

## 11

15/10/2012  
VC96

## SETTLEMENT

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards:

- Health and safety.
- Diversity of choice.
- Adaptation in response to changing technology.
- Economic viability.
- A high standard of urban design and amenity.
- Energy efficiency.
- Prevention of pollution to land, water and air.
- Protection of environmentally sensitive areas and natural resources.
- Accessibility.
- Land use and transport integration.

Planning is to prevent environmental problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.

### 11.01

20/09/2010  
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### Activity Centres

#### 11.01-1

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#### Activity centre network

##### Objective

To build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres.

##### Strategies

Develop a network of activity centres that:

- Comprises a range of centres that differ in size and function
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by public transport and cycling networks.
- Maximises choices in services, employment and social interaction.

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

## Policy guidelines

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).

### 11.01-2

20/09/2010  
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## Activity centre planning

### Objective

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.

### Strategies

Undertake strategic planning for the use and development of land in and around the activity centres.

Give clear direction in relation to preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities for local and regional populations.

Broaden the mix of uses in activity centres to include a range of services over longer hours appropriate to the type of centre and needs of the population served.

Provide a focus for business, shopping, working, leisure and community facilities.

Encourage economic activity and business synergies.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Central Activities Districts, Principal or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or next to Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

Improve the social, economic and environmental performance and amenity of the centre.

## Policy guidelines

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).
- *Activity Centre Design Guidelines* (Department of Sustainability and Environment, 2005).

- *Safer Design Guidelines for Victoria* (Crime Prevention Victoria and the Department of Sustainability and Environment, 2005).
- *Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2005).
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009).

## **11.02 Urban growth**

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### **11.02-1 Supply of urban land**

20/09/2010  
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#### **Objective**

To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

#### **Strategies**

Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.

Ensure that sufficient land is available to meet forecast demand.

Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.

Planning for urban growth should consider:

- Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- Neighbourhood character and landscape considerations.
- The limits of land capability and natural hazards and environmental quality.
- Service limitations and the costs of providing infrastructure.

Monitor development trends and land supply and demand for housing and industry.

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

Restrict low-density rural residential development that would compromise future development at higher densities.

#### **Policy guidelines**

Planning must consider as relevant:

- Victorian Government population projections and land supply estimates.
- *Growing Victoria Together* (Department of Premier and Cabinet, 2001).
- *A Vision for Victoria to 2010; Growing Victoria Together* (Department of Premier and Cabinet, 2005).
- *Melbourne 2030* (Department of Sustainability and Environment, 2002).

- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).
- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010)

## 11.02-2

20/09/2010  
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### Planning for growth areas

#### Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.

#### Strategies

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

Implement the strategic directions within the Growth Area Framework Plans (Department of Sustainability and Environment 2006).

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres and develop an urban form based on Neighbourhood Principles.

Meet housing needs by providing a diversity of housing type and distribution.

Retain unique characteristics of established areas incorporated into new communities to protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create 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.

#### Policy guidelines

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development 2008).
- *The Victorian Transport Plan* (Department of Transport, 2008).
- Any relevant *Growth Area Framework Plans* (Department of Sustainability and Environment, 2006).
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009).

- *Ministerial Direction No. 12 – Urban Growth Areas* in the preparation and assessment of planning scheme amendments that provide for urban growth.
- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010)

### 11.02-3

20/09/2010  
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## Structure planning

### Objective

To facilitate the orderly development of urban areas.

### Strategies

Ensure effective planning and management of the land use and development of an area through the preparation of strategic plans, statutory plans, development and conservation plans, development contribution plans and other relevant plans.

Undertake comprehensive planning for new areas as sustainable communities that offer high-quality, frequent and safe local and regional public transport and a range of local activities for living, working and recreation.

