

**METROPOLITAN DEVELOPMENT****Operation**

This clause provides specific objectives and strategies for Metropolitan Melbourne. These are in addition to the principles of land use and development planning in Clause 11 and the relevant specific objectives and strategies in Clauses 14 to 19.

In the event that a strategy in Clauses 14 to 19 is different from a strategy set out in this clause, the strategy in this clause applies.

**Application**

This clause applies to Metropolitan Melbourne.

The objectives and related strategies aim to ensure that land use and transport planning and investment always contribute to economic, social and environmental goals.

The objectives and strategies also influence municipalities beyond Metropolitan Melbourne and should be taken into account where relevant.

**12.01**19/01/2006  
VC37**A more compact city****12.01-1**19/01/2006  
VC37**Objective**

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

**12.01-2**19/01/2006  
VC37**Strategies****Activity centres**

Concentrate new development at activity centres near current infrastructure and in areas best able to cope with change. Development is to respond to its landscape, valued built form and cultural context and achieve sustainable objectives.

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 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.
  - Maximises choice in services, employment and social interaction.
- Ensuring activity centres are developed in a way that:
  - Reduces the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible locations.
  - Encourages economic activity and business synergies.

- Broadens the mix of uses appropriate to the type of centre and needs of the population served.
- Provides focal points for the community.
- Improves access by walking, cycling and public transport to services and facilities for local and regional populations.
- Supports the development of the Principal Public Transport Network.
- Ensuring planning for activity centres:
  - Sets the strategic framework for the use and development of land in and around the centre and gives clear direction in relation to preferred locations for investment.
  - Supports the role and function of the centre given its classification, the policies for housing intensification, and development of the public transport network.
  - Improves the social, economic and environmental performance and amenity of the centre.
- Broadening the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours by:
  - Locating significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Principal or Major Activity Centres with good public transport.
  - Locating new small scale education, health and community facilities that meet local needs in or next to Neighbourhood Activity Centres.
- Defining 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 the Central Activities District, Principal Activity Centres, Major Activity Centres, Specialised Activity Centres and Neighbourhood Activity Centres.

#### Central Activities District

- Supporting the role of the Central Activities District as Metropolitan Melbourne's largest centre of activity with the greatest variety of uses and functions including commercial, retail, housing, highly specialised personal services, education, government and tourism.
- Reinforcing the Central Activities District 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.

#### Principal and Major Activity Centres

- Developing Principal and Major Activity Centres to accommodate ongoing investment and change in retail, office, service and residential markets.
- Ensuring 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.
- Locating new Principal and Major Activity Centres on the Principal Public Transport Network or linking them to the network as part of developing the site.
- Broadening the role of stand-alone centres to provide a greater mix of uses and improving linkages to the Principal Public Transport Network.
- Ensuring 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.
- Giving 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.
- Encouraging 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

- Ensuring 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.
- Reinforcing the specialised economic functions of the Specialised Activity Centres and supporting use and development consistent with the primary specialist function of the centre.
- Encouraging complementary mixed-uses that do not compete with nearby Principal or Major Activity Centres or inhibit the centre's specialised role.
- Locating Specialised Activity Centres on the Principal Public Transport Network.

#### Neighbourhood Activity Centres

- Ensuring 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.
- Encouraging 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.
- Providing for new Neighbourhood Activity Centres in the redevelopment of middle and outer suburbs and the development of new growth areas.

#### Out-of-Centre Development

- Ensuring that proposals or expansion of single use retail, commercial and recreational facilities outside activity centres are discouraged by giving preference to locations in or on the border of an activity centre.
- Ensuring that out-of-centre proposals are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal.

- Discouraging large sports and entertainment facilities of metropolitan, State or national significance in out-of-centre locations unless they are on the Principal Public Transport Network and in locations that are highly accessible to their catchment of users.

