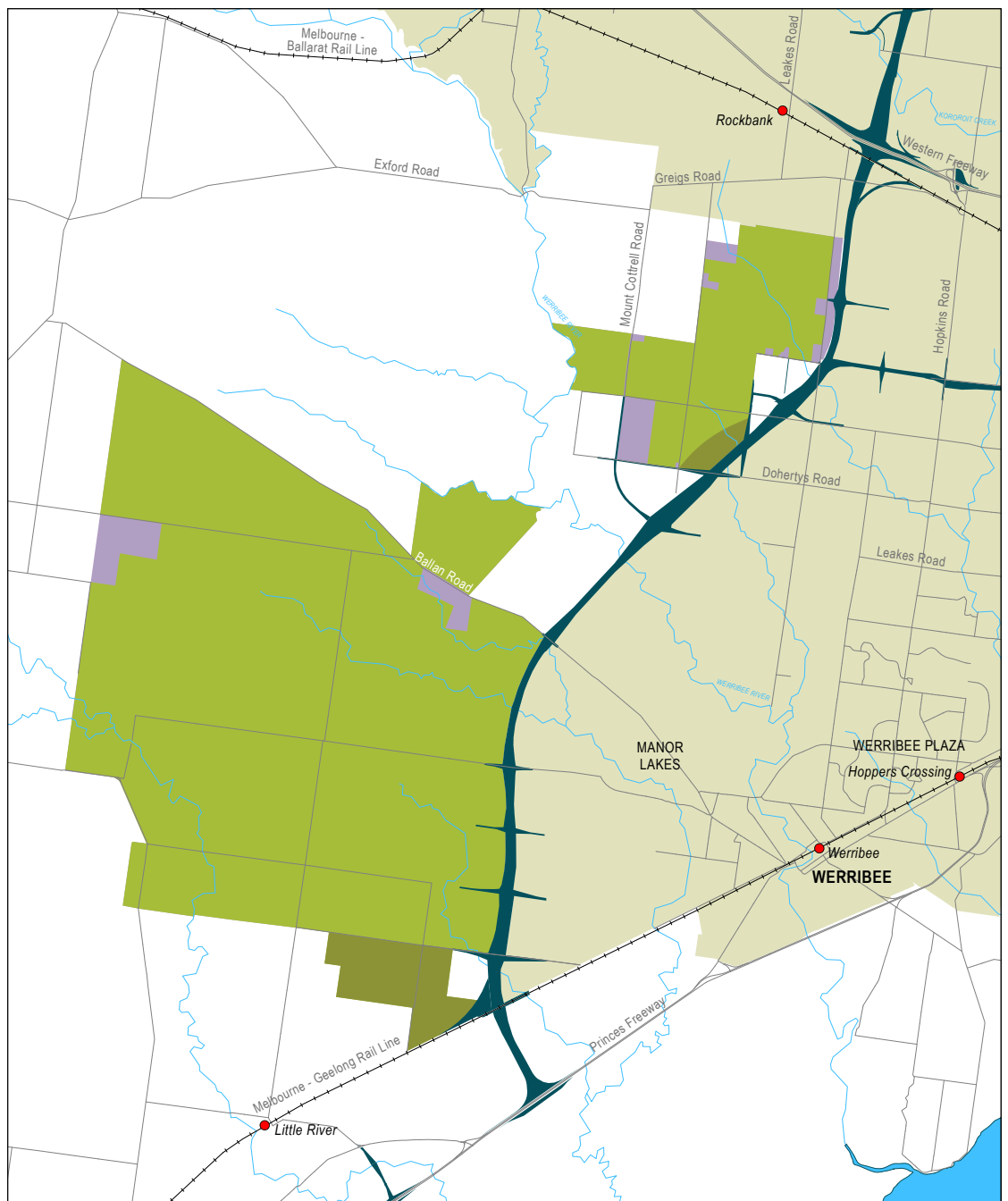








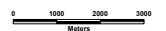


MAP 3: CHANGES MADE TO GRASSLAND RESERVES SINCE 2009 CONSULTATION

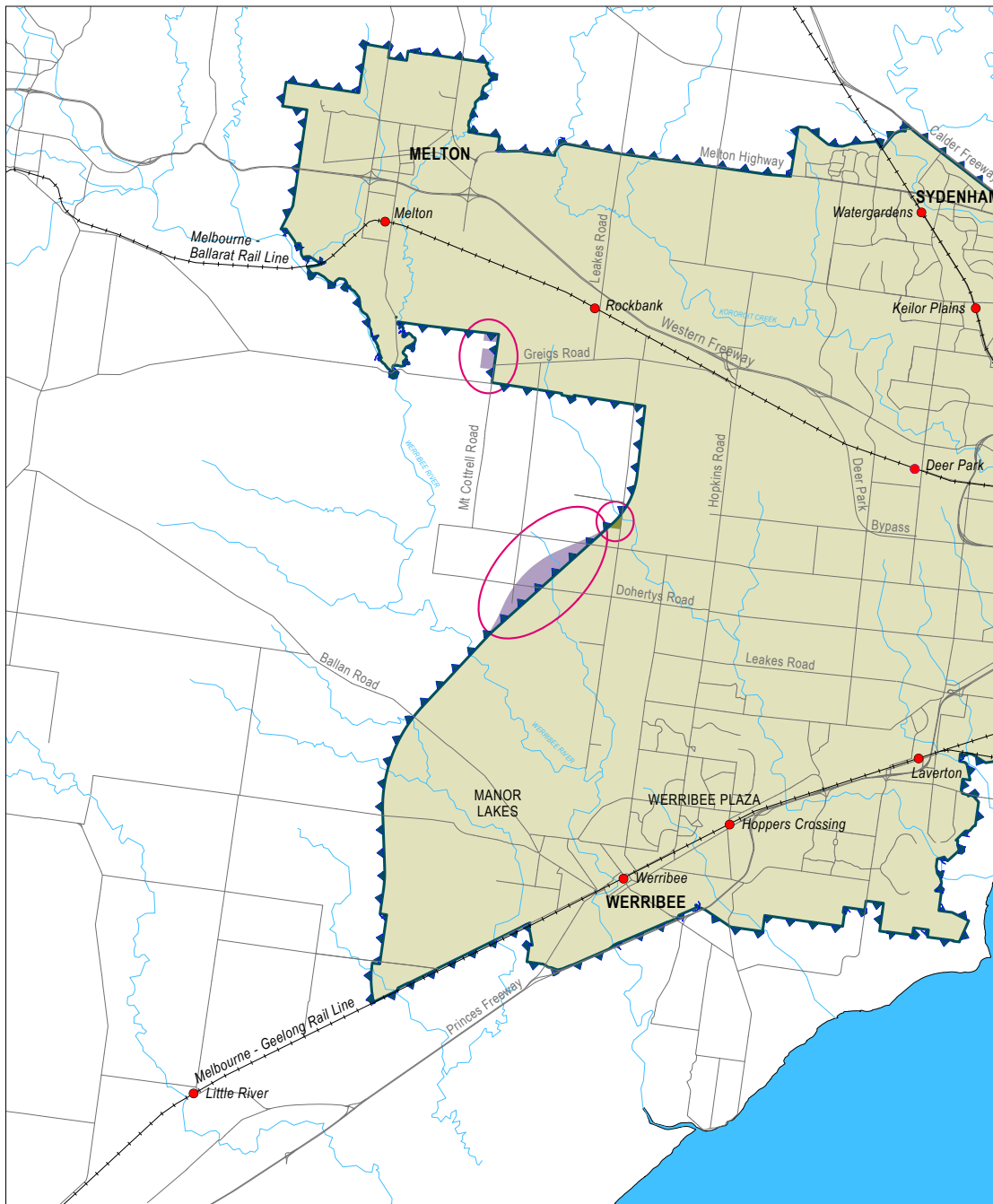









- | | |
|--|--|
|  Land within Amendment VC55 Urban Growth Boundary |  Grassland reserve - Areas excluded since June 2009 |
|  Outer Metropolitan Ring /E6 Transport Corridor |  River/Creek |
|  Grassland reserve |  Road |
|  Grassland reserve - Areas included since June 2009 |  Train line & station |




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MAP 4: URBAN GROWTH BOUNDARY CHANGES MADE SINCE 2009 CONSULTATION – WEST



-  Amendment VC55 Urban Growth Boundary
-  Land included since June 2009
-  Land excluded since June 2009
-  Area of change
-  River/Creek
-  Road
-  Train line & station