Facilitate the preparation of a hierarchy of structure plans or precinct structure plans that:

- Take into account the strategic and physical context of the location.
- Provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts, where appropriate.
- Provide for the development of sustainable and liveable urban areas in an integrated manner.
- Assist the development of walkable neighbourhoods.
- Facilitate the logical and efficient provision of infrastructure and use of existing infrastructure and services.

Develop Growth Area Framework Plans that will:

- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and as appropriate the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for areas described as constrained, including quarry buffers.
- Include objectives for each growth area.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

### **Policy guidelines**

Planning must consider as relevant:

- Any relevant *Growth Area Framework Plans* (Department of Sustainability and Environment, 2006).
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009).
- *Ministerial Direction No. 12 – Urban Growth Areas* in the preparation and assessment of planning scheme amendments that provide for urban growth.

## **11.02-4**

20/09/2010  
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### **Sequencing of development**

#### **Objective**

To manage the sequence of development in growth areas so that services are available from early in the life of new communities.

#### **Strategies**

Define preferred development sequences in growth areas to better coordinate infrastructure planning and funding.

Ensure that new land is released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure.

Require new development to make a financial contribution to the provision of infrastructure such as community facilities, public transport and roads.

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

Support opportunities to co-locate facilities.

Ensure that planning for water supply, sewerage and drainage works receives high priority in early planning for new developments.

### **Policy guidelines**

Planning must consider as relevant:

- Any relevant *Growth Area Framework Plans* (Department of Sustainability and Environment, 2006).
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009).

- *Ministerial Direction No. 12 – Urban Growth Areas* in the preparation and assessment of planning scheme amendments that provide for urban growth.
- *The Victorian Transport Plan* (Department of Transport, 2008).

### 11.03

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### Open space

#### 11.03-1

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### Open space planning

#### Objective

To assist creation of a diverse and integrated network of public open space commensurate with the needs of the community.

#### Strategies

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

Ensure that open space networks:

- Are linked through the provision of walking and cycle trails and rights of way.
- Are integrated with open space from abutting subdivisions.
- Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest, as well as maintaining public accessibility on public land immediately adjoining waterways and coasts.

Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, treatment of waste water to reduce turbidity or pollution and preservation of vegetation.

Improve the quality and distribution of open space and ensure long-term protection.

Protect large regional parks and significant conservation areas.

Ensure land identified as critical to the completion of open space links is transferred for open space purposes.

Protect the overall network of open space by ensuring that where there is a change in land use or in the nature of occupation resulting in a reduction of open space, the overall network of open space is protected by the addition of replacement parkland of equal or greater size and quality.

Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction and peace and solitude. Community sports facilities should be accommodated in a way that is not detrimental to other park activities.

Ensure open space is designed to accommodate people of all abilities, ages and cultures.

Develop open space to maintain wildlife corridors and greenhouse sinks.

Provide new parkland in growth areas and in areas that have an undersupply of parkland.

## **Policy guidelines**

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- Any relevant *Growth Area Framework Plans* (Department of Sustainability and Environment, 2006).
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009).
- *Linking People and Spaces: A Strategy for Melbourne's Open Space Network* (Parks Victoria, 2002).
- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010).

### **11.03-2**

20/09/2010  
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## **Open space management**

### **Objective**

To provide for the long term management of public open space.

### **Strategies**

Encourage management plans or explicit statements of management objectives for urban parks to be developed.

Ensure exclusive occupation of parkland by community organisations is restricted to activities consistent with management objectives of the park to maximise broad community access to open space.

Ensure the provision of buildings and infrastructure is consistent with the management objectives of the park.

Ensure public access is not prevented by developments along stream banks and foreshores.

Ensure public land immediately adjoining waterways and coastlines remains in public ownership.

Protect sites and features of high scientific, nature conservation, biodiversity, heritage, geological or landscape value.

### **11.04**

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## **Metropolitan Melbourne**

### **11.04-1**

20/09/2010  
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## **City structure**

### **Objective**

To facilitate the development of a multi-centred metropolitan structure.