## **Housing**

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

- Increasing the proportion of housing to be developed within the established urban area, particularly at activity centres and other strategic sites, and reduce the share of new dwellings in greenfield and dispersed development areas.
- Encouraging higher density housing development on sites that are well located in relation to activity centres and public transport.
- Ensuring housing stock matches changing demand by widening housing choice, particularly in the middle and outer suburbs.
- Supporting opportunities for a wide range of income groups to choose housing in well-serviced locations.
- Identifying strategic redevelopment sites for large residential development that are:
  - In and around the Central Activities District.
  - In or within easy walking distance of Principal or Major Activity Centres.
  - In or beside Neighbourhood Activity Centres that are served by public transport.
  - On or abut tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to Principal or Major Activity Centres.
  - In or near major modal public transport interchanges that are not in Principal or Major Activity Centres.
  - Able to provide 10 or more dwelling units, close to activity centres and well served by public transport.
- Ensuring planning for growth areas provides for a mix of housing types and higher housing densities around activity centres.
- Ensuring an adequate supply of redevelopment opportunities within the established urban area to reduce the pressure for fringe development.
- Ensuring all new development appropriately responds to its landscape, valued built form and cultural context.

### **12.02**

10/06/2008  
VC48

## **Better management of metropolitan growth**

### **12.02-1**

19/01/2006  
VC37

## **Objective**

To locate metropolitan 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

### Urban growth boundary

Establish an urban growth boundary to set clear limits to Metropolitan Melbourne's urban development by:

- Defining the urban area of Metropolitan Melbourne with an urban growth boundary to manage outward expansion, to facilitate achievement of a compact city, to protect non-urban areas and to ensure ready access to infrastructure in the key transport corridors.
- Defining the non-urban area of Melbourne to be retained for rural and agricultural uses, natural resources, landscape, heritage, open space and conservation values.
- Containing 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.
- Protecting 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.

### Growth areas

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

- Encouraging new development in those growth areas best served by existing major rail lines within the Werribee, Hume, Epping, Pakenham and Cranbourne corridors.
- Ensuring the ongoing provision of land and supporting infrastructure and ensuring sufficient land is available to meet forecast demand.
- Developing growth areas that will:
  - Implement the strategic directions within the Growth Area Framework Plans (Department of Sustainability and Environment 2006).
  - Achieve increases in average housing density significantly higher than 10 dwellings per 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.
  - Create a network of mixed-use activity centres and developing an urban form based on Neighbourhood Principles.
  - Meet housing needs by providing a diversity of housing type and distribution.
  - Restrict low-density rural residential development that would compromise future development at higher densities.
  - 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.

Manage the sequence of development in growth areas so that services are available from early in the life of new communities by:

- Defining preferred development sequences in growth areas to better coordinate infrastructure planning and funding.
- Ensuring that new land is released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure.
- Requiring new development to make a financial contribution to the provision of infrastructure such as public facilities, public transport and roads.
- Monitoring land supply and demand for housing and industry to ensure 15 year continuous land supply.

Developing precinct structure plans consistent with the applicable Precinct Structure Plan Guidelines approved by the Minister for Planning to:

- Ensure greater housing choice, diversity and affordability.
- Develop vibrant, well serviced activity centres.
- Provide sustainable transport networks.
- Deliver accessible community facilities and infrastructure.
- Create multi-use, linked open space networks.
- Boost employment and commercial activity.
- Increase environmental sustainability.

### **Green wedges**

Protect the green wedges of Metropolitan Melbourne from inappropriate development by:

- Ensuring strategic planning and land management of each green wedge area to promote and encourage its key features and related values.
- Supporting development in the green wedge that provides for environmental, economic and social benefits.
- Consolidating new residential development with existing settlements and in locations where planned services are available and green wedge area values can be protected.
- Planning and protecting 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.
- Protecting areas of environmental, landscape and scenic value.
- Protecting significant resources of stone, sand and other mineral resources for extraction purposes.

## **12.03**

19/01/2006  
VC37

### **Networks with the regional cities**

#### **12.03-1**

19/01/2006  
VC37

#### **Objective**

To develop Metropolitan Melbourne and the surrounding regional cities as a network of cities to provide a choice of places to live, set up business and find a job.

