through the planning and development process

7.7.3.   Review the native vegetation clearance control provisions in the *Victoria Planning Provisions* and ensure that local planning schemes protect significant vegetation identified in regional vegetation plans

Policy 7.8. Promote the concept of sustainability and develop benchmarks to measure progress

Governments around the world emphasise the importance of sustainable development. While sustainability is an important principle of *Melbourne 2030*, generally our capacity to measure progress towards it in Victoria is limited by a lack of quantifiable data and internationally accepted benchmarks.

Relevant to *Melbourne 2030* are three important concepts that relate to sustainability. The first has been used in developing the Strategy, and all three will play an important part in its implementation. The others hold promise but need to be tested and developed for metropolitan Melbourne.

The concepts are:

- triple-bottom-line reporting, which emphasises integrated assessments according to social, environmental and economic criteria
- the ecological footprint approach, which measures a city's resource utilisation and environmental impact (see 'Sustainability models')
- the urban metabolism method, which assesses the efficiency with which a city uses resources and achieves results (see 'Sustainability models').

Other relevant work includes the Government's proposed establishment of a Commissioner whose roles will include 'state of environment' reporting, strategic auditing of the way environmental management systems are applied across government agencies, and education and promotion of ecologically sustainable development across the public and private sectors. The Commissioner's work will be important in putting *Melbourne 2030* into practice. It will be complemented, rather than duplicated, by the Strategy's benchmarking and monitoring processes.

At municipal level, many local governments in Victoria are initiating new sustainability strategies and encouraging innovative, environmentally friendly projects and community involvement (see 'Local sustainability initiatives in Victoria'). Networks such as the Metropolitan Environment Forum and the Local Sustainability Partnership (set up by the Municipal Association of Victoria) help councils share information and experiences.

Initiatives

7.8.1.   Establish a dedicated multidisciplinary team with the necessary expertise within the Department of Infrastructure to:
– promote the use of sustainability tools to guide planning decisions and project development by State and local government and the private sector
– work with other government agencies and the new Commissioner to establish transparent, consistent decision-making processes based on these sustainability tools
– develop benchmarks for Melbourne's performance and monitor and report on progress towards sustainability – this work should include the development of an urban metabolism model
– develop criteria for social impact assessment, for decision-making on planning issues
– promote greater understanding of the relationship between statutory policies (such as the *Victoria Planning Provisions* and SEPPs) and non-statutory plans and programs (such as catchment management plans)
– work with local government in implementing local sustainability and community building programs

7.8.2.   Develop ecological footprint methodology as an awareness-raising and educational tool, and test it through pilot studies with a range of organisations, businesses, schools and communities

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Sustainability models

Ecological footprint

This concept is a way of measuring human impact on natural systems. Footprint analysis works by calculating the area of productive land and water required to sustain the resource consumption and waste discharge of any given population. By estimating the land required to support an individual's consumption of energy, food, water and built infrastructure, and the waste produced, our dependence on nature can be shown. This is a valuable communications tool to encourage sectors of the community to look at their environmental impact and promote innovation as a way of reducing it.

Urban metabolism

This model assesses sustainability, but rather than calculating the amount of land required to support a defined population, it measures the flow of resources into and waste outputs from settlements. Trends can then be better monitored against desired outcomes.

How can these models help achieve a more sustainable city?

Sustainability requires an understanding that the impacts of resources consumed and waste produced by cities must be managed to reduce the impact on natural capital. One way of limiting the impact is to reduce the material flows into cities (such as water, gravel, wood, metals) and to minimise waste outputs (such as discharges to air and water).

Various ways are being used to measure the sustainability of cities, but all require adaptation before they can be applied to Melbourne and other cities in its surrounding region. An extended metabolism model offers the opportunity of assessing the impact of urban inputs and outputs on the ecological health of the catchments and bays as well as the implications for human wellbeing.

Local sustainability initiatives in Victoria

Local Agenda 21

This is based on the 1992 United Nations Conference on Environment and Development in Rio de Janeiro, which aimed to establish a global agenda for social, economic and environmental sustainability. Australia joined with 177 other member nations to adopt Agenda 21 and the Rio Declaration on Environment and Development, and subsequently local authorities were encouraged to prepare a 'Local Agenda 21' with their communities. Since then, some 100 local governments throughout Australia have made a commitment to Local Agenda 21 or ecologically sustainable development through municipal plans and strategies. By 2001, at least 20 local councils in Victoria were working towards implementing Local Agenda 21 action plans to help their communities become involved in sustainable development.

Cities for climate protection

This is a joint initiative of the International Council for Local Environmental Initiatives and the Australian Greenhouse Office. By 2002, 34 local councils in Victoria had joined the program, which involves councils in preparing inventories of greenhouse gas emissions for their corporate areas and for their broader communities, and in preparing integrated plans to reduce emissions. The plans cover areas such as transport management, building requirements, subdivision planning, community education and urban design.

Environmental indicators for metropolitan Melbourne

This project involves the Australian Institute of Urban Studies, the City of Melbourne, 13 other metropolitan councils, the Departments of Infrastructure and Natural Resources and Environment, the EPA, the Transport Research Centre (RMIT University) and the Municipal Association of Victoria. It provides practical indicators to help councils measure their progress towards sustainability outcomes.

Since 1998, annual bulletins have been produced that set down environmental indicators and assess progress against each one. The indicators, with case studies as appropriate, cover areas such as air quality, transport, litter, biodiversity, and council priorities and concerns.

Community sustainability indicators

Several Victorian councils are exploring community sustainability indicators and investigating processes for their development. Much of the work is modelled on the world-renowned 'Sustainable Seattle' program developed in the 1990s in the USA, but Victorian councils are also drawing on more recent work done in New South Wales.

The City of Port Phillip is working with its community to develop indicators that will help it more accurately determine its progress towards cultural, ecological, economic and social goals. Measurement will be undertaken by the council, the community and government authorities.

Triple-bottom-line initiatives

The Shire of Yarra Ranges has established a sustainability group within council to integrate environmental management, strategic planning and economic development. The group is developing innovative approaches to sustaining the local viticulture and tourism industries.

The City of Melbourne is developing a new contract management system that includes economic, social and environmental considerations at all stages of a project. The City is also developing triple-bottom-line reporting for council reports and budgets.

Policy 7.9.   Lead by example in environmental management

Although our cities and towns offer a wide range of opportunities and lifestyle choices, they consume natural capital (non-renewable resources such as fossil fuels and natural ecosystems) at an unsustainable rate. Not only are cities the sites of much localised pollution, they also have an environmental impact that reaches far beyond their urban boundaries.

Leading by example, the Government will address the environmental impacts associated with its own activities, including energy use, the use of paper and other materials, the generation of waste, use of water, and transport. Recent commitments include a 15 per cent energy reduction target and a 5 per cent use of renewable energy for government buildings, as well as adoption of a government green purchasing policy. Continual improvements will need to be made to ensure best practice performance is achieved.

Water and energy supply are two of the most important challenges facing Victoria. The Government is encouraging best practice in energy efficiency including the development of new opportunities for renewable energy.