### **Strategies**

Develop several large centres with employment as a key focus rather than one dominant Central Business District.



Develop employment corridors with multiple employment opportunities along a selected number of high capacity public transport corridors.

Facilitate targeted redevelopment to increase levels of housing and employment in established areas close to where people reside.

Develop new sustainable communities that provide jobs and housing in growth areas in the north and west, recognising the diminishing options in the south east.

Improve the distribution of employment in and closer to the growth areas to help reduce congestion, particularly in the west, and achieve social objectives by providing more equitable access to employment.

### **Policy guidelines**

Planning must consider as relevant:

- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).
- *The Victorian Transport Plan* (Department of Transport, 2008).

## **11.04-2**

20/09/2010  
VC71

### **Activity Centre hierarchy**

#### **Objective**

To create a network of activity centres comprising the Central Activities Districts, Principal Activity Centres, Major Activity Centres, Specialised Activity Centres and Neighbourhood Activity Centres.

#### **Strategies**

Define the role and function of activity centres, preferred uses, scale of development and links to the public transport system based on five classifications of activity centres comprising Central Activities District, Principle Activity Centres, Major Activity Centre, Specialised Activity Centres and Neighbourhood Activity Centres:

#### **Central Activities Districts**

Support the role of the Central Activities Districts as Metropolitan Melbourne's largest centres of activity with the greatest variety of uses and functions including commercial, retail, housing, highly specialised personal services, education, government and tourism.

Reinforce Central Activities Districts as the preferred location for activities that have State or national significance, and for activities that generate a significant number of trips from the metropolitan area and beyond.

Strengthen Central Activities Districts functions and their role as the primary business, retail and entertainment hubs for the metropolitan area by providing:

- Significant business and commercial services.
- A strong and diverse retail sector.
- Specialised goods and services drawing on a large regional catchment.
- Significant opportunities for housing redevelopment in and around these centres.
- High levels of accessibility for walking, cycling, public transport or car by being located at a junction in the Principal Public Transport Network.

- Vibrant centres of activity with a range of public facilities.

The Central Activities Districts are Central Melbourne, Box Hill, Broadmeadows, Dandenong, Footscray, Frankston and Ringwood.

Central Melbourne is distinct from other Central Activities Districts through its capital city role in areas of culture, entertainment, tourism and sport.

### **Principal and Major Activity Centres**

Develop Principal and Major Activity Centres to accommodate ongoing investment and change in retail, office, service and residential markets.

Ensure Principal and Major Activity Centres:

- Have a mix of activities that generate high number of trips including business, retail, services and entertainment.
- Are well served by multiple public transport routes and are on the Principal Public Transport Network or capable of linking to that network.
- Have, for Principal Activity Centres, a large catchment covering several suburbs and attracting activities that meet metropolitan needs.
- Have the potential to grow and support intensive housing developments without conflicting with surrounding land-uses.

Locate new Principal and Major Activity Centres on the Principal Public Transport Network or link them to the network as part of developing the site.

Broaden the role of stand-alone centres to provide a greater mix of uses and improving linkages to the Principal Public Transport Network.

Ensure Principal Activity Centres are a focus for a range of government and community activities, services and investment and are priority locations for government investment and support.

Give priority to Principal Activity Centres for investment and the location of significant land uses where catchments overlap in any part of the network of centres.

Encourage Major Activity Centres with good public transport links to grow in preference to other centres with poor public transport links serving the same catchment.

### **Specialised Activity Centres**

Ensure Melbourne Airport, major university campuses and key research and development precincts, including the specialised precincts of particular importance to the State's innovation, are developed as Specialised Activity Centres.

Reinforce the specialised economic functions of the Specialised Activity Centres and supporting use and development consistent with the primary specialist function of the centre.

Encourage complementary mixed-uses that do not compete with nearby Central Activities Districts, Principal or Major Activity Centres or inhibit the centre's specialised role.