**Strategies****Regional cities**

Promote the growth of regional cities and key towns on regional transport corridors as part of a 'networked cities' model by:

- Planning and supporting regional centres of Geelong, Ballarat, Bendigo and the towns of the Latrobe Valley that are close to Metropolitan Melbourne as viable alternative urban locations to Metropolitan Melbourne.
- Ensuring that infrastructure services are in place so that Geelong, Ballarat, Bendigo and the towns of the Latrobe Valley and their surrounding regions are able to take advantage of opportunities for growth that will accrue from improved linkages to Metropolitan Melbourne.
- Encouraging planning for regional areas and cities that:
  - Delivers an adequate supply of land for housing and industry to meet forecast growth.
  - Ensures that new development is supported by strong transport links that provide an appropriate choice of travel.
  - Limits the impact of urban development on non-urban areas and supports development in those areas that can accommodate growth.
  - Protects conservation and heritage values and the surrounding natural resource base.
  - Develops and reinforces the distinctive roles and character of each city.
  - Fosters the development of towns around the regional cities that are on regional transport routes.

**Rural residential development**

To control development in rural areas to protect agriculture and avoid inappropriate rural residential development by:

- Reducing the proportion of new housing development provided in rural areas and encouraging the consolidation in existing settlements where investment in physical and community infrastructure and services has already been made.
- Ensuring planning for rural living avoids or significantly reduces adverse economic, social and environmental impacts by:
  - Maintaining the long-term sustainable use and management of existing natural resource attributes in activities such as agricultural production.
  - Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
  - Minimising or avoiding property servicing costs carried by local and State governments.
  - Discouraging development of isolated small lots in rural zones from use for rural living or other incompatible uses.
  - Encouraging consolidation of existing isolated small lots in rural zones.

## **12.04 A more prosperous city**

19/01/2006  
VC37

### **12.04-1 Objective**

19/01/2006  
VC37

To create a strong and innovative economy.

### **12.04-2 Strategies**

19/01/2006  
VC37

#### **Resource management**

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

- Providing an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.
- Protecting natural resource-based industries, industrial land and energy infrastructure against competing and incompatible uses.
- Protecting the Laverton North and Dandenong heavy industrial areas from inappropriate development and maintaining adequate buffer distances from sensitive or incompatible uses.
- Protecting strategic deposits of sand, mineral and stone, to maintain their potential for exploitation.
- Protecting areas with potential to recycle water for forestry, agriculture or other uses that can use treated effluent of an appropriate quality.
- Encouraging manufacturing and storage industries that generate significant volumes of freight to locate close to air, rail and road freight terminals.
- Developing appropriate infrastructure to meet community demand for energy services and setting aside suitable land for future energy infrastructure.
- Ensuring adequate separation between existing and future infrastructure and residential areas.
- Concentrating industrial development in locations near road and rail freight networks.
- Preventing the loss of industrial land to uses that are better located in Principal and Major Activity Centres to ensure there is an adequate supply of industrial land for all categories of industry.

#### **Central Melbourne**

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

- Maintaining and building 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.
- Improving the quality and capacity of the public transport system in Central Melbourne.
- Maintaining high standards of Central Melbourne's parks and gardens, conference and exhibition facilities, museums, concert halls and art galleries and other public buildings and high standards of urban design.

- Locating 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.
- Developing the Yarra River precinct as a vibrant waterfront environment for tourism, commercial and residential activity with high-quality pedestrian and cycling linkages.
- Retaining the Central Activities District as the prime office and retailing centre for the metropolitan areas as well as a major destination for visitors.
- Developing Southbank and Docklands as mixed residential and commercial precincts.
- Supporting 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.

