

CHAPTER 10

IMPLEMENTATION

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

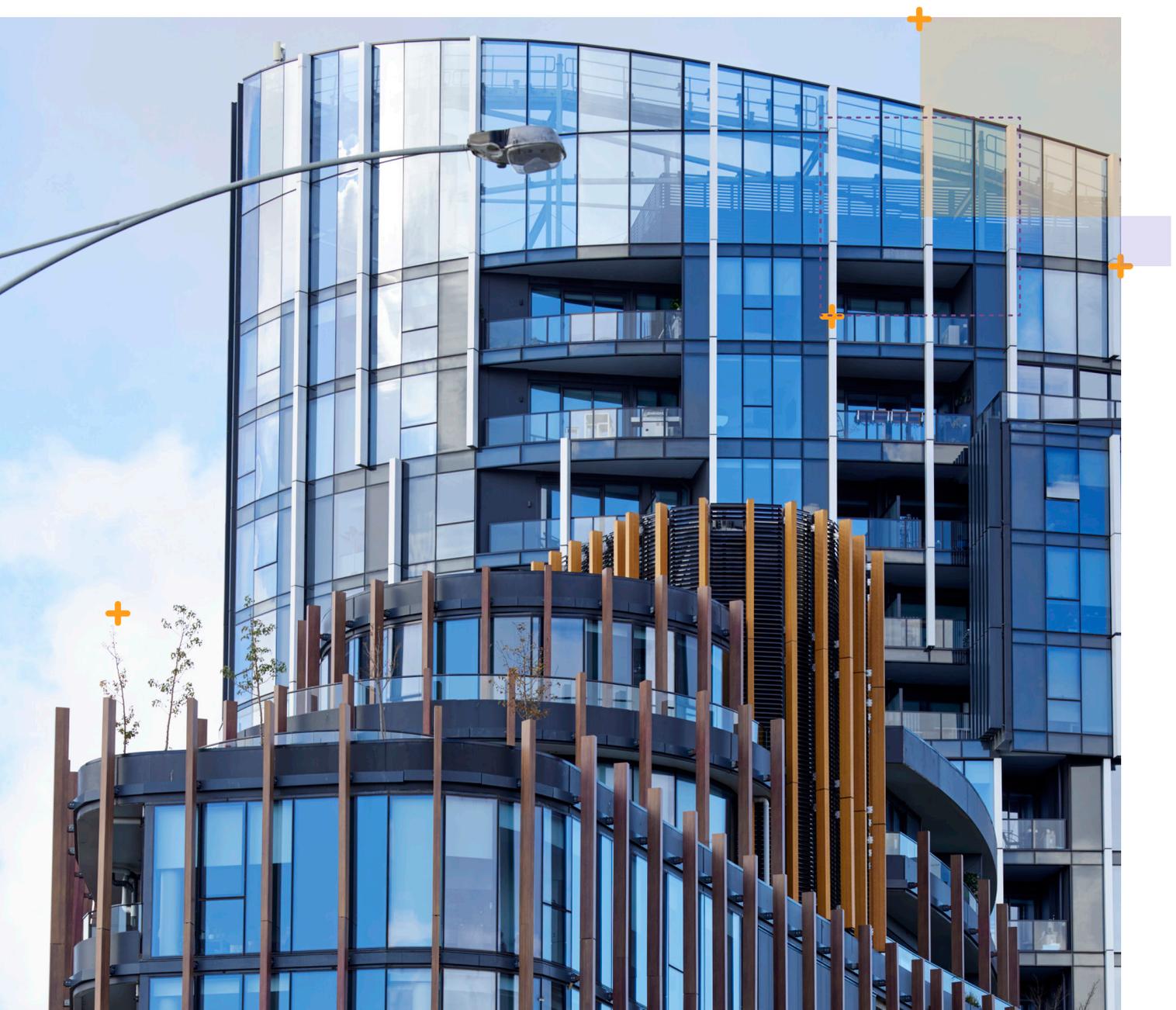
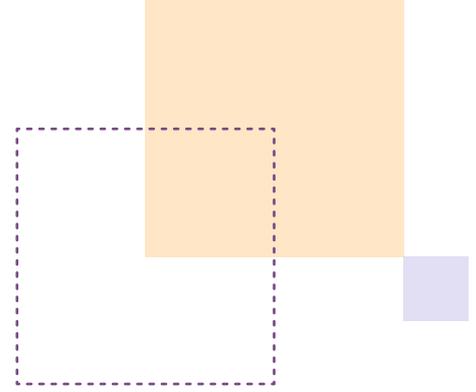