Locate Specialised Activity Centres on the Principal Public Transport Network.

### **Neighbourhood Activity Centres**

Cluster complementary facilities in Neighbourhood Activity Centres to provide good and easy access, opportunities for co-location and the sharing of resources and support for local economic activity.

Ensure Neighbourhood Activity Centres:

- Have a mix of uses that meet local convenience needs.

- Are accessible to a viable user population by walking and cycling.
- Are accessible by local bus services with public transport links to Principal or Major Activity Centres.
- Are an important community focal point.
- Encourage higher density housing in and around Neighbourhood Activity Centres that is designed to fit the context and enhances the character of the area while providing a variety of housing options for different types of households.
- Provide for new Neighbourhood Activity Centres in the redevelopment of middle and outer suburbs and the development of new growth areas.

### **Policy guidelines**

Planning must consider as relevant:

- *Activity Centres and Principal Public Transport Network Plan* (2010).
- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).

## **11.04-3**

20/09/2010  
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### **Employment Corridors**

#### **Objective**

To provide opportunities for substantial employment creation linked by high capacity public transport and connected to Central Activities Districts and growing outer areas.

#### **Strategies**

Provide for substantial increases in employment, housing, education and other opportunities along each corridor and better link them through improved transport connectivity.

Link the growing outer areas to a greater choice of jobs, services and goods in the corridors.

Provide transport networks that allow circumferential, in addition to radial movements.

Develop the following employment corridors:

- Avalon Airport to Werribee, Melton, Melbourne Airport and Donnybrook (Hume-Mitchell).
- Caulfield to Dandenong.
- Melton to Sunshine and North Melbourne.
- Monash University/Chadstone to Box Hill, Austin Hospital and Bell Street.
- Ringwood to Box Hill and Hawthorn.

### **Policy guidelines**

Planning must consider as relevant:

- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).

- *The Victorian Transport Plan* (Department of Transport, 2008).

#### 11.04-4

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### Central Melbourne

#### Objective

To strengthen Central Melbourne's capital city functions and its role as a primary business, retail, sport and entertainment hub for the State.

To support Central Melbourne's capital city functions through high scale and high density mixed residential and commercial development opportunities.

#### Strategies

To maintain and build on Central Melbourne's role as a major hub of transport and communications networks and the State's gateway to the global economy as Victoria's largest and most varied centre of business, tourist, cultural, entertainment, research and government activities, attracting globally-oriented business activities and tourists from overseas and interstate.

Improve the quality and capacity of the public transport system in Central Melbourne.

Maintain Central Melbourne's high quality parks and gardens, heritage places, conference and exhibition facilities, museums, concert halls and art galleries and other public buildings and high standards of urban design.

Locate large-scale sport and entertainment facilities of State or national significance within Central Melbourne and close to the Principal Public Transport Network with the Yarra River Precinct being Victoria's premier sport, recreation and entertainment destination.

Develop the Yarra River precinct as a vibrant waterfront environment for tourism, commercial and residential activity with high-quality pedestrian and cycling linkages.

Retain Central Melbourne as a major destination for visitors.

Support major development opportunities for high scale and high density mixed residential and commercial precincts at:

- Central City
- Southbank
- Docklands
- Fishermans Bend urban renewal area
- E-Gate
- Richmond Railway Station Precinct

Support research focused uses around the biotechnology research, education and production precinct centred in Parkville that are sympathetic to the character and amenity of the area.

#### Policy guidelines

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).

## Melbourne's urban growth

### Objective

To set clear limits to Metropolitan Melbourne's urban development.

### Strategies

Define the extent of the urban area with an urban growth boundary to:

- Manage outward expansion.
- Facilitate achievement of a compact city.
- Protect non-urban areas.
- Ensure ready access to infrastructure in the key transport corridors.

Define the non-urban area of Metropolitan Melbourne to be retained for rural and agricultural uses, natural resources, landscape, heritage, open space and conservation values.