### **Transport and freight**

Further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre by:

- Identifying and protecting options for access to, and future development at, the ports of Melbourne, Geelong and Hastings.
- Ensuring port areas are protected by adequate buffers to minimise land-use conflict.
- Improving rail freight access to ports.
- Ensuring that planning and development of the Fishermans Bend precinct does not jeopardise the needs of the Port of Melbourne as a working port and as one of the State's most important transport gateways.
- Retaining the Port of Hastings as a long-term option for future port development should the ports of Melbourne and Geelong no longer meet the State's needs.
- Protecting the region's airports from incompatible land-uses.
- Ensuring that in the planning of airports, land-use decisions are integrated, appropriate land-use buffers are in place and provision is made for associated businesses that service airports.
- Ensuring the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contributes to the aviation needs of the State.
- Protecting the curfew-free status of Melbourne Airport.
- Protecting the environs of Avalon Airport so it can operate as a full-size jet airport focusing on freight, training and services for the Geelong region.
- Preserving long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.
- Recognising Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.
- Maintaining Point Cook Airfield as an operating airport complementary to Moorabbin Airport.
- Recognising Moorabbin Airport as an important regional and State aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the State's aviation industry and

supporting opportunities to extend activities at the airport that improve access to regional Victoria.

- Ensuring suitable sites for intermodal freight terminals at key locations around Metropolitan Melbourne including Tottenham, Somerton and Dandenong are protected.
- Improving the freight and logistics network to optimise freight handling.

### **Innovation and knowledge economy**

Create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education by:

- Encouraging the expansion and development of logistics and communications infrastructure.
- Supporting the development of business clusters.
- Promoting a physical environment that is conducive to innovation and to creative activities.
- Encouraging the provision of infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in activity centres and near public transport.
- Improving access to tertiary education facilities by concentrating new facilities around existing campuses and requiring new campuses in outer suburbs to be located in Principal and Major Activity Centres or as part of Specialised Activity Centres.
- Developing the area around Monash University and the Synchrotron site as a Specialised Activity Centre.
- Improving access to community-based information and training through further developing libraries as community learning centres.
- Supporting well-located, appropriate and low-cost premises for not-for-profit or start-up enterprises.

### **Telecommunications**

Encourage the continued deployment of broadband telecommunications services that are easily accessible by:

- Increasing and improving access for all sectors of the community throughout the region to the broadband telecommunications trunk network.
- Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk.

#### **12.05**

17/09/2007  
VC45

### **A great place to be**

#### **12.05-1**

19/01/2006  
VC37

### **Objective**

To create urban environments that are of better quality, safer and more functional, provide more open space and an easily recognisable sense of place and cultural identity.

**Strategies****Urban design**

Promote good urban design to make the environment more liveable and attractive by:

- Ensuring new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.
- Requiring development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
- Ensuring sensitive landscape areas such as the bays and coastlines are protected and that new development does not detract from their natural quality.
- Ensuring transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects such as open space potential and the use of vegetation to maintain wildlife corridors and greenhouse sinks.
- Improving the landscape qualities, open space linkages and environmental performance in green wedges and conservation areas and non-urban areas.

**Cultural identity and neighbourhood character**

Recognise and protect cultural identity, neighbourhood character and sense of place by:

- Ensuring development responds and contributes to existing sense of place and cultural identity.
- Ensuring development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.
- Ensuring development responds to its context and reinforces special characteristics of local environment and place by emphasising:
  - The underlying natural landscape character.
  - The heritage values and built form that reflect community identity.
  - The values, needs and aspirations of the community.

**Safety**

Improve community safety and encourage neighbourhood design that makes people feel safe by:

- Ensuring the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety.
- Supporting initiatives that provide safer walking and cycling routes and improved safety for people using public transport.
- Ensuring suitable locations for police stations and fire brigade, ambulance and emergency services are provided for in or near activity centres. In newly developing areas these services should be located together.

## **Heritage**

Protect heritage places and values by:

- Supporting the identification, conservation, protection and management of cultural heritage.
- Conserving places of Aboriginal and post contact cultural heritage significance.
- Encouraging appropriate development that respects established cultural heritage values.
- Supporting adaptive reuse of heritage buildings whose use has become redundant.