Initiatives

7.9.1.   Introduce Best Practice Environmental Management tools into State government activities. All departments will be required to:
– adopt an environmental management system
– develop an environment improvement plan that includes waste reduction targets
– comply with a 'green purchasing policy'
– report annually on their environmental performance
– audit their environmental management system and environment improvement plan

Direction 8 - Better transport links

Policy 8.1.   Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities

Policy 8.2.   Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport

Policy 8.3.   Plan urban development to make jobs and community services more accessible

Policy 8.4.   Coordinate development of all transport modes to provide a comprehensive transport system

Policy 8.5.   Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure

Policy 8.6.   Review transport practices, including design, construction and management, to reduce environmental impacts

Policy 8.7.   Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods

Policy 8.8.   Promote the use of sustainable personal transport options

Policy 8.1.   Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities

By 2020, the Government intends that public transport's share of motorised trips within Melbourne will rise to 20 per cent from the current level of 9 per cent. Achievement of this target will be influenced to a large degree by changes in travel modes in outer suburbs.

It will also depend on development of two main markets for public transport:

- trips that use high-quality public transport services for long-distance fast travel to get to and from activity centres – traditionally, this has meant rail transport and commuting to Central Melbourne, but, increasingly, it will include light rail, tram and express bus services on non-radial routes connecting Principal and Major Activity Centres

- trips that use frequent local public transport for travel to Neighbourhood Activity Centres and to provide easy connections to Principal Public Transport Network routes – improved bus and taxi interchanges and coordination of timetables and fares will build better links with this network.

It will depend on major improvements to public transport through the Principal Public Transport Network. More than half of this network is already in place through metropolitan Melbourne's radial train and tram system. The rest of the network – some 40 per cent – will be added mainly through new cross-town bus routes. It will be complemented by new fast train services that serve key regional cities and townships and connect with Principal and Major Activity Centres along the radial routes leading to Central Melbourne (see 'Bus, tram and train plans'). This will open up many opportunities for stronger links between cities and will help the economy to grow.

At present, there are gaps in the system. The Principal Public Transport Network does not adequately service some Principal and Major Activity Centres – particularly those that were sited in the 1960s and 1970s as car-based shopping malls, so connections to these must be improved. Planning will look at ways to improve public transport services and interchanges at stand-alone shopping centres, including the Frankston line and Southland shopping centre, tram and bus services at Airport West and Highpoint, and improved bus services at Chadstone and Doncaster.

In addition, particularly in the inner urban area, gaps in the existing system (including light rail/bus) will be identified and addressed. The network will need to be extended to connect with these types of new activity centres as they develop.

Key strategic transport corridors will be identified and planned to provide for fast, reliable and frequent public transport services. Some of this work will involve developing and extending the existing fixed-rail network.

In the 2002–03 Budget, the Government has provided $98 million to electrify the rail line to Craigieburn and $30 million for the first stage of extending the Burwood Road tram to Knox City. Other extensions awaiting funding are the rail lines to Cranbourne East and South Morang.

Figure 41. Melbourne's Principal Public Transport Network

Possible future options reflecting the priorities of *Melbourne 2030* are the electrification of the rail line to Melton, and an extension to serve Epping North.

Most gaps in the system, however, will be met by new strategic cross-town public transport routes. Due to the radial design of our rail network, a cross-town bus network is needed to meet changing needs and land-use patterns across Melbourne. The demand patterns of the former dormitory suburbs are changing and interconnections with surrounding activity centres have become more important.

The Principal Public Transport Network must be supported by a comprehensive network of local public transport services. Typically, buses and taxis will provide these local services and other niche modes (such as ferries) may be appropriate to specific travel needs and locations.

The provision of local bus services has not kept pace with urban development and many people now live beyond convenient walking distance (400 metres) of any form of public transport. To ensure that public transport provides the majority of people with a realistic travel option, it is necessary to provide local bus services throughout the urban area. These local bus services will be designed to meet the need for local travel as well as providing for longer distance trips in conjunction with the Principal Public Transport Network.

Other areas where performance needs to be substantially improved include:

- improvements in public transport frequency, reliability and ease of use
- faster on-road travel times
- coordination between services and interchanges
- the implementation of a new ticket and fare system
- better information, including maps and timetables.

Achieving greater use of public transport will require action on many other fronts. *Melbourne 2030* applies land-use planning to increase densities, maximise the use of existing infrastructure and improve the viability of public transport operation.

Figure 42. Travel mode, 2020 target

Initiatives

8.1.1.   Produce a service development and management plan for Melbourne in 2003 that sets priorities and identifies the actions required to achieve the 2020 public transport use target of 20 per cent. This will include:
– improvements to the Principal Public Transport Network
– improvements for local public transport services with a focus on transport interchanges at Principal and Major Activity Centres
– completion of the fast rail upgrade projects linking Melbourne to Geelong, Ballarat, Bendigo and the Latrobe Valley
– complementary activities, such as education and pricing policy, aimed at reducing demand for private car travel

8.1.2.   Define and publish targets for public transport service delivery (coverage, frequency and reliability) to be met by the various elements of the public transport system

8.1.3.   Plan for the selective expansion of the rail network to connect to new and existing Principal and Major Activity Centres that rely solely on bus connections and taxis

8.1.4.   Identify key public transport, freight and private car routes between activity centres that can be upgraded to cross-town transport corridors

8.1.5.   Work with the bus industry to identify, reorganise and plan for improvements to bus routes that will meet local travel needs and act as feeders to the Principal Public Transport Network

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Bus, tram and train plans

Separate, interconnected plans are being developed for each travel mode, to set out priorities for investment in public transport. These plans are essential if public transport is to reach the 20 per cent mode share target by 2020 set out in *Growing Victoria Together*. They recognise the hierarchy of public transport services in the metropolitan area, and will be integrated, on an area-by-area basis, so that mobility and access, rather than provision of a particular modal service, is the end point.

The Principal Public Transport Network plays a central role in longer-distance travel, and most local route and feeder services are provided by buses. Radial services are primarily provided by train and tram, while a strengthened role for premium cross-town services is to be developed using buses or trams.

The plans are as follows:

Metropolitan Bus Plan – a comprehensive plan to improve bus services throughout metropolitan Melbourne and to maximise their value to the community. It will cover the premium cross-town services, route and local feeder services. State-of-the-art techniques for bus operations will be evaluated, as will new methods and technologies for best practice in service effectiveness, demand-responsive services, premium services (such as the SmartBus program), vehicle design and operation.

Metropolitan Tram Plan – this strengthens the role of the existing tram network by improving its performance and making it more competitive with private motorised travel. In addition, extending the network to Principal and Major Activity Centres and introducing new cross-town services on the Principal Public Transport Network will complement the Transit Cities program. Tram stops and interchanges with other services will be reviewed, with a focus on access to services by people with disabilities. Service levels and performance standards for trams will be revised.

Train Plan – this will cover all Victoria, due to the interdependence of metropolitan and Statewide heavy rail infrastructure. In the long term, it will meet the needs of the community and of people using the rail network and will address issues ranging from capacity to network extensions and infrastructure for improved operations. It forms a framework in which projects can be assessed and implemented. A more effective use of the network is expected. In the metropolitan area, demand for train services will be altered by urban and other developments envisaged in *Melbourne 2030*, so train operations and infrastructure will also need to be flexible.

Policy 8.2. Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport

Melbourne has an extensive existing network of public transport services which needs to be better utilised to increase transport choice, reduce car dependency and meet the mode share target for 2020. Opportunities exist to significantly improve the frequency, reliability and efficiency of the existing network (see 'Tram 109').

A key target will be the 'red spots' – blockages that exist throughout the network, which limit the movement and reliability of buses, trams, and taxis.

Initiatives have been introduced to try and solve this problem across the road-based public transport network. Examples include transit lanes, clearways, traffic-light prioritisation and stop design.

In order to achieve greater efficiency and reliability across the network, greater attention must be paid to identifying and resolving causes of delay to public transport services.