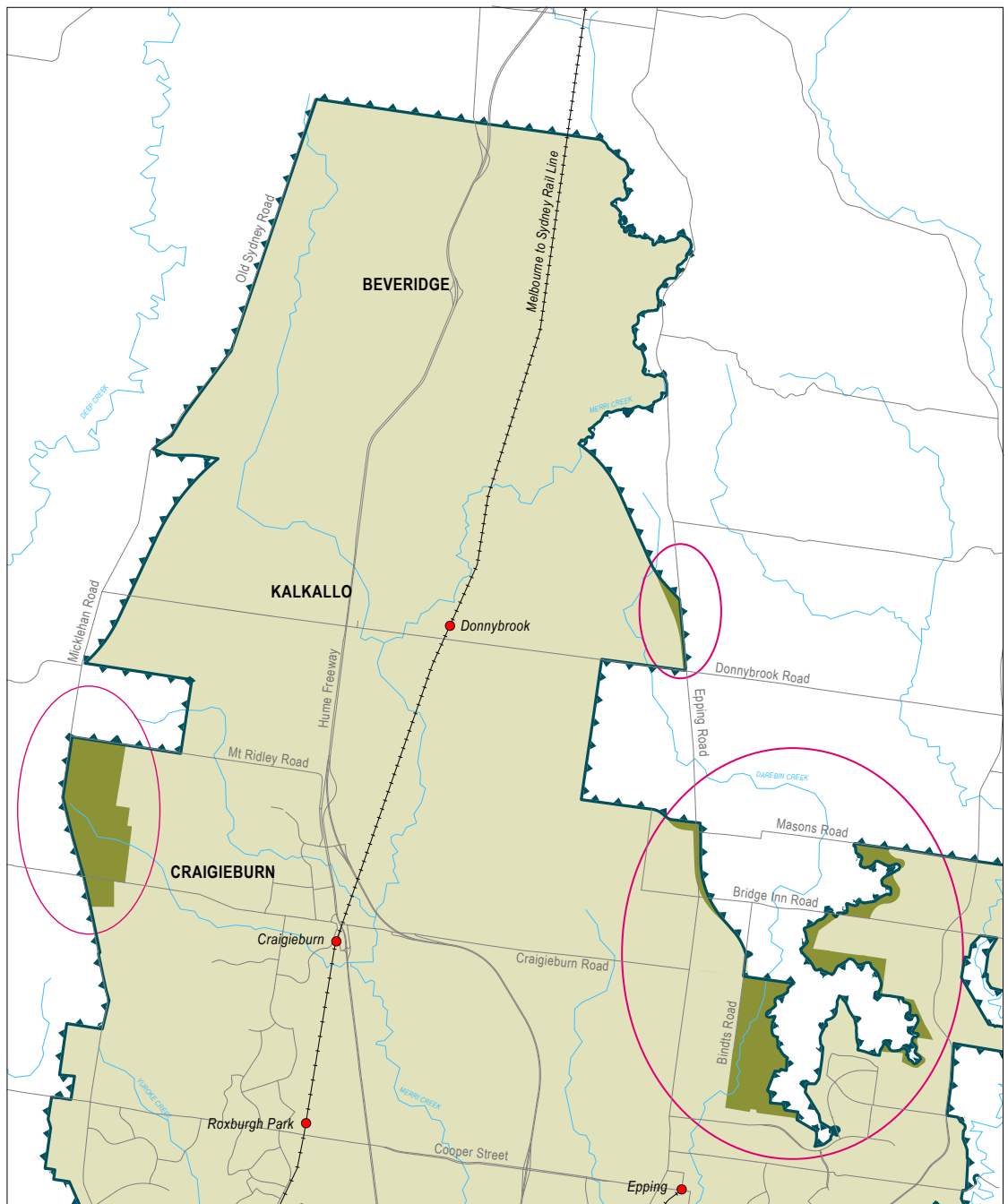
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


0 1500 3000 4500
Metres

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MAP 5: URBAN GROWTH BOUNDARY CHANGES MADE SINCE 2009 CONSULTATION – NORTH