## **Neighbourhood design**

Promote excellent neighbourhood design to create attractive, walkable and diverse communities by:

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

## Open space

Improve the quality and distribution of open space and ensure long-term protection of public open space by:

- Applying open space planning principles to the planning and management of public open space. These principles include:
  - Encouraging management plans or explicit statements of management objectives for urban parks to be developed.
  - Ensuring 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.
  - Ensuring the provision of buildings and infrastructure is consistent with the management objectives of the park.
  - Protecting large regional parks and significant conservation areas.
  - Ensuring land identified as critical to the completion of open space links is transferred for open space purposes.
  - Ensuring public access is not prevented by developments along stream banks and foreshores.
  - Ensuring public land immediately adjoining waterways and coastlines remains in public ownership.
  - Protecting 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.
  - Providing new parkland in growth areas and in areas that have an undersupply of parkland.
  - Ensuring 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.
  - Protecting sites and features of high scientific, nature conservation, biodiversity, heritage, geological or landscape value.
  - Ensuring open space is designed to accommodate people of all abilities, ages and cultures.

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

- Developing 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
- Creating 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)
- Providing 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.

### **Coastal areas**

Improve the environmental health of the bays and their catchments by:

- Reducing major environmental pressures associated with urban growth and development within catchments of Port Phillip Bay and Western Port by:
  - Requiring growth area planning to protect significant natural assets.
  - Improving the quality of stormwater entering waterways, particularly that emanating from construction sites and road development.
- Improving waterway management arrangements for the whole of the Port Phillip Bay and Western Port catchments.

Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port by:

- Requiring coastal planning and management to be consistent with the Victorian Coastal Strategy 2002.
- Managing privately owned foreshore consistently with the adjoining public land.

### **Tourism**

Maintain and develop Metropolitan Melbourne as a desirable tourist destination by:

- Maintaining Melbourne's position as a destination in its own right and as a gateway to regional Victoria by:
  - Facilitating local, national and global connections and alliances.
  - Developing city precincts and promenades.
  - Revitalising the retail core of the Central Activities District.
  - Nurturing artistic and cultural life.
  - Improving public facilities, amenities and access.
  - Maintaining city safety.
  - Providing information and leisure services.
  - Integrating communications systems.
  - Improving transport infrastructure.
  - Ensuring efficient resource use.

- Protecting biodiversity.

## **12.06**

19/01/2006  
VC37

### **A fairer city**

## **12.06-1**

19/01/2006  
VC37

### **Objective**

To provide fairer access to and distribution of social and cultural infrastructure.

## **12.06-2**

31/10/2006  
VC43

### **Strategies**

#### **Affordable housing**

Increase the supply of well-located affordable housing by:

- Encouraging a significant proportion of new development, including development at activity centres and strategic redevelopment sites, to be affordable for households on low to moderate incomes.
- Facilitating a mix of private, affordable and social housing in activity centres, strategic redevelopment sites and Transit Cities projects.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

#### **Social and physical infrastructure**

Plan for a more equitable distribution of social infrastructure by:

- Identifying gaps and deficiencies in social and cultural infrastructure and encouraging their location in activity centres, especially those identified as Principal Activity Centres.

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

- Ensuring effective working arrangements between State government agencies, non-government service providers and local councils to coordinate installation of infrastructure and services in new development areas.
- Supporting opportunities to co-locate facilities.

#### **Culture and the arts**

Develop a strong cultural environment and increase access to arts, recreation and other cultural facilities by:

- Encouraging a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres, at Principal and Major Activity Centres.
- Reinforcing the existing major precincts for arts, sports and major events of Statewide appeal and establishing new facilities at locations well served by public transport.

## **12.07 A greener city**

19/01/2006  
VC37

### **12.07-1 Objective**

19/01/2006  
VC37

To minimise impacts on the environment to create a sustainable path for future growth and development.