Initiatives

8.2.1.   Identify and develop strategies to deal with on-road public transport 'red spots' that delay services across the network, through a cooperative program between VicRoads, the Department of Infrastructure and private transport providers

8.2.2.   Undertake an annual program of works and/or road-space management measures to make on-road public transport faster and more reliable

8.2.3.   Work with private rail operators to develop a parallel program to identify and treat rail 'red spots'

8.2.4.   Identify rail corridor capacity limitations, and develop long-term strategies to increase speed and loadings across the network – this will include identifying future requirements for additional tracks on existing corridors

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Tram 109

The Tram 109 project is a major part of the Victorian Government's initiative to create an effective and sustainable integrated transport system for Melbourne.

Route 109 runs from Port Melbourne to Mont Albert and is one of the longest tram routes in Melbourne. It is being extended at each end, to Box Hill shopping centre and on to Station Pier.

The project will feature trams with low floors, and 'superstops'. This is a pilot project to identify ways to improve services for all tram users.

The new low-floor trams, with single-step access at platform level, will set new levels of passenger comfort and improve accessibility. Superstops have been built in Collins Street at intersections with Swanston Street and Spring Street to complement the low-floor trams. A raised platform with ramp access at matching height lets commuters embark and alight more easily.

Benefits of Tram 109 for the route's passengers and commuters include improvements in overall travel time and reliability, safety, universal access (particularly for senior citizens and mobility-impaired passengers) and location-specific integrated urban design. For inner urban travel, it provides an attractive, viable and environmentally responsible alternative to car transport.

Policy 8.3. Plan urban development to make jobs and community services more accessible

Improvements to public transport, walking and cycling networks will be coordinated with the ongoing development and redevelopment of the urban area. Public transport typically does not have the physical or financial flexibility to provide access to dispersed or unplanned patterns of urban development.

To increase public transport usage, and to ensure people consider it as a realistic choice for many everyday trips, residential development and activity centre development will be located with access to established and proposed transport networks. Key trip generators, such as higher density residential development and Principal, Major and Specialised Activity Centres, will be concentrated on the Principal Public Transport Network – that is, the main rail, tram and cross-town bus services.

Initiatives

8.3.1.   Require that integrated transport plans be prepared for all new major residential, commercial and industrial developments, and develop guidelines for developers and councils that emphasise sustainable transport outcomes, including provision for:
– setting mode split targets
– managing access and egress
– defining parking requirements (including setting maximum rather than minimum provision)
– supporting public transport use
– encouraging access by cyclists and pedestrians

8.3.2.   Develop design criteria for public transport services in new development areas and ensure that route, bus stop and interchange arrangements are included in the planning process from the outset

8.3.3.   Develop performance standards for safe pedestrian and cycling access to activity centres and other strategic redevelopment sites

Policy 8.4. Coordinate development of all transport modes to provide a comprehensive transport system

Previous transport strategies for metropolitan Melbourne used a 'predict and provide' approach where the provision of transport infrastructure was based on trend projections of usage. *Melbourne 2030* focuses on results. It aims to meet specific mode share targets for public transport and freight, and to increase walking and cycling.

The role and function of each mode will be determined within the context of overall travel demand and the capabilities of the transport system. Transport system management plans will be prepared in key transport corridors or other parts of the region where major investments are proposed, particularly where required to implement the Principal Public Transport Network. These will assess accessibility needs within each corridor or area, ensuring a coordinated approach (see 'Inner West Integrated Transport Strategy'). All new transport projects will be evaluated against common criteria that relate to the objectives of *Melbourne 2030*.

Melbourne 2030, identifies the major infrastructure needs of the city. Over the life of *Melbourne 2030*, any new proposals for changes to the transport system will be tested for their consistency with its sustainability objectives.

Inner West Integrated Transport Strategy

This strategy will establish a 20-year regional framework plan for developing and managing the transport networks of the cities of Hobsons Bay, Maribyrnong and Moonee Valley.

It will focus on all transport modes, emphasising opportunities for better integration between modes and with land uses.

It is being developed by the Department of Infrastructure in partnership with the three local councils, VicRoads and others. A communications strategy, including ongoing public consultation, is part of the project.

The plan will provide:

- a more sustainable transport system that encourages walking, cycling and public transport and reduces private car dependency
- accessibility and coordination between transport services
- maintenance of high-quality rail and road links between the regions involved
- efficient links between industry and critical transport infrastructure that build on other initiatives (as at the Port of Melbourne), to provide better access to strategic networks and increase the amount of freight transported by rail
- management of the region's arterial road network, land-use and activity patterns to minimise impacts on the amenity of residential and commercial areas
- reservation of land to serve long-term needs.

Initiatives

8.4.1.   Prepare a new road development and management strategy consistent with the outcomes and mode split targets established in *Melbourne 2030*

8.4.2.   Incorporate provision for public transport and cycling infrastructure in all major new State and local government road projects

8.4.3.   Develop new approaches and guidelines to improve the application of development contribution plans so that they help with the delivery of planned transport infrastructure, including arterial roads that are required to meet the needs of new communities

8.4.4.   Incorporate public transport, cycling and walking improvements with the freeway development in the Scoresby Integrated Transport Corridor

8.4.5.   Develop integrated guidelines for the evaluation and design of new developments which recognise all transport modes, for private and business access

Figure 43. Scoresby Corridor

Policy 8.5.   Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure

The road system will remain the key element of the region's transport system. While growth in car usage will be moderated as a result of *Melbourne 2030*, roads will continue to be needed for the region's ongoing development, and freight demands are expected to increase.

Despite the 20 per cent share of motorised trips target for public transport, some 60 per cent of all personal trips will continue to be undertaken by car.

However, the focus for road system development will change. In a sustainable transport strategy, indefinite expansion of road system capacity to meet continuing growth in traffic demand is not an appropriate response. For the developed urban area, road space is a finite resource. *Melbourne 2030* aims to improve management of the existing road system and to make better use of the community's investment in roads. Factors that must be considered include the needs of all road users, the road use efficiency of different modes and the requirements of adjacent land uses. Techniques might include provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes. 'Intelligent' transport systems, spreading peak demand, giving priority to high-occupancy vehicles and other measures will be used to make the best use of this valuable resource.

Selected expansion and upgrading of the road network will continue. Improvements will include the completion of high-quality connections between regional cities, the upgrading of key freight routes, and ongoing development in outer suburban areas. Upgrades to arterial and secondary road systems will also be undertaken to provide higher standards of on-road public transport. As road vehicles (car, bus, freight, commercial and emergency service vehicles) will continue to be needed for many trips, key cross-town arterial links in the outer suburbs must be improved.

A greater proportion of new transport infrastructure in development areas will need to be financed by new development. The development contributions system will be used to help fund delivery of transport infrastructure to service new and growing communities in an integrated, strategic manner.

Initiatives

8.5.1.   Complete the upgrading of the major arterial road links from metropolitan Melbourne to regional cities

8.5.2.   Introduce into the planning system principles for managing access to and from different categories of roads

8.5.3.   Develop a plan for management of arterial roads so that road space allocation better meets community and business needs in different urban environments

8.5.4.   Improve road networks where public transport is not viable, and where the road development is compatible with the Neighbourhood Principles and urban design objectives – in particular, continue improving roads in developing outer-suburban areas to cater for car, public transport, freight, commercial and service users

8.5.5.   Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts

8.5.6.   Adopt, where appropriate, developments in transport technology that will make our roads more efficient and safer

8.5.7.   Adopt travel demand management measures to use road space more equitably and encourage more sustainable travel habits

Policy 8.6.   Review transport practices, including design, construction and management, to reduce environmental impacts

There are many opportunities to further reduce the environmental impact of transport. The major concerns are air pollution and noise at local level, the consumption of fossil fuels, and greenhouse gas emissions. Significant progress has been made in reducing vehicle emissions through design requirements. Higher standards for emission controls and fuel consumption will continue to be introduced nationally over the life of *Melbourne 2030*.