Contain urban development within the established urban growth boundary. Any change to the urban growth boundary must only occur to reflect the needs demonstrated in the designated growth areas.

Protect the continued rural use of land within the urban growth boundary until conversion to urban use is required and the extension of urban services is approved as part of the sequencing of development.

Determine the need for future changes to the urban growth boundary by an assessment against the following criteria:

- The need to maintain an adequate and competitive land supply to meet future housing needs – including redevelopment and greenfields sites.
- The consideration and analysis of:
  - Current population projections.
  - The development capacity of existing urban areas to accommodate projected growth.
  - Longer-term urban growth issues such as economic and employment opportunities.
  - Transport investment requirements.

Shift the focus of future growth from the south-east to the north and west by utilising the urban growth boundary as a tool to both contain and shape growth.

### Policy guidelines

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Melbourne 2030: A planning update Melbourne @ 5 million* (Department of Planning and Community Development, 2008).
- *The Victorian Transport Plan* (Department of Transport, 2008).
- The relevant *Growth Area Framework Plans* (Department of Sustainability and Environment, 2006).

## 11.04-6 Green wedges

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### Objective

To protect the green wedges of Metropolitan Melbourne from inappropriate development.

### Strategies

Ensure strategic planning and land management of each green wedge area to promote and encourage its key features and related values.

Support development in the green wedge that provides for environmental, economic and social benefits.

Consolidate new residential development within existing settlements and in locations where planned services are available and green wedge area values can be protected.

Plan and protect major transport facilities that serve the wider Victorian community, such as airports and ports with their associated access corridors.

Protecting important productive agricultural areas such as Werribee South, the Maribyrnong River flats, the Yarra Valley, Westernport and the Mornington Peninsula.

Protect areas of environmental, landscape and scenic value.

Protect significant resources of stone, sand and other mineral resources for extraction purposes.

### Policy guidelines

Planning must consider as relevant:

- *Growth Area Framework Plans* (Department of Sustainability and Environment 2006).
- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Upper Yarra Valley and Dandenong Ranges Region - Regional Strategy Plan* (1996).

## 11.04-7 Open space network in Metropolitan Melbourne

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### Objective

To create a network of metropolitan open space by creating new parks.

### Strategies

Ensure major open space corridors are protected and enhanced.

Develop open space networks in growth areas, where existing open space is limited and demand is growing, and in the surrounding region of Metropolitan Melbourne including:

- Werribee River Regional Park
- Werribee Township Regional Park
- Kororoit Creek Regional Park
- Merri Creek Regional park
- Toolern Creek Regional Park

- Cranbourne Regional Park

Create continuous open space links and trails along the:

- 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)

Provide long term planning protection to meet demand for future open space along the Plenty Gorge parklands, Yarra Valley parklands, Cardinia Creek parklands, Heatherton/Dingley 'Sandbelt' parklands and Dandenong Valley parklands.

Ensuring development does not compromise the Yarra River and Maribyrnong River corridors and other waterways as significant open space, recreation, aesthetic, conservation and tourism assets.

Continuing the development of the lower Yarra River as a focus for sport, entertainment and leisure.

### **Policy guidelines**

Planning must consider as relevant:

- *Melbourne 2030* (Department of Sustainability and Environment, 2002).
- *Linking People and Spaces: A Strategy for Melbourne's Open Space Network* (Parks Victoria, 2002).
- *Maribyrnong River – Vision for Recreational and Tourism Development* (Melbourne Parks and Waterways, 1996).
- *Maribyrnong River Valley Design Guidelines* (Department of Planning and Community Development, April 2010).

## **11.04-8**

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### **River corridors**

#### **Objective**

To protect and enhance the significant river corridors of Metropolitan Melbourne.

#### **Strategies**

Ensure strategic planning and land management of the Yarra River and Maribyrnong River corridors to protect their environmental and cultural values and landscape character and guide new development.