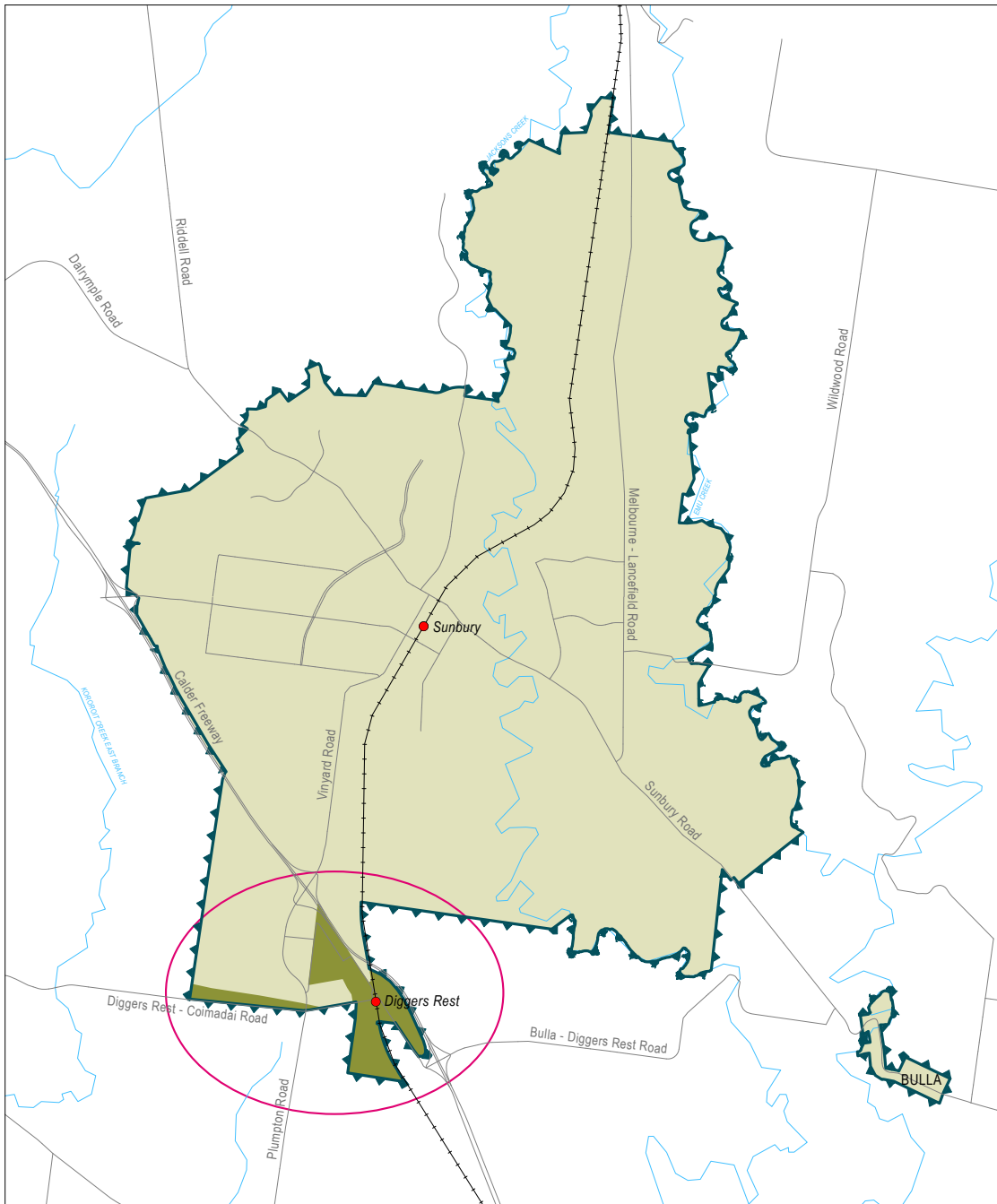








-  Amendment VC55 Urban Growth Boundary
-  River/Creek
-  Land included since June 2009
-  Road
-  Area of change
-  Train line & station




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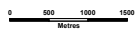
MAP 6: URBAN GROWTH BOUNDARY CHANGES MADE SINCE 2009 CONSULTATION – SUNBURY



-  Amendment VC55 Urban Growth Boundary
-  Land included since June 2009
-  Area of change
-  River/Creek
-  Road
-  Train line & station