Photo credit: Tim Bell Studio



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

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

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

Putting the plan into action

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

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

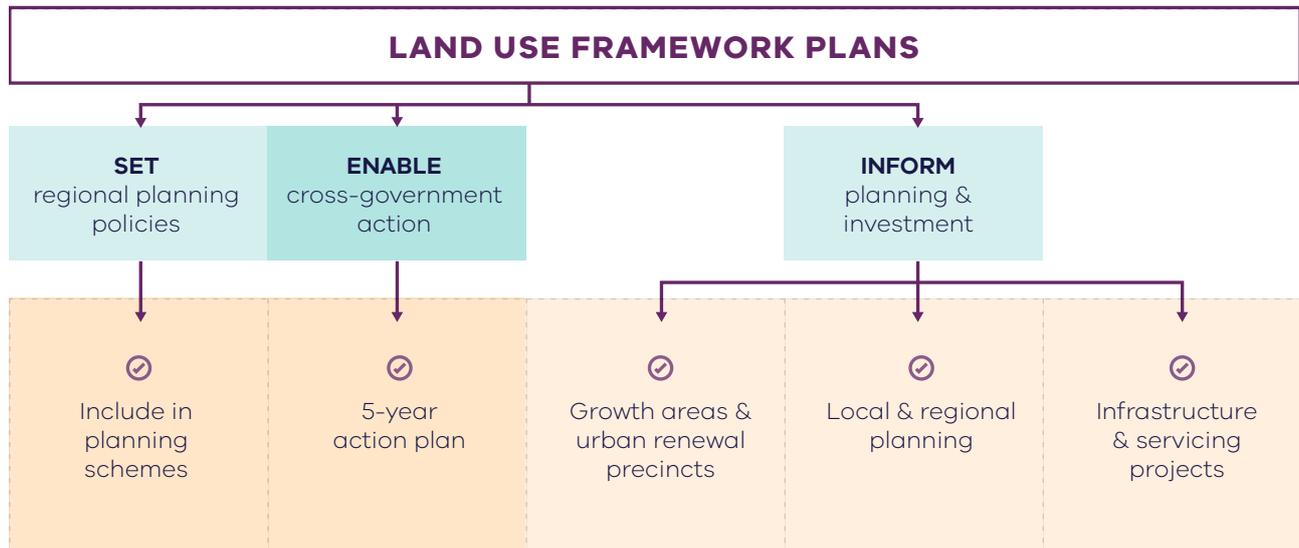
The Northern Metro Region LUFPP will also guide and inform the preparation of the remaining PSPs to be completed for these Northern Growth Area, and their implementation.

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

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

The process for implementing this LUFPP is outlined in Figure 26.

FIGURE 26. Implementation of the land use framework plan



Five-year action program

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

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

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

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

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

The indicative timeframes for completing actions are:

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

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

Decision-making processes to support the delivery of the LUFs

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

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

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

Monitoring, reporting and review

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

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

ACTIONS – Implementation

ACTION 17. Update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the Land Use Framework Plans.