Development of industry can have adverse impacts on inner urban residential areas. Careful intervention is required to minimise conflict as freight volumes grow. The operational and transportation impacts associated with freight generating facilities can be minimised by careful selection of sites in relation to other urban development and the transport network.

Across Victoria, improvements will be made at project and operational levels. For example, environmental outcomes will be improved by applying better environmental practices during project implementation, more stringent noise standards, and guidelines for freight operators.

Initiatives

8.6.1.   Prepare environmental design and construction guidelines that ensure best practice standards and that reduce the environmental impacts of transport infrastructure – adopt them for all transport projects undertaken by State agencies, require local councils to apply them to State-funded projects, and encourage franchisees and other companies providing transport facilities and services to do the same

8.6.2.   Update standards and procedures for reducing traffic and rail noise, including noise standards for new projects and targets for existing infrastructure

8.6.3.   Develop guidelines for industrial land managers to reduce the environmental impact of freight operations

8.6.4.   Prepare and publish new evaluation guidelines for transport projects that are consistent for all travel modes and emphasise social, environmental and economic performance as the basis for assessing funding priorities

Policy 8.7.   Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods

For many trips, walking and cycling are the most energy-efficient and effective means of mobility, minimising the environmental impacts of travel and providing direct benefits for personal health and social wellbeing.

Much urban development in past decades has discouraged the use of walking and cycling. People are put off cycling by traffic and by the lack of end-of-trip facilities including parking, storage and showers. Pedestrians, people with prams and pushers, and people using wheelchairs and scooters are discouraged by the poor quality of the pedestrian environment. The design of many newer subdivisions locates neighbourhood facilities such as local shopping centres and community facilities beyond convenient walking distance.

These barriers will be removed to create an environment that is safe and attractive for all people, including pedestrians and cyclists, and particularly for the young and other vulnerable users. Local cycling networks and new cycling facilities will complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network – which will be completed, resources permitting, by 2015.

Initiatives

8.7.1.   Continue to develop the Principal Bicycle Network – to be completed (resources permitting) by 2015 – and give priority to sections that link with activity centres

8.7.2.   Implement a walking action plan (for the whole of Victoria) that includes provision for footpath-bound vehicles such as wheelchairs, prams and scooters

8.7.3.   Amend planning and/or building controls so that end-of-trip facilities for bicycles are provided in commercial buildings

8.7.4.   Provide improved facilities, particularly storage, for cyclists at public transport interchanges and rail stations

8.7.5.   Develop a bicycle action plan which brings together all elements needed to substantially increase bicycle use

Policy 8.8.   Promote the use of sustainable personal transport options

Melbourne 2030 encourages a change in travel behaviour to more sustainable options, such as public transport, walking and cycling. In particular, it promotes non-motorised travel for short trips, and public transport for longer trips. Programs that will be developed and implemented to achieve this will focus on raising awareness of alternative means of travel, motivating people to use them, reviewing how transport is priced (since most travel options are not priced to reflect their true cost), and the amount of car parking that is provided.

Encouraging travellers to use sustainable options depends on changes in travel behaviour across the community. In itself, the provision of improved transport networks and complementary land uses may not be sufficient to achieve the desired degree of change.

Initiatives

8.8.1.   Complete the pilot TravelSmart program, and independently review its outcomes

8.8.2.   Develop a comprehensive travel demand management plan

8.8.3.   Develop improved systems that provide comprehensive travel information so that people can make informed choices

8.8.4.   Develop and implement 'green travel plans' for Department of Infrastructure offices, and promote these to other government departments and agencies and other workplaces

8.8.5.   Review car parking policies and management in Central Melbourne and at Principal and Major Activity Centres while considering the needs of shoppers and short-term visitors, so that more people will be encouraged to switch to public transport

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TravelSMART

The TravelSMART program is an innovative project aimed at encouraging people to choose sustainable travel alternatives such as cycling, walking or catching public transport, and reducing their dependency on the car. It involves State and local governments working with individuals, households and organisations to identify and promote these alternatives where possible.

TravelSMART benefits participants by:

- saving time
- saving money from using your car less
- improving personal health
- improving knowledge of local transport options
- increasing local connections with neighbours and community.

TravelSMART benefits the community by creating:

- less car traffic on our roads
- less pollution and greenhouse gases
- improved community health and wellbeing
- stronger local economies
- improved community safety.

Direction 9 - Better planning decisions, careful management

Policy 9.1.   Achieve better planning decisions

Policy 9.2.   Speed up resolution of appeals

Policy 9.3.   Keep *Melbourne 2030* up to date

Policy 9.4.   Develop a strong partnership with local government

Policy 9.5.   Implement *Melbourne 2030* in an integrated way that involves the community

Policy 9.1.   Achieve better planning decisions

To achieve the vision and directions of *Melbourne 2030*, the planning system must be clearly focused. Planning schemes and policies must clearly express their intentions. Planning processes must be effective and efficient. At present, the planning system is under stress because of high expectations, scarce resources and heavy workloads.

Melbourne 2030 includes commitments to improve planning outcomes through initiatives such as clear identification of roles and responsibilities, clearer planning rules, improvements to planning processes and better guidelines for decision-makers (such as guidelines for structure planning around activity centres and the adoption of Neighbourhood Principles).

Changes to the *Victoria Planning Provisions* will clarify State policy and reduce the need for planning permits where there is no clear community benefit. Where planning permission is required, the considerations and expected outcomes will be clearly expressed. Effective administrative processes, appropriate levels of resourcing and the application of performance standards will be promoted.

Initiatives

9.1.1.   Work with councils, educational institutions and other stakeholders to build a larger planning work-force and provide more training and development opportunities for people involved in applying the development approval system

9.1.2.   Improve the quality of planning applications by providing training to industry about application requirements, and promoting the use of pre-application certification of applications by private planners

9.1.3.   Reduce the number of matters that need planning approval, simplify procedures and clarify rules, and provide more specific decision guidelines and performance standards by amending the *Victoria Planning Provisions* and planning schemes

9.1.4.   Develop online application management systems through the Land Exchange initiative, and encourage councils to implement electronic application management systems to increase administrative efficiency in dealing with applications

Policy 9.2.   Speed up resolution of appeals

Victoria's planning system is being challenged by enhanced economic activity that is leading to record building applications and approvals. The system allows the views of all stakeholders to be considered. However, the number of disputed planning permit decisions is growing. And these are taking longer to resolve by the Victorian Civil and Administrative Tribunal (VCAT).

The likelihood of disputed decisions can be reduced by working to:

- improve the quality of planning applications

- inform and consult people in the best possible way about land-use proposals

- clarify the processes that lead to planning decisions.

A range of measures will be introduced to reduce delays and streamline the appeals process.