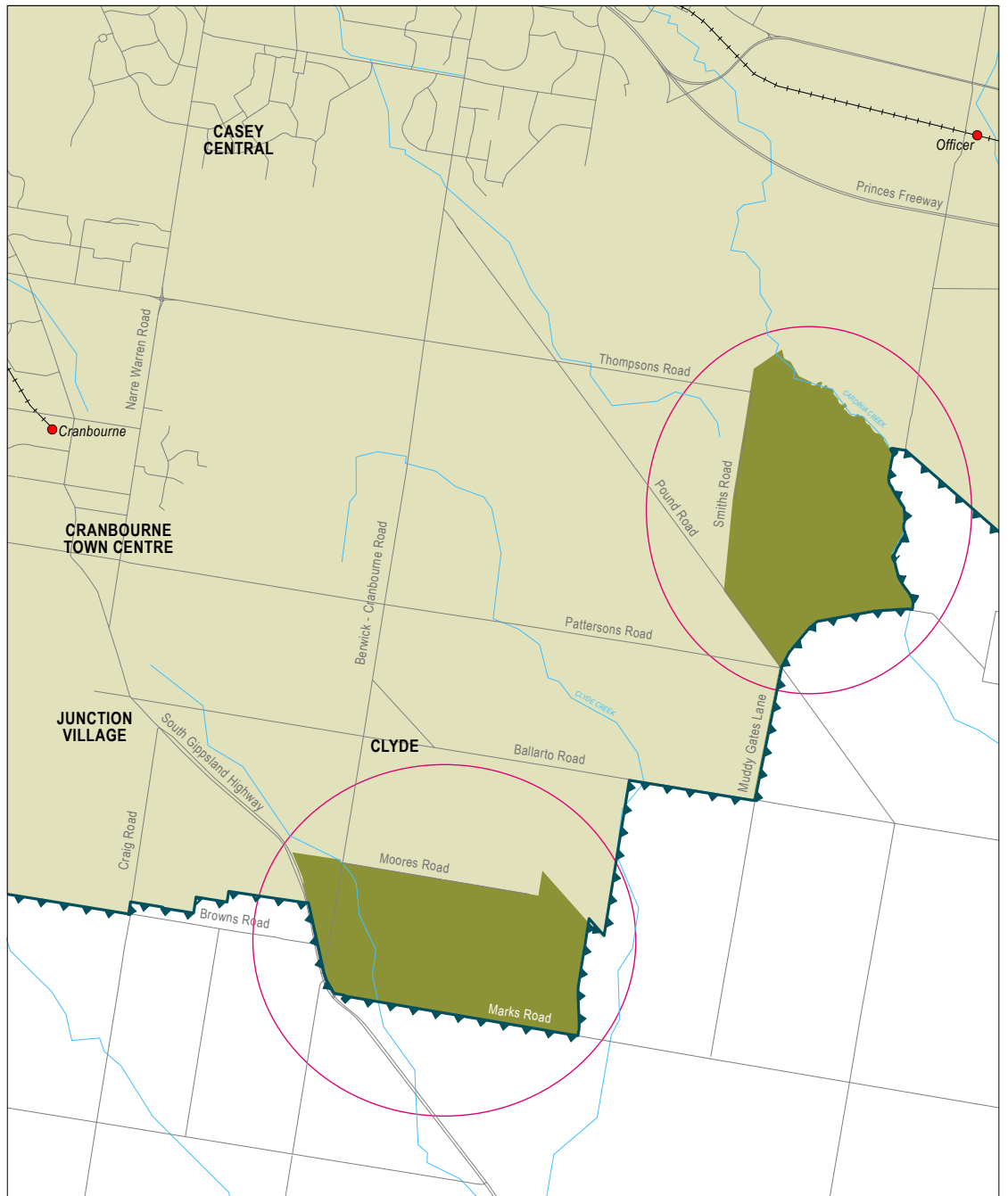








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MAP 7: URBAN GROWTH BOUNDARY CHANGES MADE SINCE 2009 CONSULTATION – SOUTH EAST



-  Amendment VC55 Urban Growth Boundary
-  Land included since June 2009
-  Area of change
-  River/Creek
-  Road
-  Train line & station



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ISSUES AND RESPONSE

This section outlines the major issues raised throughout the submission period and the government response to those submissions.

