



# Melbourne 2030

planning for sustainable growth



Advisory Note

## Implementation in the Planning System

October 2002

# Draft

# Advisory note

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This advisory note provides information and advice to planning authorities, responsible authorities and other stakeholders about:

- the statutory operation of the Metropolitan Strategy, *Melbourne 2030 - planning for sustainable growth*, (*Melbourne 2030*) in the planning system from Day One
- considering *Melbourne 2030* when making decisions that affect land use and development
- new and amended Ministerial Directions
- the proposed new Clause 12 to the State Planning Policy Framework (in draft form for comment).

This advisory note should be read in conjunction with *Melbourne 2030* and the six draft Implementation Plans for these topics listed below:

- urban growth boundary
- growth areas
- housing
- activity centres
- green wedges
- integrated transport

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# The implementation plans explained

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The Metropolitan Strategy, *Melbourne 2030 – planning for sustainable growth*, was released on 8 October 2002 (Day One).

*Melbourne 2030* has been adopted by the Victorian Government and sets out the Government's position on many issues relevant to land use and transport planning.

***Melbourne 2030* has the status of a seriously entertained strategic plan and policy statement that should be considered in planning decision-making where relevant.**

To ensure that *Melbourne 2030* is considered and to give effect to some of its key directions, on Day One the following changes were made to the planning system:

- introduction of an urban growth boundary (UGB) in relevant planning schemes in metropolitan Melbourne
- introduction of a new *Ministerial Direction No. 9 – Metropolitan Strategy*
- introduction of a new *Ministerial Direction No. 10 – Urban Growth Boundary*
- amendments to *Ministerial Direction No. 2 – Werribee Growth Area* to include a new Werribee Growth Area Map
- amendments to *Ministerial Direction No. 3 – South-Eastern Growth Area* to include a new South-Eastern Growth Area Map.

State policy expression to *Melbourne 2030* is provided in a proposed new clause to the State Planning Policy Framework in planning schemes. It has been prepared for consultation purpose and to give guidance about the Government's policy intent. Comments on the proposed Clause 12 are welcomed (see 'How to have your say').

Reference to metropolitan Melbourne in this document means the 31 metropolitan municipalities. Subsequent changes to the *Victoria Planning Provisions* will include a definition of metropolitan Melbourne.

## Test for seriously entertained

The test applied for seriously entertained planning proposals can be found in Appeal Decision P82/1162, 30 December 1982 – *Australian Aluminum Shopfitters and Glazing Company Pty Ltd v City of Fitzroy*.

# Melbourne 2030 in summary

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*Melbourne 2030* is a strategic plan prepared to manage growth and change across metropolitan Melbourne and its surrounding region.

Its prime focus is the area covered by the 31 Melbourne metropolitan municipal councils (including the nine 'interface councils' which cover both urban and rural areas at the fringes of metropolitan Melbourne). It also raises important issues that affect local councils outside the metropolitan area, particularly those astride the regional transport corridors between metropolitan Melbourne and the closest regional cities within current and potential commuting range.

In establishing and articulating a long-term vision for metropolitan Melbourne, built up from many contributions across the community, *Melbourne 2030* provides a framework for governments at all levels to respond to the diverse needs of those who live and work in and near Melbourne, and who visit it.

The substance of *Melbourne 2030* is contained in nine 'directions' that embody the Government's aims of sustainability and of providing a better future for all. They are:

- a more compact city
- better management of metropolitan growth
- networks with the regional cities
- a more prosperous city
- a great place to be
- a fairer city
- a greener city
- better transport links
- better planning decisions, careful management.

Each of these directions is supported by specific policies that will be incorporated into the planning system. The policies will be implemented through a range of initiatives undertaken through joint action by local government, the Government and the wider community.

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

## Vision

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

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Six draft Implementation Plans have been prepared to support *Melbourne 2030*. These plans have been released for consultation purposes. More may be prepared as necessary.

The initial plans cover these topics:

- urban growth boundary
- growth areas
- housing
- activity centres
- green wedges
- integrated transport.

They have been developed to build on sections of *Melbourne 2030* where new or different actions are proposed and to provide further detail on some – but not all – of its initiatives. Despite the 30-year time frame for *Melbourne 2030*, many of its most important initiatives will need to be introduced in the next five years.

The implementation plans aim to provide local government, the planning profession, the development industry and interested members of the community with guidance and additional information. Presently draft documents, the plans will serve as a basis for dialogue over the consultation period. When finalised, they will be a springboard for action.

Each plan brings together the policies and initiatives from *Melbourne 2030* relevant to its particular topic, and outlines a preferred approach to their implementation.

Each plan also reinforces the new approach proposed by *Melbourne 2030*. This far-reaching document examines urban management issues in metropolitan Melbourne and its surrounding region, and explores the ways in which the new urban fabric will be laid down for future generations.