### **12.07-2 Strategies**

19/01/2006  
VC37

#### **Water resources**

Ensure that water resources are managed in a sustainable way by:

- Protecting Melbourne's water catchments and water supply facilities to ensure the continued availability of clean, high-quality drinking water.
- Encouraging the use of alternative water sources such as rainwater tanks, stormwater and recycled water by governments, developers and households.
- Protecting reservoirs, water mains and local storage facilities from potential contaminations.
- Ensuring that planning for water supply, sewerage and drainage works receives high priority in early planning for new developments.
- Ensuring the development of new urban areas and green spaces takes advantage of any opportunities for effluent recycling.

#### **Waste management**

Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials by:

- Establishing new sites and facilities to safely manage Victoria's solid hazardous waste in areas that will be viable long term and do not adversely affect sensitive land uses.
- Providing sufficient waste management facilities to promote recycling.
- Encouraging waste generators and businesses that use or recycle waste to locate near each other.
- Ensuring buffers for waste management facilities are protected and maintained.

#### **Energy use**

Contribute to national and international efforts to reduce energy usage and greenhouse gas emission by:

- Ensuring that building and subdivision design improves efficiency in energy use.
- Improving efficiency in energy use through greater use of renewable energy.
- Ensuring Victoria's greenhouse sinks are protected and enhanced by controlling land clearing, containing the growth of Metropolitan Melbourne and supporting revegetation programs.

## **Stormwater management**

Reduce the impact of stormwater on bays and catchments by:

- Supporting integrated planning of stormwater quality through a mix of on-site measures and developer contributions.
- Mitigating stormwater pollution from construction sites.
- Ensuring stormwater and groundwater entering wetlands do not have a detrimental effect on the wetlands.
- Incorporating water-sensitive urban design techniques into developments to:
  - Protect and enhance natural water systems.
  - Integrate stormwater treatment into the landscape.
  - Protect quality of water.
  - Reduce run-off and peak flows.
  - Minimise drainage and infrastructure costs.

## **Groundwater**

Protect groundwater and land resources by:

- Preventing the establishment of incompatible land uses in aquifer recharge or saline discharge areas and in potable water catchments.
- Encouraging the siting, design, operation and rehabilitation of landfills to reduce impact on groundwater and surface water.

## **Air quality**

Ensure that land-use and transport planning and infrastructure provision contribute to improved air quality by:

- Integrating transport and land-use planning to improve transport accessibility and connections.
- Locating key developments that generate high volumes of trips in Principal and Major Activity Centres.
- Providing infrastructure for public transport, walking and cycling.

## **Native habitat and biodiversity**

Protect native habitat and areas of important biodiversity through appropriate land-use planning by:

- Developing regional catchment strategies to guide Landcare projects, local landscape plans and whole farm plans.
- Developing native vegetation management plans to achieve a net gain in native vegetation by improving and creating habitats.
- Protecting critically important flora and fauna habitat and important landscapes such as the coastal areas, the Dandenong and Yarra Ranges, the Yarra Valley, Western Port and the Mornington Peninsula.

## **12.08 Better transport links**

19/01/2006  
VC37

### **12.08-1 Objective**

19/01/2006  
VC37

To create a more sustainable transport system by integrating land-use and transport.

### **12.08-2 Strategies**

19/01/2006  
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#### **Principal Public Transport Network**

Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities by:

- Establishing fast train services that serve key regional cities and townships and connect them with Principal and Major Activity Centres along the radial routes leading to Central Melbourne.
- Improving connections to Principal and Major Activity Centres that are not adequately serviced by the Principal Public Transport Network and public transport services and interchanges at stand alone shopping centres.
- Ensuring new activity centres are connected to the Principal Public Transport Network as they develop.
- Identifying key strategic transport corridors capable of providing fast, reliable and frequent public transport services.
- Supporting the Principal Public Transport Network with a comprehensive network of local public transport services.
- Designing local bus services to meet the need for local travel as well as providing for connections to the Principal Public Transport Network.
- Achieving greater use of public transport by increasing densities, maximising the use of existing infrastructure and improving the viability of the public transport operation.

Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport by:

- Improving the movement, efficiency and reliability of the road-based public transport by road-space management measures including transit lanes, clearways, traffic-light prioritisation and stop design.
- Improving the rail network by identifying and treating rail 'red spots' and expanding rail corridor speed and loading capacities.

#### **Transport planning**

Plan urban development to make jobs and community services more accessible by:

- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of the urban area.
- Concentrating key trip generators such as higher density residential development and Principal, Major and Specialised Activity Centres on the Principal Public Transport Network.
- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

- Providing routing, bus stop and interchange arrangements for public transport services in new development areas.
- Providing safe pedestrian and cycling access to activity centres, public transport interchanges and other strategic redevelopment sites.

Coordinate development of all transport modes to provide a comprehensive transport system by:

- Requiring transport system management plans for key transport corridors and for major investment proposals.
- Reserving land for strategic transport infrastructure.
- Incorporating the provision of public transport and cycling infrastructure in all major new State and local government road projects.

Review transport practices, including design, construction and management, to reduce environmental impacts by:

- Careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

### **Road network**

Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure by:

- Making better use of roads for all road uses through such techniques as the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.
- Selectively expanding and upgrading the road network to provide for:
  - High-quality connections between regional cities.
  - Upgrading of key freight routes.
  - Ongoing development in outer suburban areas.
  - Higher standards of on-road public transport.
  - Improved key cross-town arterial links in the outer suburbs.
- Improving road networks where public transport is not viable, and where the road development is compatible with the Neighbourhood Principles and urban design objectives.
- Improving roads in developing outer-suburban areas to cater for car, public transport, and freight, commercial and service users.
- Improving the management of key freight routes to make freight operations more efficient while reducing their external impacts.
- Ensuring that road space complements land use and is managed to meet community and business needs.
- Upgrading major arterial road links from Metropolitan Melbourne to regional cities.

### **Walking and cycling**

Give more priority to walking and cycling in planning urban development and in managing the road system and neighbourhoods by:

- Ensuring Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.
- Encouraging the use of walking and cycling by creating environments that are safe and attractive.
- Developing high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.
- Developing local cycling networks and new cycling facilities that link to and complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network.
- Providing improved facilities, particularly storage, for cyclists at public transport interchanges and rail stations.
- Providing bicycle end of trip facilities in commercial buildings.

Promote the use of sustainable personal transport options by:

- Ensuring development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.

## 12.09

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### Geographic strategies

Decision making by planning and responsible authorities must have regard to the following incorporated documents (as relevant):

- Activity Centres and Principal Public Transport Network Plan (2003).
- Growth Area Framework Plans (Department of Sustainability and Environment 2006)

and the following reference documents (as relevant):

- Melbourne 2030 – Planning for Sustainable Growth (Department of Infrastructure 2002).
- The applicable Precinct Structure Plan Guidelines approved by the Minister for Planning.
- Upper Yarra Valley and Dandenong Ranges Region - Regional Strategy Plan (1996).
- Port Phillip and Westernport Regional Catchment Strategy (Port Phillip Regional Catchment and Land Protection Board 1997).
- Victorian Coastal Strategy (Victorian Coastal Council 2002).
- Victorian Heritage Strategy (Heritage Victoria 2000).
- Linking People and Spaces: A Strategy for Melbourne's Open Space Network (Parks Victoria 2002).
- Growing Victoria Together (Department of Premier and Cabinet 2001).
- The Victorian Greenhouse Strategy (Department of Natural Resources and Environment 2002).
- Flora and Fauna Guarantee Strategy: Victoria's Biodiversity (Department of Natural Resources and Environment 1997).
- Maribyrnong River – Vision for Recreational and Tourism Development (Melbourne Parks and Waterways 1996).
- Public Transport Guidelines for Land Use and Development (Department of Transport 2008).