Initiatives

9.2.1.   Develop guidelines for best practice methodologies for community engagement and consultation about land-use planning issues, in order to reduce the need for dispute resolution at the end of the process

9.2.2.   Reduce the likelihood of disputes by improving the procedural and decision-making processes in the planning system that relate to:
– use and interpretation of local policy
– the amendment of plans after a planning permit application has been lodged

9.2.3.   Provide more resources to the Victorian Civil and Administrative Tribunal (VCAT) in order to:
– increase the number of tribunals that can sit
– support VCAT in achieving its objective of increasing the proportion of cases that are heard by panels of two members rather than by a single member
– assist VCAT to significantly reduce the time taken to deal with planning appeals

Policy 9.3.   Keep *Melbourne 2030* up to date

Melbourne 2030 is a long-term document that also needs to be dynamic and responsive. To gain the understanding and support of business and the community, the Government will undertake a process of community-based implementation and review (see 'Encouraging public participation and scrutiny'). This will feature continued consultation, regular reporting and formal reviews.

Consultation

Melbourne 2030 contains issues that will take time to implement and details that will need to be discussed. There will be ongoing consultation with all those affected by its initiatives, including groups that are hard to reach. The Strategy sets out broad principles and planning approaches but it is not a straightjacket. The planning system will respond innovatively to issues that arise at any level, from local to Statewide.

Reporting

An annual Community Update report will be produced to communicate progress. Multiple formats and media will be used so that it is accessible to as wide an audience as possible, including people with sensory disabilities or from non-English-speaking backgrounds.

Reviews

Melbourne 2030 must be assessed against new or emerging trends. Minor changes to it may occur at any time, while formal reviews – with full community involvement – will be carried out at five-year intervals to assimilate these minor changes and to check whether major change is needed.

Initiatives

9.3.1.   Establish processes for regular consultation with major stakeholder groups on the overall progress in implementing *Melbourne 2030*

9.3.2.   Produce an annual Community Update report that highlights progress with implementation and the emergence of new trends

9.3.3.   Establish a web site with progress reports, data, trends and other information to aid in understanding and applying *Melbourne 2030*

9.3.4.   Set up a formal process to review *Melbourne 2030* at least once every five years

9.3.5.   Establish community liaison mechanisms to help prepare for formal reviews and to ensure broad public participation

Encouraging public participation and scrutiny

As part of its Best Value approach, the Government encourages consultation and engagement between local governments and the community. Community Consultation – Resource Guide, a cooperative venture between the Victorian Local Governance Association and the Government, provides a methodology for local government to use when consulting with its communities. A similar consultative approach will be used to ensure transparent and accountable implementation of *Melbourne 2030*.

Best Value principles are:

- local accountability
- whole-of-organisation response
- consultation on performance
- best value outcomes
- benefits, not costs
- encouragement of innovation.

Consultation and good governance include:

- good governance aims to better understand the aspirations of communities and to involve them in direction and setting priorities
- effective consultation will enhance output delivery
- good consultation will mean improved management and better results for everyone.

Policy 9.4. Develop a strong partnership with local government

Informed involvement from local government is critical to successfully implementing *Melbourne 2030* and achieving its potential. The Government and local councils will need to establish and maintain an ongoing partnership.

Councils will be asked to work with the Government in deciding how best to approach the variety of policy and implementation areas covered by *Melbourne 2030*.

Regular two-way communication with councils will occur as the implementation program evolves. Forums will be held with appropriate groupings of councils to discuss key issues and information will be made available on new concepts such as Neighbourhood Principles. All information will be in an easily accessible format.

Councils will be asked to contribute to the regular formal and informal reviews of *Melbourne 2030* and of its progress.

Initiatives

9.4.1. Hold cross-government forums to discuss the implementation of *Melbourne 2030* and emerging issues

9.4.2. Develop an 'extranet' specialist planning web site for use by local councils and other agencies with information, advice and tools to help with the implementation of *Melbourne 2030*

9.4.3. Provide clear guidance about the requirements and expectations for the implementation of *Melbourne 2030*, in particular the roles and responsibilities of local and State governments and arrangements for effective relations and coordination between levels of government

Policy 9.5.   Implement *Melbourne 2030* in an integrated way that involves the community

Implementation of initiatives will require a cross-disciplinary approach that involves a wide range of stakeholders. Problems are rarely one-dimensional, while a single-issue response ignores the complexity of the way a city works and its 'people' element.

Taking a place management approach to implementing *Melbourne 2030* will deliver whole-of-government economic, social and environmental objectives. Broad cross-sectoral involvement will encourage individuals, organisations and communities to work singly and together to foster and sustain positive community change. Community involvement in decision-making will ensure public confidence in *Melbourne 2030* and will ensure that it continues to reflect community aspirations and values (see 'Place management').

Initiatives

9.5.1.   Provide support for meaningful local participation in government projects, thus contributing to community building

9.5.2.   Use a place management approach in all significant government development projects

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Place management

This approach focuses on results rather than contributions. It is particularly suitable where interwoven issues and problems in a particular place – whether it be large or small geographically – need a multifaceted approach that can address all factors together.

Models of place management can range from simple coordination of the activities of a number of functional agencies to a situation where the authority to determine outcomes, set policy and spend money is granted to a person or organisation looking after a place.

Place management can encourage individuals, organisations and communities to develop their capacity to work separately and together in order to foster and sustain positive change. It can also help to deliver more responsive governance. Achieving successful outcomes from the perspective of the people who live and work in a place requires local knowledge that the local community can provide. Traditional boundaries need to be crossed, therefore, not only in government but also across local community and business sectors.

Place management is defined as including some or all of the following:

▪   authority vested in a person or organisation to determine desired outcomes and spend resources in managing a targeted place
▪   policy and service delivery that crosses traditional, sectoral and program boundaries, and that helps achieve coordinated efforts by all agencies involved in the targeted place
▪   collaboration between governments, business, local communities and voluntary and philanthropic sectors, recognising that no single partner can achieve the optimal outcomes
▪   a holistic view of the factors impacting on a place
▪   'bottom-up' initiatives shaped by the community, harnessing community energy and resources to design and implement local responses and actions.

Implementing *Melbourne 2030*

Melbourne 2030 is the first step of a continuous process of planning and implementation. While the Strategy itself is a policy framework that will guide decision-making over the long term, ensuring that it remains robust and relevant to public and private decision-makers is an ongoing task – one that will rely on regular monitoring and review of trends, and on feedback as initiatives are implemented.

A number of important tasks must be achieved to get implementation under way and to monitor its outcomes.

Figure 45. Partnerships

Setting priorities for action

The Government will provide ongoing opportunities to work with local government and key stakeholders in setting an action agenda based on the initiatives in *Melbourne 2030*.

The initiatives indicate how the Government intends proceeding to implement *Melbourne 2030*. However, they are subject to community consultation and to other processes that would normally apply to enable them to be implemented.

Draft Implementation Plans have been developed to provide greater detail on the Government's intentions on significant topics. Initially these cover five subject areas:

- urban growth boundary
- growth areas
- housing
- activity centres
- green wedges

There is also an advisory note – Implementation in the planning system, being released.

Each plan brings together the relevant initiatives from *Melbourne 2030* and outlines a preferred approach to their implementation. The Government will work with local government, the private sector and other key stakeholders, further evaluating and developing initiatives to ensure that public and private resources produce the best possible outcomes.

While this is being undertaken, the Government is taking steps to implement some aspects, notably the urban growth boundary.

Workshops will be held with key stakeholder groups about particular topics. These will focus on what needs to be done, and when.

Feedback from these workshops will help develop the overall approach to the implementation of *Melbourne 2030*.

Figure 46. Process for implementation, monitoring and review

Sustainability in decision-making

Most of the initiatives in *Melbourne 2030* require formal processes for finalisation and implementation. In many cases, this involves changes to planning schemes or other statutory provisions, which have their own specified processes and opportunities for public consultation.