Key Issue	Response
<p>Consistency with Government policy</p> <p>A number of submissions raised concerns that the proposal to change the Urban Growth Boundary is inconsistent with the directions of <i>Melbourne 2030</i>, and that no changes should be made to the Urban Growth Boundary. Some submissions also indicated that urban consolidation should only occur within existing established residential areas.</p>	<p>A change to the Urban Growth Boundary is necessary to accommodate the higher than anticipated population growth which <i>Melbourne @ 5 million</i> seeks to manage. <i>Melbourne 2030 and Planning for all of Melbourne</i> both stated clearly that the Urban Growth Boundary can and will change in response to development need in the growth areas. Revising the Urban Growth Boundary is one part of the Government's response to the projected population increase. <i>Melbourne @ 5 million</i> indicates that 316,000 additional dwellings are anticipated to be in Melbourne's established areas and outlines a range of initiatives which seek to facilitate this change.</p> <p><i>Melbourne @ 5 million</i> is a policy refinement of the settlement patterns of Melbourne 2030 and provides a strategic planning response to the growth projections outlined in <i>Victoria in Future 2008</i>.</p> <p>The Government has made a commitment to amend the Urban Growth Boundary. This commitment is outlined in <i>Melbourne @ 5 million</i>.</p> <p>A change to the Urban Growth Boundary is required to, among other things, provide choice and assist in maintaining housing affordability. If the Urban Growth Boundary is not amended and land supply is subsequently diminished, there will be a number of negative impacts including a rise in land and house prices, loss of population growth and economic investment to other States.</p>
<p>Green wedge areas</p> <p>A number of submissions raised concerns about the protection of green wedge areas, particularly the areas that contain important tourism, agricultural and biodiversity values.</p>	<p>Consideration has been given to the agricultural, environmental and economic values associated with land in the green wedges in determining the location of the Urban Growth Boundary. These have been balanced against the need to accommodate 284,000 dwellings in the growth areas.</p> <p>A major outcome of the current process is the establishment of 15,000 ha of protected grassland reserves.</p> <p><i>Melbourne 2030</i> always contemplated the need for areas adjacent to growth areas to be considered for future urban use. In this circumstance, the preparation of Growth Area Framework Plans was seen as the appropriate mechanism to resolve any interface tensions.</p> <p>The Strategic Assessment process under the <i>Environment Protection Biodiversity and Conservation Act 1999</i> has ensured consideration of matters of national environmental significance. The two transport projects have also been assessed under the <i>Environment Effects Act 1978</i>.</p>

Key Issue	Response
<p>Transport infrastructure in new growth areas</p> <p>Some submissions raised issues about the lack of public transport infrastructure to support new communities in the Investigation Areas, and the importance of implementing public transport priorities to ensure the liveability of the growth areas.</p>	<p>One of the key directions of <i>Melbourne 2030</i> is to concentrate urban expansion into growth areas that are, or can be, served by high-capacity public transport. This is re-affirmed in <i>Melbourne @ 5 million</i>.</p> <p>There are a number of initiatives outlined in <i>The Victorian Transport Plan</i> to deliver high-capacity public transport services in the growth areas including:</p> <p>Short term commitments</p> <ul style="list-style-type: none"> > Regional Rail Link > Metro rail extensions to Sunbury and South Morang > New train stations > New and upgraded bus services <p>Medium term initiatives</p> <ul style="list-style-type: none"> > Melton rail line upgrade > Cranbourne East rail extension <p>Long term considerations</p> <ul style="list-style-type: none"> > Protection of a range of long-term options to extend rail services within the Investigation Areas <p>Growth Area Framework Plans will comprehensively address future transport needs.</p>
<p>Land outside the Investigation Areas</p> <p>A number of submissions were received from submitters outside the Investigation Areas, requesting that their land be included in the revised Urban Growth Boundary. Some of these submitters based this request on the premise that the exclusion of their land in the Investigation Area (or the existing Urban Growth Boundary) was an 'anomaly' that should be corrected through the Urban Growth Boundary review process.</p>	<p>The land included in the Investigation Areas was based on a consideration of the population projections and a preliminary assessment of areas that might prove most suitable for creating sustainable new communities.</p> <ul style="list-style-type: none"> > The Investigation Areas are all extensions of existing growth areas and take advantage of regional high capacity road and existing and potential public transport networks. > More land was included in the Investigation Areas than is ultimately required for urban development, to allow for identification of constrained areas that are not developable. > The land referred to in a number of submissions is not within close proximity (i.e. within three kilometres) of an existing or potential rail station. This is one of the important guiding principles for determining land to be included in the approved UGB. > The process to review the UGB does not include an assessment of the 'anomalies' raised by submitters. It is noted that upon introduction of the UGB in 2002, the Government ran a process to address 'anomalies'.
<p>Growth Areas Infrastructure Contribution</p> <p>Many submissions indicated a lack of confidence that land values will increase to the extent required to pay the contribution, particularly for those land parcels expected to be furthest from the initial development fronts. A related concern raised was that rates may increase based on an increase in land values, forcing an early sale at a significantly lower price than would be achieved if the owner could afford to wait to sell.</p>	<p>This issue is generally considered to be out-of-scope, though the following comments are made.</p> <p>The public consultation period sought to inform the determination of the Urban Growth Boundary. The Victorian Government's policy decision to introduce the Growth Area Infrastructure Contribution was not part of this process, however the issues raised have been considered in finalising the Growth Areas Infrastructure Contribution Bill.</p> <p>The Growth Areas Infrastructure Contribution is to apply to all land that was brought into the Urban Growth Boundary in 2005, and additional land designated for urban development as part of the recent review.</p>