Ensure development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of the Yarra River and Maribyrnong River corridors.

Ensure new development is sensitively designed and sited to maintain and enhance environmental assets, significant views and the landscape along the Yarra River and Maribyrnong River corridors.

### **Policy guidelines**

Planning must consider as relevant:

- *Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road Consultant Report* (Planisphere, June 2005).
- *Maribyrnong River – Vision for Recreational and Tourism Development* (Melbourne Parks and Waterways, 1996).
- *Maribyrnong River Valley Design Guidelines* (Department of Planning and Community Development, April 2010).

## **11.05**

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### **Regional development**

## **11.05-1**

20/09/2010  
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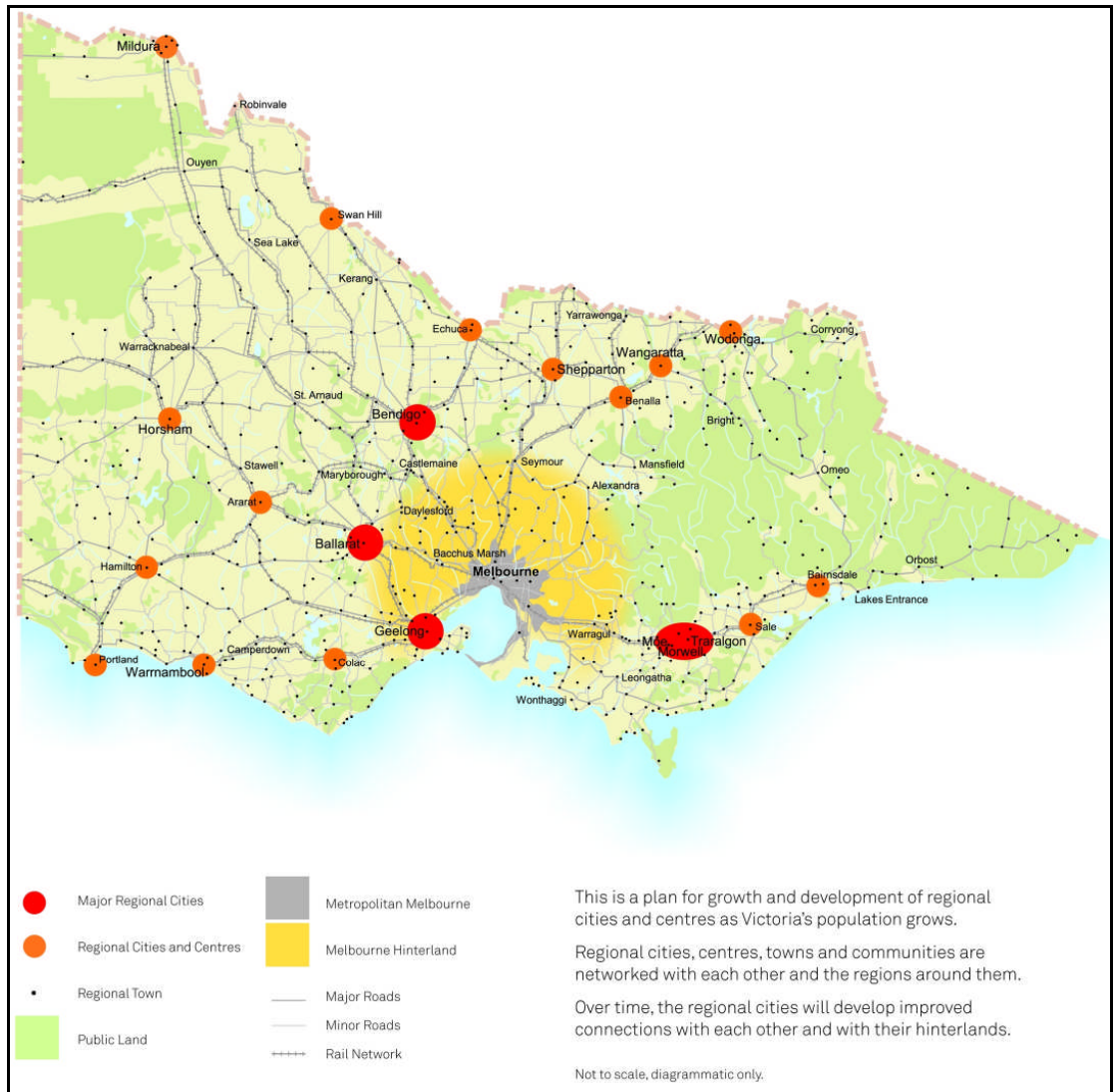
### **Regional settlement networks**