TABLE 15. Five-year action program

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

ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
 <p>1 Establish a long-term state and local government partnership to prioritise planning and infrastructure provision for Lockerbie as a metropolitan activity centre for the Northern Growth Corridor.</p>		S	DELWP	Councils, VPA
	2 Establish a state and local government partnership to coordinate and manage land use planning for the La Trobe NEIC.	S	DELWP	VPA, DJPR, Hume, Whittlesea, Mitchell LGAs
	3 Implement a program of State Government-led planning projects, in partnership with local government, to ensure metropolitan and major activity centres and urban renewal areas maximise their respective strategic opportunities. Priority will be given to those which deliver significant jobs and housing; leverage investment in state infrastructure; and play an important role in the growth corridor and/or region. State-led planning for these state- and regionally-significant places will contribute to creating liveable communities and achieving more dwellings and jobs in established areas, and identify implementation and coordination actions that support growth and economic investment.	S	VPA	Councils, DELWP
4 Identify and implement a SERA in the Northern Metro Region in partnership with local government.		M	DJPR	Councils, DELWP
 <p>5 Update planning schemes to align with housing policies in Plan Melbourne and the Northern Metro Region Land Use Framework Plan and the implementation of the reformed residential zones. This includes:</p> <ul style="list-style-type: none"> • Providing capacity for 15 years of regional housing supply focusing on locations identified for housing growth in the LUFF • Reviewing planning controls in housing investigation areas as potential locations for substantial or incremental housing change. <p>This may require strategic planning work to support these changes such as preparing or updating local housing strategies or preparing structure plans to further investigate where increased densities can be supported, and determine specific changes required to planning schemes.</p>		S	Councils	DELWP
	6 Identify underutilised and surplus government land that has potential to deliver additional social housing.	Plan Melbourne Five-Year Implementation Plan	S	DFFH (HV)

	ACTION	SOURCE	TIMEFRAME	LEAD AGENCY	IMPLEMENTATION PARTNER(S)
	7 In partnership with councils, identify a pipeline of sites in the Northern Metro Region for social and affordable housing.		M	DFFH (HV)	Councils
	8 Develop a model and seek support for a whole-of-government approach to better sequence and prioritise locations for key services, social infrastructure and public transport access in the development of growth areas to better enable walkable 20-minute neighbourhoods.		S	VPA	Councils, DELWP, DET, DFFH (HV), DH, DoT
	9 Undertake a review of the regional bus network to support regional access and movement in the short- to medium-terms and to plan integration with major public transport changes including SRL.		S	DoT	Councils
	10 Review the Principal Public Transport Network for the growth areas.		S	DoT	Councils, DELWP
	11 Develop a plan to implement a publicly owned and managed network of regional trails and open spaces across the region's growth corridors, utilising its natural drainage system where possible to link open spaces, biodiversity areas, waterways and urban areas.		S	DELWP	Councils, VPA
	12 Prepare a regional biodiversity strategy to protect, manage and enhance habitat corridors and increase their interconnectivity across urban and rural areas.		M	DELWP	Councils
	13 Review local planning schemes in the Northern Metro Region to ensure protection and enhancement of the landscape and biodiversity values of the region.		M	Councils	DELWP, Melbourne Water
	14 Develop a methodology for a social infrastructure strategy for the Northern Metro Region. This would consider social infrastructure such as libraries, multi-use community and recreation facilities and assess how they can be used more flexibly and intensively. This could be a pilot project suitable for other regions.		M	DELWP	Councils, DH, VPA
	15 Prepare a regional bushfire response for suburban and peri-urban communities that are subject to bushfire risk.		M	DELWP	Councils, Country Fire Authority
	16 Investigate options and land use protection for a Resource Recovery Centre and Transfer Station/s to support Melbourne's future resource and recovery needs.		M	Sustainability Victoria	Councils, Environment Protection Authority
	17 Update budget business case submission templates and guidance to identify how initiatives align with Plan Melbourne and the Land Use Framework Plans.		S	DTF	

APPENDIX 01

RELEVANT POLICIES, STRATEGIES AND INITIATIVES

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

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

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

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

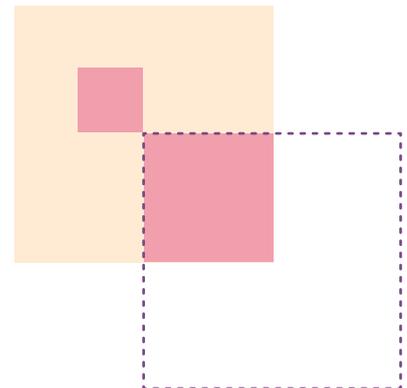
This LUPF incorporates and updates information from the growth corridor plan.

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

The **Northern Horizons – 50-year Infrastructure Strategy for Melbourne's North** sets future directions for short, medium and long-term priorities for the region.

The **Northern Regional Trails Strategy** provides a framework to develop and maintain the recreational off-road trail network known as the Northern Regional Trail Network.