Key Issue	Response
<p>Land Acquisition</p> <p>Submissions related to timing of the valuation process and mechanisms available for compensation.</p>	<p><i>The Land Acquisition and Compensation Act 1986</i> outlines the process by which Government will acquire land and compensate landowners affected by the reservation. In some circumstances, for example where there is a loss on sale or a relevant permit refusal, Part 5 of the <i>Planning and Environment Act 1987</i> also entitles landowners affected by the reservation to compensation prior to any acquisition taking place.</p> <p>The State of Victoria has in place a "Policy and Instructions for the Purchase, Compulsory Acquisition and Sale of Land". This document sets out the manner in which Ministers, departments and agencies are to conduct themselves during negotiations and requires Government to obtain proper valuation advice in the course of such transactions. The office of the Government Land Monitor has been established to oversee this process and ensure probity.</p>
<p>Detailed Planning and Suggestions for Proposed Land Uses</p> <p>Many submissions related to detailed land use planning.</p> <p>Councils also expressed strong interest in being involved in the Growth Area Framework Plan process.</p> <p>Numerous submissions were made about how individual parcels of land should be used and/or developed and some developer submissions included detailed planning work for particular areas, including master plans.</p> <p>Developers in some cases were requesting changes to the proposals based on this work.</p>	<p>The Review has not sought to finalise the specific land uses that may occur on land that is brought within the expanded Urban Growth Boundary. While a general settlement pattern has been considered, the resolution of a land use structure and broad land use categories will be determined through the preparation of Growth Area Framework Plans and at the more detailed level through the Precinct Structure Plan process.</p> <p>It would be premature to make decisions on work that had not been through these more detailed planning processes.</p> <p>Growth Area Framework Plans will be produced in consultation with Councils and will include an opportunity for community comment.</p>
<p>Airport Overlays</p> <p>Submissions were received requesting two countervailing positions. One to allow commercial activities to occur within the Melbourne Airport Environs Overlay, the other to expand the Melbourne Airport Environs Overlay based on 15 Australian Noise Exposure Forecast contour and prevent the encroachment of urban development in the area.</p>	<p>With respect to the position to allow activity within the Melbourne Airport Environs Overlay, the proposed areas are outside the designated Investigation Areas thus the requests are considered out-of-scope.</p> <p>As to an expanded Melbourne Airport Environs Overlay, this issue was considered by Parliament as recently as 2003 when it was resolved to utilise the 20 Australian Noise Exposure Forecast contour, as distinct from the '15', as the basis of the Overlay.</p> <p>The current Australian Noise Exposure Forecast system was agreed between the Commonwealth and State Planning Ministers in September 1991. The agreement supported the use of the Australian Noise Exposure Forecast system and, in particular, the 20 Australian Noise Exposure Forecast contour as the appropriate long-term land use planning tool for development of areas in the vicinity of airports</p> <p>The Australian Government proposes to finalise its National Aviation Strategy late in 2009, which is considering national approaches to manage aircraft noise impacts in the vicinity of airports. It would be premature to make any decisions regarding the Airport Environs Overlay until the outcome of the National Aviation Strategy is known.</p>