#### **Objective**

To promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan.



## Map 1 – Regional Victoria Settlement Framework



### Strategies

Direct urban growth into the major regional cities of Geelong, Ballarat, Bendigo and the Moe, Morwell and Traralgon cluster.

Support sustainable development of the regional cities and centres of Ararat, Bairnsdale, Benalla, Colac, Echuca, Hamilton, Horsham, Mildura, Portland, Sale, Shepparton, Swan Hill, Wangaratta, Warrambbool and Wodonga.

Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Promote transport and communications and economic linkages between the various settlements through the identification of servicing priorities in regional land use plans.

Provide for growth in population and development of facilities and services across a region or sub-region network.

Deliver networks of high-quality settlements by:

- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing networks of settlements that will support resilient communities and the ability to adapt and change.
- Balancing strategic objectives to achieve improved land-use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements within regions and in adjoining regions and states.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs.
- Improving connections to regional and metropolitan transport services and urban connectivity.

### **Policy guidelines**

Planning must consider as relevant:

- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010).

## **11.05-2**

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### **Melbourne's hinterland areas**

#### **Objective**

To manage growth in Melbourne's hinterland, the area immediately beyond Metropolitan Melbourne and within 100 kilometres of the Melbourne's Central Activities District.

#### **Strategies**

Provide for development in selected discrete settlements within the hinterland of Metropolitan Melbourne having regard to complex ecosystems, landscapes, agricultural and recreational activities in the area.

Maintain the attractiveness and amenity of hinterland towns.

Prevent dispersed settlement.

Site and design new development to minimise risk to life, property, the natural environment and community infrastructure from natural hazards such as bushfire and flooding.

Manage the growth of settlements to ensure development is linked to the timely and viable provision of physical and social infrastructure and employment.

Strengthen and enhance the character and identities of towns.

Improve connections to regional and metropolitan transport services.

### **Policy guidelines**

Planning must consider as relevant:

- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010).

### 11.05-3

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## Rural productivity

### Objective

To manage land use change and development in rural areas to promote agriculture and rural production.

### Strategies

Prevent inappropriately dispersed urban activities in rural areas.

Limit new housing development in rural areas, including:

- Directing housing growth into existing settlements.
- Discouraging development of isolated small lots in the rural zones from use for single dwellings, rural living or other incompatible uses.
- Encouraging consolidation of existing isolated small lots in rural zones.

Restructure old and inappropriate subdivisions.

### Policy guidelines

Planning must consider as relevant:

- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010).

### 11.05-4

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## Regional planning strategies and principles

### Objective

To develop regions and settlements which have a strong identity, are prosperous and are environmental sustainable.

### Strategies

Identify and assess the spatial and land use planning implications of a region's strategic directions in Regional Strategic Plans.

Apply the following principles to settlement planning in Victoria's regions, including the hinterland areas:

### A network of integrated and prosperous regional settlements

Support a network of integrated and prosperous regional settlements by:

- Strengthening networks of settlements by maintaining and improving transport links, spatial patterns of service delivery, and promoting commercial relationships and community activities.