The details of each of these processes will be posted on the Department of Infrastructure web site. As outlined in Policy 9.3, an annual Community Update will summarise and communicate progress.

The Government is committed to *Melbourne 2030* as a long-term process with strong community participation in decision-making.

To support the principle of sustainability, criteria have been developed against which the appropriateness of decisions can be assessed. This will promote the goals of transparency and accountability. Each decision should achieve a balanced, positive assessment against these criteria:

- protect and, where appropriate, conserve the natural resources and the infrastructure resources of the region, and not deplete these for short-term gain
- lessen the effects of relative social and economic inequalities
- acknowledge and meet the needs of diverse groups within the community
- reduce or minimise waste and wastefulness in infrastructure construction, development, management and maintenance
- reduce and, where possible, eradicate sources of pollution and excessive noise
- reduce the ecological footprint of the urban areas in the region
- promote health and community wellbeing across the region, complementing other government initiatives
- promote community participation in decision-making as a contribution to developing social capital and community building
- encourage infrastructure that supports innovation and is appropriate for every level of the economy.

'Melbourne Principles' a world first

Victoria has taken a lead role in the development of sustainable cities around the world with the preparation and presentation of the Melbourne Principles for Sustainable Cities.

Written in Melbourne at a United Nations-sponsored workshop attended by 40 international experts, the guidelines were tabled and discussed in September 2002 at the Earth Summit in Johannesburg, South Africa.

They explain how a sustainable city might function, and provide a framework for action. Key principles include:

- the need for a city to define a vision that involves its citizens in sharing of aspirations, responsibility and opportunity
- an understanding that economic strategies must not impede basic human rights of sustenance, hygiene and shelter
- respect for nature, and a commitment to its care
- definition of the ecological 'footprint' of a city and a commitment to reduce this impact – problems should be tackled locally and now, rather than elsewhere and in the future
- a continual process of benchmarking, monitoring and measuring progress.

With more than half the world's population now living in cities, issues of sustainability will assume increasing prominence.

EPA Victoria helped develop the Melbourne Principles, which have been adopted by Melbourne City Council and are supported by a number of local governments around the world.

Working with local government

The Government acknowledges that local government has a major responsibility for implementing *Melbourne 2030*. The scope of the task is extensive. Issues will need to be addressed in detail at local level as well as across larger geographic areas.

Until now, local government has had to plan municipal areas without a metropolitan strategic context. To their credit, councils have managed this difficult task well. In many cases, local councils have produced Municipal Strategic Statements that incorporate many of the directions of *Melbourne 2030*, and this important work has informed its development. Councils can consolidate and build on this work with little change.

To achieve the changes envisaged in *Melbourne 2030* will require ongoing discussion between State and local government, with sustained cooperation and coordination.

Local councils will be asked to address a number of extremely important directions and strategies in reviewing their own planning schemes. The Government recognises that the changes proposed are significant and is prepared to assist in a variety of ways. Local councils have a legitimate role and scope in tailoring implementation to their local circumstances, provided the policies are followed and objectives are achieved.

Regular forums that can deal with cross-regional issues, such as housing strategies, are one way to achieve a better understanding of common concerns and to reach agreed responses.

Some critical policy areas to be addressed by local councils include:

Activity centres

Melbourne 2030 calls for a major change to the way in which activity centres are classified and planned, to enhance the network of centres and their individual performance. The link between the development of Principal and Major Activity Centres and that of the Principal Public Transport Network needs to be recognised and incorporated in local planning decisions. The role of Principal and Major Activity Centres as locations for higher-density housing is important and will need a proactive response from local councils. The creation or enhancement of the network of Neighbourhood Activity Centres will also be encouraged. The Government will work with local councils and key stakeholders through the Transit Cities program and other programs to provide support.

Housing

Locally prepared housing strategies based on subregional considerations will be important in delivering the strategic direction of a more compact urban area. Such strategies will also help provide a greater range of affordable housing to meet the changing needs of the population. Locations will have to be found for higher density housing across the metropolitan area. Increased support will be sought for the provision of social housing, to meet the needs of special groups. The Government will develop a pilot program in a metropolitan subregion to work with local councils, communities and key industry groups in reviewing and confirming existing local housing strategies, or in developing new strategies and other important initiatives in housing provision.

Urban growth boundary

Local councils in the metropolitan area will be asked to suggest minor modifications to the interim urban growth boundary based on anomalies and transitional cases. Councils with designated growth areas will be able to review the boundary in the context of revised development plans for the growth areas. The application of such a boundary around regional cities will be considered as part of the development of regional centre action plans.

Green wedges

Issues related to the management and planning of green wedges will have to be re-examined. This will require the development of revised criteria for rural living developments, and their incorporation into local planning decisions. Local planning authorities will have to provide stronger links to, and support for, catchment management plans and coastal plans (where relevant). Management plans will need to be developed to address the unique development issues affecting each green wedge.

Growth areas

The impact on future planning and delivery of infrastructure and services for growth areas will be significant. The way in which private developments are planned will also be affected as Neighbourhood Principles are applied. Local councils that take in areas designated for urban growth on the fringe will be helped to revise existing plans or to create new plans in light of *Melbourne 2030*, with joint State-council working arrangements being set up as appropriate. Wherever possible, a metropolitan subregional approach to growth area planning will be utilised.

Regional corridors

In areas along the major regional transport corridors between metropolitan Melbourne and the regional centres of Ballarat, Bendigo, Geelong and the Latrobe Valley, development planning will soon be needed to enhance and manage the impact of the fast train program and of upgrades to the main road system. Local planning authorities will be invited to work with the Government in developing these corridor plans.

Economic development

A more complex planning approach will be needed to support and encourage economic development and job generation. The identification of existing or emerging employment clusters will mean re-examining the package of planning measures suitable to support such clusters. Better information and analysis of local economies in the regional context will be needed, and greater attention should be given to the impact of other policies in the employment area, such as promotion of infill housing.

Urban quality

Local planning authorities will be encouraged to consider greater focus on issues such as heritage, urban design, safety and cultural development.

Triple-bottom-line

Increasingly, all planning authorities will need to use economic, social and environmental criteria for analysis of individual proposals and development plans, and for monitoring planning decisions. The Government will work with local councils to develop best practice models and share experience in applying new procedures.

Integrated transport services

Transport and land-use planning at local level need to proceed hand-in-hand to achieve *Melbourne 2030*'s objective of a more sustainable and comprehensive transport system. Local councils, the Government and franchise operators will need to work together to develop integrated systems which cater for all groups. New developments should be analysed for total transport impact across all modes.

Working across government

Just as the development of *Melbourne 2030* has been informed by whole-of-government objectives and strategies, so its implementation will involve working across government. A comprehensive approach is needed to achieve integrated and sustainable results. Traditional sectoral and program boundaries in policy and project delivery must not be allowed to impede coordinated efforts by different agencies.

The 'big-ticket' infrastructure decisions of State and Commonwealth governments, such as freeways, airports, universities and major civic facilities, have a powerful shaping effect on urban areas.

Already, the Western Ring Road has spurred considerable industrial and transport-related growth in the western suburbs, and the new museum in Carlton Gardens has reinforced the primacy of Central Melbourne. New projects such as the Scoresby Integrated Transport Corridor, the Craigieburn Bypass, and fast rail links to regional cities are likely to have a similar impact. The Scoresby project will generate additional business activity in the east of metropolitan Melbourne, based on improved accessibility, while the fast rail links to regional centres will encourage the growth of regional towns and cities. Growth area planning and Transit Cities projects are in a similar category and will require improved levels of coordination.