Key Issue	Response
<p>Extractive industry</p> <p>A number of quarry owners and operators and industry bodies made submissions regarding extractive industry operations. The submissions relate to the protection of mineral resources within the extractive industry interest areas, and ensuring that existing and proposed quarries are not jeopardised by their inclusion within the Urban Growth Boundary (i.e. protection of buffers between existing quarries and other more sensitive land uses).</p> <p>Some submitters specifically requested that their quarry (existing or proposed) be excluded from the Urban Growth Boundary.</p> <p>Other submitters requested that their site be included in the Urban Growth Boundary on the basis that they intend to operate from the site in the short term only, and that their site (or part thereof) could potentially be used for urban purposes following rehabilitation.</p>	<p>The location of all existing and proposed quarries has been considered in determining the location of the approved Urban Growth Boundary, with the protection of quarry operations being a fundamental objective for the Review process.</p> <p>A number of quarries have been included in the approved Urban Growth Boundary. Both the quarries and their buffers have been identified as areas not suitable for development. In addition, it is intended that more detailed planning will occur through the preparation of Growth Area Framework Plans and Precinct Structure Plans to determine what activities can occur within the buffers. Appropriate zones will be put into place (if they are not already) to reflect the quarry operations and buffers.</p> <p>As discussed later it was not considered appropriate to create 'holes' within the Urban Growth Boundary.</p>
<p>Un-used Quarries</p> <p>Several submissions were received with regards the issue of un-used quarries and that they are suitable for development.</p>	<p>Due to the uncertainty of the future use of quarries and their rehabilitation it would be premature in most cases to identify the land as being appropriate for development in the absence of detailed site by site investigations, and it is proposed this occur during the preparation of a Precinct Structure Plan for the area.</p>
<p>Buffers and Non Urban Land</p> <p>A number of submissions were received regarding the extent of buffers, which were outlined as significantly constrained land i.e. not developable at this stage.</p>	<p>A precautionary approach has been taken in defining buffers and areas not for urban development. This approach was taken to ensure that the current and future use of the particular site had an appropriate buffer to protect the continued use (including the protection biodiversity and landscape values) and / or minimise the impact on adjacent areas.</p> <p>The Environment Protection Authority recommends buffer distances for sensitive uses and a precautionary approach was taken based on possible future uses of the sites.</p> <p>While land has been identified as not for urban development at this stage, it may be found to be appropriate for development at some future more detailed planning stage.</p>
<p>Landscape values</p> <p>A number of submissions raised the importance of protecting existing landscape values and major topographic features including remnant volcanic cones, hills, creeks, ridge lines and swamp areas.</p>	<p>There are a number of identified landscape values and topographic features that are considered worthy of protection within the growth areas and they have been identified as non-developable. The background paper on landscape values (released as part of the package of documents in June 2009 for public comment) provides further detail on the principles behind this approach.</p> <p>In most circumstances, more detailed planning is required to determine the final boundaries for these areas. This will occur during the Growth Area Framework Plan and Precinct Structure Plan processes.</p> <p>The requirements of a Growth Area Framework Plan include reference to the need to respond to landscape values, as do the Precinct Structure Planning Guidelines.</p>

Key Issue	Response
<p>Intermodal freight terminal</p> <p>A number of submissions referred to the proposed intermodal freight hub in Beveridge, the associated traffic and amenity impacts associated with the facility, and whether it should be included in the proposed Urban Growth Boundary.</p>	<p><i>The Victorian Transport Plan and Freight Futures</i> provide the policy basis for this facility, including its broad location. A location is now proposed in Beveridge, east of the existing Melbourne-Sydney rail line.</p> <p>More detailed planning on the specific objectives and functions of the facility, including its land use and transport requirements and its operational characteristics are still to be undertaken. Once these elements are more fully resolved appropriate planning controls will be put in place to facilitate its delivery.</p> <p>Access, traffic and amenity issues raised will be considered as part of this process.</p>
<p>'Holes' in the Urban Growth Boundary</p> <p>Some submissions requested that areas within the Urban Growth Boundary be excluded for various reasons.</p>	<p>When the Urban Growth Boundary was originally established, particular attention given to avoid creating holes or 'donuts' within the boundary for non-urban uses.</p> <p>The objective was to create a single contiguous boundary which defined the urban edge to Melbourne, recognising that a range of non urban activities and values would be included inside the boundary and that their management could be by a range of other planning controls.</p> <p>This approach to the delineation of an expanded boundary and non urban land has been maintained for this Review.</p>
<p>Utility Infrastructure</p> <p>Some submissions raised concerns about existing land uses, such as waste water treatment plants.</p>	<p>In the northern investigation area a new waste water treatment plant is required. The Government will investigate the most suitable location in Kalkallo / Donnybrook for this facility.</p>
<p>Biodiversity</p> <p>A number of submissions raised issues regarding the protection of important biodiversity values including remnant vegetation and grasslands, and natural systems including creeks, rivers and catchments.</p>	<p>The protection of identified biodiversity values and natural systems has been an important influence on the location of the proposed Urban Growth Boundary. Large areas of high conservation value were excluded from the proposed new Urban Growth Boundary. These will result in a 15,000 ha grassland reserve west of Melbourne and a 1200 ha grassy woodland reserve to Melbourne's north.</p> <p>Within the new Urban Growth Boundary large areas of native vegetation have been designated as unsuitable for development and protected with new planning controls. Biodiversity Conservation Strategies will be prepared for each growth area (including Sunbury). These will document the biodiversity values in more detail, establish further mechanisms for permanently protecting areas of native vegetation and identify key linkages and landscape connections for mobile fauna. These strategies will be submitted to the Commonwealth for approval and will inform the preparation of the Growth Area Framework Plans. Waterways will be protected with buffers and in some cases more targeted management and monitoring regimes. Merri Creek in the north will form an important spine to a network of retained areas of grassy woodlands, grasslands and threatened species habitats.</p> <p>Prescriptions have been developed for species likely to be significantly impacted. These prescriptions are binding on urban development, transport infrastructure and extractive industries and will guide decision makers on whether to retain the species on site or secure an offset for the species elsewhere. The prescription for Golden Sun Moth, for example, has already resulted in 300ha of grassland being set aside for protection within the urban area.</p> <p>Sub-regional strategies will be prepared for mobile species such as Growling Grass Frog and Southern Brown Bandicoot to identify and secure the necessary habitat and landscape connectivity that enables long-term sustainability of populations. These strategies will be used to prepare Biodiversity Conservation Strategies and will guide Precinct Structure Planning. Detailed surveys for many other species that may potentially occur will be undertaken prior to precinct design or transport planning, and if detected a prescription will be developed to manage the species to the satisfaction of the Commonwealth.</p> <p>Long-term protection targets and outcomes have been established for species and ecological communities. These will be used as part of government commitments to a well resourced adaptive management approach, increased data gathering and a comprehensive monitoring and reporting framework.</p>