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



Productivity

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

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

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

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

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

The **Broadmeadows Urban Revitalisation** package of infrastructure initiatives will revitalise the Broadmeadows Metropolitan Activity Centre by activating major Victorian Government, local council, VicTrack and VicRoads land holdings for development of housing demonstration sites, office and commercial floor space, premium open space and a multi-deck car park.

Housing choice

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

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

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

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

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

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

Big Housing Build will deliver 9,300 new social housing dwellings and 2,900 new affordable and market homes for first home buyers and renters across the state. It includes:

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

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

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

The **redevelopment of public housing estates** is a program to transform ageing public housing estates across metropolitan Melbourne and key regional centres into vibrant, well-connected neighbourhoods. This will create at least 1,800 new public housing homes.

The **Building new homes to fight homelessness** is a program to help Victorians escaping family violence, homelessness and life on the streets by building 1,000 new public housing properties.

Melbourne Airport Environs Strategy Plan is a framework of planning controls and initiatives to manage the interests of both the Melbourne Airport and the significant airport environs. The Melbourne Airport Environs Safeguarding Standing Advisory Committee is currently providing advice to the Minister for Planning on improvements to the planning provisions safeguarding Melbourne Airport and its environs.

Integrated transport

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

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

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

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

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

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

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

The **M80 Ring Road Upgrade** will widen the freeway, widen on and off ramps and install a new freeway management system along 38 kilometres of road from Laverton North to Greensborough.

Upgrades to the Sunbury line will deliver power upgrades, platform extensions at 10 stations, wheelchair boarding at eight stations and train stabling upgrades at Sunbury, Calder Park and Watergardens.

Upgrades to the Hurstbridge line will include a new train station at Greensborough, duplication of 3 kilometres of tracks between Greensborough and Montmorency and duplication of 1.5 kilometres of tracks between Diamond Creek and Wattle Glen.

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

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

Upgrades will occur on six main roads, local footpaths and road infrastructure across Melbourne's northern suburbs through the **Suburban Roads Upgrade Program**.

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

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

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

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

Inland Rail is a 1700 kilometre freight rail line that will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. It is national infrastructure funded by the Australian Government.

Liveability

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

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

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

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

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

The **Growing Suburbs Fund** will provide investment in critical local infrastructure for communities in Melbourne's growing outer suburbs. In the Northern Metro Region, the Growing Suburbs Fund is available to Hume, Mitchell, Nillumbik and Whittlesea local councils.

The **Suburban Parks Program** will deliver more than 6,500 hectares of new and upgraded parks and trails across greater Melbourne.

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

Protecting Victoria's Environment – Biodiversity 2037 aims to stop the decline of Victoria's native plants and animals and improve the natural environment.

The **Biodiversity Conservation Strategy for Melbourne's Growth Corridors 2013** outlines how areas of biodiversity value (State and Commonwealth) within the growth areas will be managed and spatially identifies how outcomes for matters of national environmental significance will be delivered.

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

Strong communities

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

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

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

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

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

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

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

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

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

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

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

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

Sustainability and resilience

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

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

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

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

The Victorian Budget 2020/21 delivered a landmark \$2 billion for the **Breakthrough Victoria Fund** to drive translation and commercialisation of knowledge in Victoria. The Clean Economy is one of the five key sectors the Fund will prioritise.

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

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

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

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

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

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

Integrated Water Management Framework for Victoria provides a collaborative approach to the way we plan for and manage all elements of the water cycle, including the health of waterways and bays, wastewater management, alternative and potable water supply, stormwater management and water treatment. In the Northern Metro Region these apply to the Yarra, Maribyrnong and Sunbury catchments.

The 2019/20 Victorian Budget includes funding to extend protections for waterways in Melbourne's west and to continue to improve management of the Yarra River.

The **Our Water Future for the Upper Merri Creeks Communities** project will develop an integrated water management plan for the Upper Merri Creek sub-catchment.