# The Ministerial Directions explained

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## *New Ministerial Direction No. 9 – Metropolitan Strategy*

This new Ministerial Direction applies to all planning schemes in metropolitan Melbourne. It requires a planning authority, in preparing a planning scheme amendment, to have regard to *Melbourne 2030*, and to include in an explanatory report discussion on how the amendment addresses the following matters:

- what aspects, if any, of *Melbourne 2030* are relevant?
- how does *Melbourne 2030* affect the amendment?
- is the amendment consistent with any directions and policies in *Melbourne 2030*?
- does the amendment support, give effect to or assist the implementation of *Melbourne 2030* or can it be reasonably modified to do so?
- will the amendment compromise the implementation of *Melbourne 2030*?

## *New Ministerial Direction No. 10 – Urban Growth Boundary*

This new Ministerial Direction applies to all planning schemes that designate a UGB. It requires:

- the UGB and land outside the UGB to be shown in the planning scheme
- a planning authority to get the views of the Minister for Planning before preparing a planning scheme amendment that affects the UGB or land outside the UGB
- a planning authority to provide a report to the Minister explaining how the amendment is consistent with the State Planning Policy Framework and how it affects the relevant parts of *Melbourne 2030*
- the report to the Minister to be included in the explanatory report for the amendment.

Further details about the application and operation of the UGB can be found in draft Implementation Plan 1, Urban Growth Boundary.

## *Amended Ministerial Direction No. 2 – Werribee Growth Area*

This Ministerial Direction has been changed to include a map that shows the new limits of urban growth in the Werribee growth area. The map is called the Werribee Growth Area Map. The changes to this direction are required to ensure that it is consistent with *Melbourne 2030* and the UGB.

Information about why *Ministerial Direction No. 2* has been changed can be found in *Melbourne 2030* and draft Implementation Plan 2, Growth Areas. The changes reflect the directions set in *Melbourne 2030*. Refer also to this implementation plan for an outline of the Government's intent about the review of growth areas.

## *Amended Ministerial Direction No. 3 – South-Eastern Growth Area*

This Ministerial Direction has been changed to include a map that shows the new limits of urban growth in the South-Eastern Growth Area. The map is called the South-Eastern Growth Area Map. The changes to this direction are required to ensure that it is consistent with *Melbourne 2030* and the UGB.

Information about why *Ministerial Direction No. 3* has been changed can be found in *Melbourne 2030* and draft Implementation Plan 2, Growth Areas. The changes reflect the directions set in *Melbourne 2030*. Refer also to this implementation plan for an outline of the Government's intent about the review of growth areas.

Ministerial Directions 2 and 3 have been changed to include maps that show the new interim limits of urban growth. These changes have been made to reflect the interim urban growth boundary. It is the Government's intent that a review will be undertaken of **all** growth areas in metropolitan Melbourne to apply the policies and initiatives of *Melbourne 2030*. Draft Implementation Plan 2 - Growth Areas outlines the rationale and process for these reviews.

# Draft Clause 12 explained

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Changes to the State Planning Policy Framework to give effect to *Melbourne 2030* are proposed following the consultation period. This advisory note contains a draft of a new Clause 12 to be included in the State Planning Policy Framework in all planning schemes. Other consequential changes to the State Planning Policy Framework will also be required to remove superseded provisions and update references.

The draft clause sets out the directions, policies and implementation measures in *Melbourne 2030* that are relevant to land use, development and subdivision. It is an example of how the directions and policies in *Melbourne 2030* may be expressed in the State Planning Policy Framework following the consultation period.

From Day One, planning authorities, responsible authorities and other stakeholders are expected to consider and implement relevant parts of *Melbourne 2030*. To help identify which parts of *Melbourne 2030* might be relevant to a proposal and to identify any gaps in the draft clause, councils, government departments, developers and the community are encouraged to use the draft clause to help them in considering *Melbourne 2030*. The draft is also provided for consultation purposes, and comments are welcomed. On the basis of practical experience during the consultation period, we would particularly like to know whether you find that the draft clause adequately expresses and gives effect to the land use, development and subdivision directions and policies in *Melbourne 2030*.

# Considering Melbourne 2030

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## Who should consider *Melbourne 2030*

As *Melbourne 2030* is a seriously entertained planning proposal, the Government expects that, from Day One, government departments, planning and responsible authorities, developers and the community will consider and apply it when making decisions that affect land use, development and subdivision in metropolitan Melbourne and the surrounding region.

In particular, *Melbourne 2030* should be considered by:

- government departments when making decisions about infrastructure investment, the location of facilities, land-use planning and policy
- planning authorities in planning and managing land use, development and subdivision in their municipality
- responsible authorities in assessing planning permit applications
- the community and development industry in their land use and development decisions.