- Directing growth to locations where utility, transport, commercial and social infrastructure and services are available or can be provided in the most efficient and sustainable manner.
- Ensuring there is a sufficient supply of appropriately located residential, commercial, and industrial land across a region to meet the needs identified at regional level.

### **Environmental health and productivity**

Maintain and provide for the enhancement of environmental health and productivity of rural and hinterland landscapes by:

- Managing the impacts of settlement growth and development to deliver positive land-use and natural resource management outcomes.
- Avoiding development impacts on land that contains high biodiversity values, landscape amenity, water conservation values, food production and energy production capacity, extractable resources and minerals, cultural heritage and recreation values, assets and recognised uses.

### **Regional Victoria's competitive advantages**

Maintain and enhance regional Victoria's competitive advantages by:

- Ensuring that the capacity of major infrastructure (including highways, railways, airports, ports, communications networks and energy generation and distribution systems) is not affected adversely by urban development in adjacent areas.
- Focusing major government and private sector investments in regional cities and centres on major transport corridors, particularly railway lines, in order to maximise the access and mobility of communities.
- Providing adequate and competitive land supply, including urban regeneration, redevelopment and greenfield sites, to meet future housing and urban needs and to ensure effective utilisation of land.
- Strengthening settlements by ensuring that retail, office-based employment, community facilities and services are concentrated in central locations.

### **Climate change, natural hazards and community safety**

Respond to the impacts of climate change and natural hazards and promote community safety by:

- Siting and designing new dwellings, subdivisions and other development to minimise risk to life, property, the natural environment and community infrastructure from natural hazards, such as bushfire and flooding.
- Developing adaptation response strategies for existing settlements in hazardous and high risk areas to accommodate change over time.
- Encouraging reduced energy and water consumption through environmentally sustainable subdivision and building design.
- Encouraging a form and density of settlements that support sustainable transport to reduce greenhouse gas emissions.

### **Distinct and diverse regional settlements**

Support the growth and development of distinctive and diverse regional settlements by:

- Encouraging high-quality urban and architectural design which respects the heritage, character and identity of each settlement.
- Ensuring development respects and enhances the scenic amenity, landscape features and view corridors of each settlement.
- Limiting urban sprawl and directing growth into existing settlements, promoting and capitalising on opportunities for urban renewal and redevelopment.
- Ensuring that the potential of land that may be required for future urban expansion is not compromised.
- Creating opportunities to enhance open space networks within and between settlements.

### **Liveable settlements and healthy communities**

Promote liveable regional settlements and healthy communities by:

- Responding to changing community needs and facilitating timely provision of, and access to, social infrastructure and services.
- Encouraging the development of compact urban areas which are based around existing or planned activity centres to maximise accessibility to facilities and services.
- Improving the availability of a diverse range of affordable accommodation, including social housing, in locations with good access to transport, commercial facilities and community services.
- Supporting innovative ways to maintain equitable service delivery to settlements that have limited or no capacity for further growth, or that experience population decline.

### **Policy guidelines**

Planning must consider as relevant:

- *Ready for Tomorrow – a Blueprint for Regional and Rural Victoria* (State Government of Victoria, 2010).

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### **Coastal settlement**

#### **Objective**

To plan for sustainable coastal development.

#### **Strategies**

Support a network of diverse coastal settlements which provides for a broad range of housing types, economic opportunities and services.

Encourage urban renewal and redevelopment opportunities within existing settlements to reduce the demand for urban sprawl.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Direct residential and other urban development and infrastructure within defined settlement boundaries of existing settlements that are capable of accommodating growth.

Avoid linear urban sprawl along the coastal edge and ribbon development within rural landscapes and protect areas between settlements for non-urban use.

Avoid development on ridgelines, primary coastal dune systems and low lying coastal areas.

Encourage opportunities to restructure old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater and sewerage treatment for all development.

Minimise the quantity and enhance the quality of storm water discharge from new development into the ocean, bays and estuaries.

### **Policy guidelines**

Planning must consider as relevant:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 2008).