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

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

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

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

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

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

APPENDIX 02

HOUSING CHOICE

SUPPORTING DATA

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

ACTIVITY CENTRE	MAJOR HOUSING REDEVELOPMENT COMPLETED 2005-2016*		MAJOR HOUSING REDEVELOPMENT COMPLETED 2017-2018*		MAJOR HOUSING REDEVELOPMENT PIPELINE*	
	In centre	Within 400m of centre	In centre	Within 400m of centre	In centre	Within 400m of centre
Airport West	NA	0	NA	0	NA	0
Beveridge**	0	0	0	0	0	0
Broadmeadows	84	109	0	10	76	0
Brunswick	3770	491	1727	272	3107	660
Craigieburn	0	0	0	13	0	14
Coburg	313	326	67	280	1883	85
Craigieburn Town Centre	444	85	0	219	0	0
Diamond Creek	0	115	0	16	0	10
Eltham	0	56	30	0	208	17
Gladstone Park	0	0	0	0	0	0
Glenroy	28	0	12	23	11	26
Greensborough	36	13	36	10	75	32
Heidelberg	426	111	580	48	1651	221
Ivanhoe	346	0	334	14	428	146
Moonee Ponds	NA	0	NA	0	NA	0
Mernda	0	1001	0	0	0	10
Northcote	499	237	376	115	341	82
Preston, High Street	421	437	266	194	1069	395
Preston, Northland	0	36	0	12	182	152
Reservoir	82	48	56	0	63	60

ACTIVITY CENTRE	MAJOR HOUSING REDEVELOPMENT COMPLETED 2005-2016*		MAJOR HOUSING REDEVELOPMENT COMPLETED 2017-2018*		MAJOR HOUSING REDEVELOPMENT PIPELINE*	
	In centre	Within 400m of centre	In centre	Within 400m of centre	In centre	Within 400m of centre
Roxburgh Park	109	22	0	0	0	54
South Morang	214	932	126	15	293	114
Sunbury	17	182	10	22	23	79
Wallan**	0	29	0	0	0	0

* Major development is defined as developments with over 10 dwellings

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

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

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

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

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

GLOSSARY

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

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

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

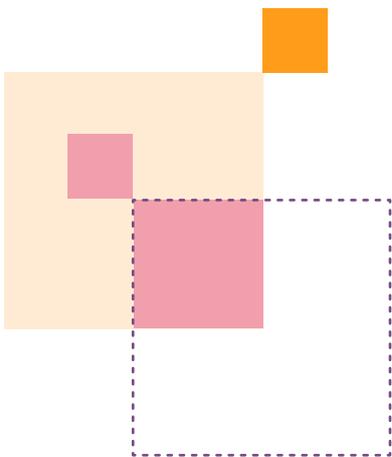
Infill	Development of unused or underutilised land in existing urban areas.
Infrastructure	Basic facilities and networks needed for the functioning of a local community or broader society.
Integrated water management (IWM)	An approach to planning that brings together all facets of the water cycle including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

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

Regionally-significant industrial precincts (RSIP)	Key industrial areas that contribute significantly to local and regional economies. Some of these areas are well established and support a range of industrial uses while others are transitioning and supporting new uses. They include future employment areas identified through growth corridor plans that will support not just employment growth in outer areas, but to also meet Melbourne's longer term industrial and logistics needs. They are to be retained and planned for to allow a range of industrial uses, or where appropriate, new and emerging businesses that require access to affordable and well-located employment land.
Renewable energy	Energy that comes from resources which are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves, and geothermal heat.
Resilience	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow, no matter what chronic stresses or shocks they encounter.
Resource recovery	Extraction of useful material or energy from a waste stream.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Social infrastructure	Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs.
Southern Metro Region	Includes the LGAs of Cardinia, Casey, Greater Dandenong, Frankston, Kingston and Mornington Peninsula.
State-significant industrial precincts (SSIP)	Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways. They will be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment.
Strategic Cycling Corridors (SCC)	<p>Strategic Cycling Corridors are important transport routes for cycling and are a subset of the Principal Bicycle Network (PBN). The SCC network supports the needs of commuter trips (to work or education) and other important trips, such as to stations, shops or schools.</p> <p>The SCC network links up important destinations, including central Melbourne city, employment and activity centres, and other destinations of metropolitan and regional significance.</p> <p>SCCs can be on and off road, on municipal and state roads and are designed to provide a safe, lower-stress cycling for transport experience.</p>
Strategic Extractive Resource Area (SERA)	<p>Recognised and secured extractive resource areas of strategic importance for the construction of public infrastructure, affordable housing and private sector development now and in the future.</p> <p>They cover extractive resources that actually and/or potentially occur in defined locations at various scales based on their likelihood or potential to supply growth areas, taking into account accessibility to markets, while minimising impacts on environment and other land use constraints.</p>