The Government has sound mechanisms to assess major infrastructure projects and programs. Using *Melbourne 2030* will result in a better alignment of major investment in facilities such as new hospitals, regional parks and other community services with desired spatial outcomes. This will be done through existing budget and corporate planning processes and will affect the way in which departments and agencies present their proposals to the Government. Program initiatives should be assessed against the objectives of *Melbourne 2030.*

Implications for State departments and agencies

All Government departments and agencies will undertake an assessment of the relationship between their infrastructure investment plans and *Melbourne 2030* as part of the budget process.

Key policies and initiatives to be taken into account include:

Activity centres

The Government is investing heavily to support the development of activity centres, and improve their functioning, through the Transit Cities program, and through the development of the Principal Public Transport Network. This investment will be reinforced, and better outcomes achieved, if investment in other government services and facilities (from all levels of government) is located in the activity centres or at their edges.

Housing

The Government will work towards the development of strategic redevelopment sites for higher-density housing, in order to help the market meet emerging needs for a variety of housing types in well-serviced locations. At the same time, it must ensure that lower income groups have better access to these locations. It will seek to use innovative approaches to provide affordable dwellings in these locations for a wide range of income groups, while working through normal market operations.

Transport

The transport strategies emphasise the importance of improvements to walking and cycling facilities, and they promote travel demand and travel behaviour modification programs to limit car use. Government departments should take these matters into account when choosing locations for their office or service facilities and/or modifying existing facilities. Where programs offer support to outside agencies that result in the development of facilities, the program funding criteria should reflect these access and movement polices.

Environmental management

All departments will be required to lead by example in environmental management through adopting an environmental management system that reduces waste and resource consumption.

Regional development

Melbourne 2030 clearly establishes the need to focus resources on development of the regional cities and key towns on the major transport corridors between Melbourne and these cities and towns. Government departments will give long-term consideration to locating their regional services and facilities in these cities and towns.

How to have your say

The Government is releasing *Melbourne 2030* and the draft Implementation Plans for a period of public review and comment. The initial comment period, up to 14 February 2003, is to give all interested parties the chance to comment on how *Melbourne 2030* works overall, whether the Implementation Plans are workable, and whether there are any unforeseen issues that need further consideration.

Public information sessions will be held at various venues around the metropolitan area following the release.

A major public display will be held at the Melbourne Museum in Carlton. Workshops will be held with key stakeholder groups about particular topics. They will focus on what needs to be done, and when.

General comments on *Melbourne 2030* and specific feedback on its implementation should be submitted by 14 February 2003 to:

Melbourne 2030
Department of Infrastructure
GPO Box 2797Y
Melbourne VIC 3001

or

melbourne2030@doi.vic.gov.au

Information is available by calling 1300 366 356

Details of our consultation process will be advertised widely and will be available on the Department of Infrastructure's web site. We value your comments and involvement.

For further information on *Melbourne 2030*, go to:

www.melbourne2030.vic.gov.au

Submissions

In order to ensure the integrity of the consultative process, you are asked to provide your name and address with your submission. Unfortunately we will not be able to accept submissions which do not include this information. However, all personal identifying information could be removed after it is received if that is your request. If this is the case, or there are any other parts of your submission that you wish treated confidentially, please make this clear in your submission.

Appendixes

Acronyms

Acronym	Definition
BPEM	Best Practice Environmental Management
CALP (Port Phillip CALP Board)	Port Phillip Catchment Board (one of 10 regional catchment management organisations set up by the State Government to promote and coordinate improved land and water management)
CSIRO	Commonwealth Scientific and Industrial Research Organisation
EPA Victoria	Environment Protection Authority (a State government agency responsible for environmental management, pollution control and waste minimisation)
IPC	Infrastructure Planning Council (a State government-appointed council which advises on future infrastructure priorities)
MMBW	Melbourne and Metropolitan Board of Works
OECD	Organisation for Economic Co-operation and Development
SEPP	State Environment Protection Policy
VCAT	Victorian Civil and Administrative Tribunal

Technical reports

#	Metropolitan Strategy Technical Reports
1	Environmental Issues and their Impact on Metropolitan Strategy, August 2000
2	Green Wedges and Non-urban Issues, September 2000
3	Globalisation, Competitiveness and Metropolitan Strategy, May 2000
4	Housing Past, Housing Futures, November 2000
5	Melbourne and Regional Areas, April 2001
6	Victoria in Future 'The Victorian Government's population projections 1996–2021', 2000
7	Aspects of the Greater Melbourne freight task, November 2000
8	Activity Centres Review, June 2001
9	Culture and the Metropolis, May 2001
10	Protecting Heritage in a Changing Melbourne – Integrating Heritage into the Metropolitan Strategy, April 2002
11	Rural Living Development in the Metropolitan Region, May 2002
12	Sense of Place: urban design principles for the metropolitan strategy, October 2002

Consultation reports

Challenge Melbourne: issues in metropolitan planning for the 21st century – a discussion paper, October 2000

All Ears Listening – reports of the first round public forums, October–December 2000

All Ears Listening – report of the first Mayors and CEO forum, December 2000

Victorian Youth Planning Table: Young People Planning for Melbourne's Future, March 2001

Moving Forward Together – reports of the second round public forums, April – May 2001

Metropolitan Strategy: Work in Progress @ Mayors and CEO Forum – report of the second Mayors and CEO forum, July 2001

Women in Melbourne Project – Consultation for the Metropolitan Strategy, July 2001

Glossary

Term	Definition
Activity centres	Provide the focus for services, employment and social interaction in cities and towns. They are where people shop, work, meet, relax and often live. Usually well-served by public transport, they range in size and intensity of use from local neighbourhood strip shopping centres to traditional universities and major regional malls.
Affordable housing	Well-located housing, appropriate to the needs of a given household, where the cost (whether mortgage repayment or rent) is no more than 30 per cent of that household's income. Exceeding the mark places one under 'housing stress', particularly in the lower 40 per cent of the income distribution scale.
Biosolids	Stabilised organic solids derived from sewage treatment processes that can be managed and used safely for nutrient, soil conditioning, energy or other value.
Broadband services	Communications that send several different channels of digital information down a wire at the same time, or use a wider range of frequencies to transmit a single data stream. Broadband is often referred to as 'high bandwidth' and is applied to technologies such as cable Internet, where it allows constant connection.
Catchment	An area of land where run-off from rainfall goes into one river system.
Central Activities District	Metropolitan Melbourne's largest activity centre with the greatest variety of uses and functions, and the most intense concentration of development. It includes the Central Business District, Docklands, the Sport and Entertainment Precinct, the Knowledge Precinct, the Arts Precinct, and Southbank.
Central Business District	Melbourne's gridded original street layout designed by Robert Hoddle 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. This is part of the larger Central Activities District.
Central Melbourne	Those parts of the cities of Melbourne, Yarra and Port Phillip with a capital city function.
Corridors	Main road/rail transport routes linking key cities, towns or other land uses (and see Metropolitan radial corridors, Regional corridors).
Community capacity building	The process of accumulation of human, financial and social capital within disadvantaged communities.
Ecological footprint	A way of measuring human impact on natural systems.
Ecologically Sustainable	Development that improves the total quality of life, now and in the future, in a way that maintains the ecological
Development	processes on which life depends.
Freight corridors	Routes that carry significant volumes of freight (greater than two million tonnes each year).
Fringe	Areas of the city that border on non-urban areas or the 'edge' (loosely defined) of the built-up urban area.
Greenfield site	Undeveloped land identified for residential or industrial/commercial development, generally on the fringe of the metropolitan area.
Greenhouse effect	The warming of the earth's surface caused by greenhouse gases in the lower atmosphere. These gases regulate the earth's temperature – making it capable of sustaining life – by retaining some of the heat that otherwise would radiate back into space.