Key Issue	Response
<p>Smaller areas with Significant Biodiversity</p> <p>Some submissions related to smaller less strategic areas as having biodiversity values and that these areas should be marked as constrained.</p>	<p>Some smaller areas with known high biodiversity values will be protected within the expanded Urban Growth Boundary. However in general the Strategic Impact Assessment focussed on larger more strategic areas, with processes established for identifying biodiversity issues at a finer scale during implementation.</p> <p>More detailed analysis and planning will take place firstly at the Growth Area Framework Plan stage and then in even greater detail at the Precinct Structure Plan stage. These processes will be guided by the Strategic Impact Assessment prescriptions, the Precinct Structure Planning Guidelines and the Biodiversity Conservation Strategies to be prepared for each growth area.</p>
<p>Agriculture</p> <p>Submissions were received in relation to the protection of agricultural land, particularly in the south-east Investigation Area. Equally submissions were received supporting the proposed change in status of the agricultural land to urban development.</p>	<p>The Governments considerations in this area have needed to balance a range of issues, including:</p> <ul style="list-style-type: none"> > A need to provide additional residential land supply in the south east which best delivers on the growth management objectives as outlined in Section 3; > A recognition that if not provided in this area an alternate location would need to be assessed against the benefits of retaining the agricultural land; > The proximity of the Clyde area to exiting regional urban infrastructure include major activity centres, TAFE and a range of recreational facilities; > The significant size of the wider agricultural precinct, that among other things provides the potential for relocation options which allows the opportunity to upgrade farming practices (recognising this has been a common practice for this type of intensive agricultural activity); > Land ownerships.
<p>Waterways</p> <p>Some submissions related to the extent of land constrained along waterways.</p>	<p>Drainage advice provided the base information for the planning of waterways in the Investigation Areas. This information was complimented by the biodiversity assessments which examined remnant riparian habitats.</p> <p>In the context of the biodiversity information all major waterways are proposed to be constrained from development and a 100 metre buffer has been assumed along them to protect their biodiversity values.</p> <p>Further work will occur during framework planning and precinct structure planning to review the extent of land that is constrained.</p>
<p>No Existing Planning Controls</p> <p>Submissions were received to show areas as constrained for values not yet recognised in Planning Schemes. An example of this was to show areas as constrained due to heritage values, where no heritage overlays existed.</p>	<p>Where issues are raised that require new planning controls to be applied it is appropriate to address this on a case by case basis or at the Growth Area Framework Planning and Precinct Structure Planning stages.</p>

Key Issue	Response
<p>Melbourne's Hinterland</p> <p>Some submissions related to issues in Melbourne's hinterland, particularly to the north in the vicinity of Wallan.</p>	<p><i>Melbourne @ 5 million</i> acknowledges the growth pressures being experienced in the area within about 100 kilometres of Melbourne (Melbourne's hinterland). This continues a trend that has been evident over the past two decades, where housing and population growth in the hinterland, both in towns and rural landscapes, has been considerable and sustained.</p> <p>The Green Wedge Zones which are utilised in metropolitan fringe councils provide a high degree of protection for this part of the hinterland. It safeguards agricultural uses and preserves rural and scenic landscapes, non-renewable resources and natural areas including water catchments. Green Wedge Management Plans are being progressively prepared for all twelve Green Wedge areas, and will further provide guidance on the protection and preservation of values in the green wedge areas.</p> <p>Outside the metropolitan fringe councils, the remaining areas of the hinterland are essentially part of regional Victoria and policy issues for this area will be considered as part of the Government's blueprint for provincial Victoria. The blueprint will set a broad framework for the future development of prosperous, liveable and sustainable regional communities. A set of criteria to guide settlement planning within 100 kilometres of Melbourne, as proposed in <i>Melbourne @ 5 million</i>, will form part of this blueprint.</p> <p>For the proposed expansion of the Urban Growth Boundary the issue of managing hinterlands is particularly relevant for the Shire of Mitchell, particularly for the township of Wallan.</p> <p>In the Shire of Mitchell green wedge planning controls do not apply, and outside the proposed urban areas it will be the strategic application of a range of planning controls which will ensure the varied values of the area are protected.</p> <p>For Wallan an important issue will be its role vis-à-vis the future growth area of Beveridge. It is therefore proposed that the Department of Planning and Community Development lead work with the Council aimed at preparing both an updated plan for Wallan and appropriate controls to manage the land at the interface with the Urban Growth Boundary.</p>