Traditional Owners	People who, through membership of a descent group or clan, are responsible for caring for particular Country. A Traditional Owner is authorised to speak for Country and its heritage as a senior Traditional Owner, an Elder or, in more recent times, a registered native title claimant.
Transit-oriented development	Compact, walkable, mixed-use communities centred around high-quality train systems. Transit-oriented development assists in addressing the growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption.
Transport gateway	Ports, airports and interstate terminals that serve as key locations for moving passengers and freight into and out of Victoria and also play a significant economic and employment-generating role.
20-minute neighbourhoods hallmarks	<p>The 'hallmarks' are established in Plan Melbourne's Direction 5.1 — <i>Create a city of 20-minute neighbourhoods</i>. The 'hallmarks' developed in partnership with the Department of Health and the Heart Foundation (Victoria) are:</p> <ul style="list-style-type: none"> • be safe, accessible and well connected for pedestrians and cyclists to optimise active transport • offer high-quality public realm and open spaces • provide services and destinations that support local living • facilitate access to quality public transport that connects people to jobs and higher-order services • deliver housing/population at densities that make local services and transport viable • facilitate thriving local economies.
Urban forest	All of the trees and other vegetation in a city as well as the soil and water that supports it.
Urban Development Program (UDP)	The Urban Development Program (UDP) provides an annual assessment of supply and consumption of industrial and residential land across metropolitan Melbourne.
Urban Growth Boundary (UGB)	A management tool to contain urban areas and limit their expansion. It divides land that is urban – to be used for housing, shops, factories – from land that is nonurban and to be used for purposes such as conservation, agriculture, mineral extraction, airports and the like. A UGB encourages urban consolidation and protects valued non-urban areas from urban development.
Urban renewal	The process of planning and redeveloping underutilised medium and large-scale urban areas, precincts or sites for mixed land use purposes.
Very low income household	Annual household income within the income range specified as a very low income range under section 3AB of the <i>Planning and Environment Act 1987</i> . In 2020 this was up to \$26,090 for a single adult.
Western Metro Region	Includes the municipalities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham.

<p>Water sensitive urban design (WSUD)</p>	<p>Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes.</p>
<p>Wallan SA2</p>	<p>Statistical Areas Level 2 (SA2) are medium-sized general purpose areas established by the ABS that represent a community that interacts together socially and economically. The Wallan SA2 is larger than the area in Mitchell within the Urban Growth Boundary and generally follows the municipal boundary west of Wallan and extends north of Wandong and east into Kinglake National Park.</p>
<p>Yarra River Land</p>	<p>Crown and State owned land within 500 metres of the Yarra River declared under the <i>Yarra River Protection (Wilip-gin Birrarung murron) Act 2017</i>. The declaration provides additional protection to this land. Yarra River Land that is used for public recreation forms the Greater Yarra Urban Parklands.</p>



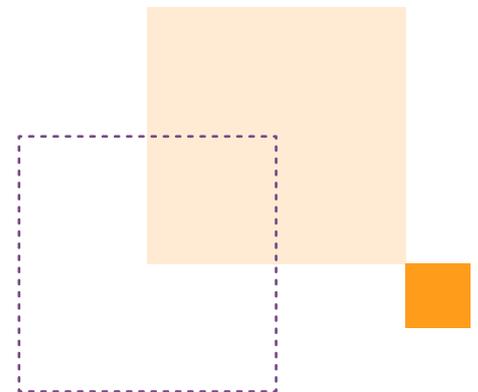
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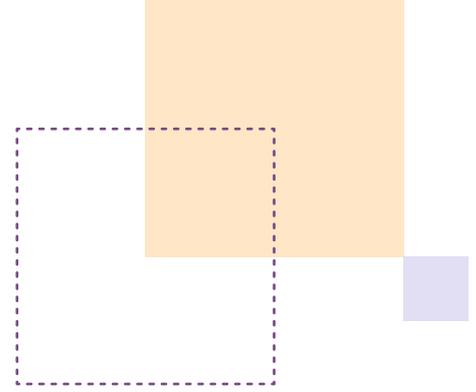
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