Term	Definition
Greenhouse gases	The most prominent greenhouse gases are carbon dioxide (mainly from the burning of fossil fuels and land clearing), methane and nitrous oxide.
Green wedges	The non-urban areas that provide opportunities for infrastructure that supports urban areas (such as airports). They safeguard agricultural uses, preserve rural and scenic landscapes, non-renewable resources and natural areas including water catchments, and provide opportunities for tourism, recreation and a network of open space.
Grey water (or sullage)	Waste water from showers, baths, handbasins, laundries and kitchens.
Growth areas	Areas on the fringe of metropolitan Melbourne around major regional transport corridors that are designated for large-scale change, over many years, from rural to urban use. The new communities of the future will be located in growth areas, with housing, shopping, employment, parks and other features of urban life.
Heritage	Aesthetic, historic, scientific or social value for past, present or future generations.
Higher-density housing	Housing units on a given area of land that are more numerous than the average in the surrounding locality.
Hinterland	The broader area within the economic sphere of influence of a settlement.
Incompatible land uses	Land uses that have negative effects on adjacent land uses.
Innovation economy	An economy in which research, knowledge, technology skills and innovation underpin the competitiveness of traditional sectors (such as mining and agriculture) and of emerging sectors. The term is more encompassing than 'knowledge economy', and is about new processes, practices and ways of doing things, locally and internationally.
Interface councils	A self-formed grouping of fringe municipalities including Wyndham, Melton, Hume, Whittlesea, Nillumbik, Yarra Ranges, Cardinia, and Mornington Peninsula.
Knowledge workers	People who work with information and turn it into new ideas, concepts or products.
Linear open space network	Corridors of open space, mainly along river valleys, the coast, disused railways lines and aqueducts, that link together forming a network.
Logistics industry	The transport and storage of goods and supporting activities.
Metropolitan Melbourne	The 31 metropolitan municipalities that make up the metropolitan region: Banyule, Bayside, Boroondara, Brimbank, Cardinia, Casey, Darebin, Frankston, Glen Eira, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maribyrnong, Maroondah, Melbourne, Melton, Monash, Moonee Valley, Moreland, Mornington Peninsula, Nillumbik, Port Phillip, Stonnington, Whitehorse, Whittlesea, Wyndham, Yarra and Yarra Ranges.
Metropolitan radial corridors	Main metropolitan transport routes into the Central Activities District.
Municipal Strategic	Part of the Local Planning Policy Framework, these contain the strategic planning land-use and development
Statements	objectives of the relevant planning authority, the strategies for achieving these objectives, and the relationship to controls over the use and development of land in the planning scheme.
Natural capital	Non-renewable resources such as fossil fuels and natural ecosystems.

Term	Definition
Non-urban areas	Public and private land outside metropolitan Melbourne, regional cities and regional towns including State and national parks, agricultural areas and mineral resource areas.
Potable water	Water suitable for humans to drink.
Principal Public Transport	A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the
Network	existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.
Product stewardship	A method whereby producers and users of goods share responsibility for managing the environmental impacts of those goods and services throughout their life cycle. This includes minimising wastes at each stage of the life cycle, and disposing of any residual wastes in an environmentally acceptable manner.
Ramsar	International treaty on the protection of wetland habitat for waterfowl.
Regional cities	Cities at the scale of Bendigo, Ballarat, Geelong, and Traralgon.
Regional corridors	Main road and rail lines that link metropolitan Melbourne with the regional cities.
Regional towns	Townships at the scale of Wallan, Kyneton, Ocean Grove, Warragul.
Relative equality	Equality defined by reference to the living standards of the majority in any given society.
Renewable energy	Electricity generated from clean, renewable energy sources, such as solar, wind, biomass and hydro power.
ResCode	A package of provisions for residential development that was introduced in Victoria in August 2001, and incorporated into planning schemes and the Building Regulations.
Salinity	The total amount of water-soluble salts present in the soil or in a stream.
Septic tank	An installation within individual properties that treats household waste water.
Sewage	Waste water that is treated in sewage treatment plants (such as the Eastern and Western Treatment Plants) or in septic tanks.
Sewerage system	A network of pipes (sewers) to collect waste water and transfer it to a central plant for sewage treatment.
Social capital	The mutual trust and social behaviours that allow and define civic engagement.
Social cohesion	The degree to which participants in social systems feel committed to the system and the wellbeing of other participants.
Social housing	Non-profit housing owned and managed for the primary purpose of meeting social objectives such as affordable rents, responsible management, security of tenure and good location in relation to employment services. The term encompasses public housing and includes housing owned or managed by the community.
Social/cultural infrastructure	Infrastructure that contributes to or supports social and cultural purposes, such as community meeting places.
Social polarisation	The concentration of people at the high and low ends of the income and opportunity spectrums, with a decrease in the numbers clustered around the middle. Growing social polarisation is often linked with changing labour market opportunities of different groups, particularly the ability to participate in the 'new' economy.
Stormwater	Rainwater that runs off streets and gutters, enters drains and waterways and

Term	Definition
	is eventually discharged to the sea; in Victoria, stormwater is untreated but may be filtered by traps or wetlands.
Strategic infrastructure	Large-scale infrastructure, such as ports or airports, that has a major and long-term impact on activities in a region.
Strategic redevelopment sites	Areas within the built-up urban area designated for higher-density residential development. These include activity centres and major redevelopment sites.
Structure plans	Planning tools that set out an integrated vision for the desired future development of a place, and establish a planning and management framework to guide development and land-use change in order to achieve stated environmental, social and economic objectives.
Sustainable development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
Synchrotron	The circular microscope, 100 metres in diameter, to be built next to Monash University's Clayton campus. It will produce high-intensity light and X-rays and use them to probe matter, and will be able to produce microscopic parts in a range of manufacturing sectors. It is expected to revolutionalise scientific research and manufacturing in Victoria, becoming fully operational by about 2010.
Trade waste	Waste water from industry (excluding sewage from employees) piped to sewerage systems for treatment.
Transport interchanges	Places where people change modes of transport, for example, from train to bus.
Triple-bottom-line	Integrated approach to the achievement of environmental, social and economic outcomes.
Urban growth boundary	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 non-urban and to be used for purposes such as conservation, agriculture, mineral extraction, airports and the like. An urban growth boundary encourages urban consolidation and protects valued non-urban areas from urban development.
Urban infrastructure	Infrastructure, such as water supply, sewage disposal plants, and other improvements that are essential for urban development.
Urban metabolism	A method of assessing sustainability by measuring the flow of resources into, and waste outputs from, settlements.
Victoria Planning Provisions	Policies and requirements for the use, development and protection of land in Victoria.
Walkable	Walkable communities, or locations, make footpath-based travel as easy as possible for all members of the community including children, people with prams/shopping carts and people using mobility aids. Walkability encompasses issues of safety (traffic and personal), attractive surroundings, distance between destinations, gradients, appropriate surfaces and physical barriers to access such as steps and gutters.
Waste water (or effluent)	Water that has been used for various purposes by households, businesses and industry; includes domestic sewage (grey water and black water) and trade wastes. Effluent is treated waste water.
Wildlife corridors	Strips of land that provide for the movement of wildlife between larger areas of habitat.

Topics

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Topic	Subject	Policy
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	Walking action plan	1.3, 5.1, 5.3

Information boxes

Figures

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