## When to consider *Melbourne 2030*

*Melbourne 2030* should be considered when making decisions about all current and new planning scheme amendments, in reviewing planning schemes and municipal strategic statements and when making decisions about new and current planning permit applications.

### Preparing a planning scheme amendment

As required by *Ministerial Direction No. 9*, planning authorities in metropolitan Melbourne must consider how proposed amendments affect *Melbourne 2030* and are affected by it. They must decide whether an amendment is consistent with and implements the relevant parts of *Melbourne 2030*, or whether it will compromise it. Planning authorities should take early action to ensure that amendments are consistent with and implement *Melbourne 2030*. Planning authorities in regions surrounding metropolitan Melbourne should take *Melbourne 2030* into account where relevant.

*Melbourne 2030* must be considered when:

- proponents (including councils) formulate development proposals and planning scheme amendments
- a planning authority considers a request to prepare a planning scheme amendment

In preparing a planning scheme amendment, a planning authority must, among other things, 'have regard to the Minister's Directions' (section 12(2)(a) of the Act). This includes *Ministerial Direction No.9*.

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## Considering a planning scheme amendment

As *Melbourne 2030* has the status of a seriously entertained strategic plan and policy statement, planning authorities in metropolitan Melbourne and the surrounding region should consider how the amendment affects and is affected by it. They should decide whether the amendment will produce acceptable outcomes in terms of *Melbourne 2030*.

*Melbourne 2030* must be considered when

- the planning authority and the community responds to exhibited amendments
- a planning panel or advisory committee considers a planning scheme amendment
- a planning authority considers whether to adopt or modify a proposed planning scheme amendment

## Reviewing a planning scheme and the 3 year review of the Municipal Strategic Statement

As *Melbourne 2030* has the status of a seriously entertained strategic plan and policy statement, planning authorities reviewing their planning scheme under section 12(1)(c) of the *Planning and Environment Act 1987* and Municipal Strategic Statement under section 12A(5) of the Act should consider how the directions, policies and implementation measures in *Melbourne 2030* affect or influence the objectives, strategies, policies and implementation measures of the scheme and Municipal Strategic Statement.

## Planning permit applications

As *Melbourne 2030* has the status of a seriously entertained strategic plan and policy statement responsible authorities in metropolitan Melbourne and the surrounding region should consider how planning permit applications affect and are affected by it. They should decide whether the proposal will produce acceptable outcomes in terms of *Melbourne 2030*.

*Melbourne 2030* should be considered when:

- applicants prepare planning permit applications
- the community responds to planning permit applications
- responsible authorities decide on planning permit applications, including those lodged prior to the release of *Melbourne 2030*.
- the Victorian Civil and Administrative Tribunal reviews decisions on planning permit applications.

Before deciding on a planning permit application, the responsible authority may consider, among other things, 'any strategic plan, policy statement code or guideline which has been adopted by a Minister, government department, public authority or municipal council' (section 60(1)(b)(ii) of the Act).

## How to consider *Melbourne 2030*

In broad terms, planning and responsible authorities should consider these questions in preparing and assessing a planning scheme amendment or a planning permit application:

- what aspects, if any, of *Melbourne 2030* are relevant?
- how do those aspects affect the amendment or application?
- is the amendment or application consistent with any direction or policy in *Melbourne 2030*, particularly the achievement of any direction or policy?
- does the amendment or application support, give effect to or assist the implementation of *Melbourne 2030* or can it be reasonably modified to do so?
- will the amendment or application compromise the implementation of *Melbourne 2030*?

Any amendment or application that could compromise the implementation of *Melbourne 2030* should be discussed with the relevant Department of Infrastructure (DOI) regional office at the earliest opportunity.

If a planning scheme amendment appears to compromise the implementation of *Melbourne 2030*, the Minister for Planning may not support that amendment. This is why *Ministerial Direction No. 10* requires a planning authority to get the views of the Minister before preparing an amendment that affects the UGB or land outside the UGB.

If a planning permit application has the potential to compromise the implementation of *Melbourne 2030*, the Minister for Planning may call in the application under section 97B of the Act, on the basis that it '...raises a major issue of policy and that the determination of the application may have a substantial effect on the achievement or development of planning objectives'.

# How to have your say

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The Government has released *Melbourne 2030* and the draft Implementation Plans for a period of public review and comment. The initial comment period, up to 14 February 2003, will give all interested parties the chance to comment on how *Melbourne 2030* works overall, whether the draft Implementation Plans are workable, and whether there are any unforeseen issues that need further consideration.

Public information sessions will be held at various venues around the metropolitan area following the release. Public displays will be held at the Melbourne Museum in Carlton and at other venues. Workshops will be held with key stakeholder groups about particular topics. They will focus on what needs to be done, and when.

General comments on *Melbourne 2030* and specific feedback on its implementation should be submitted by 14 February 2003 to:

Metropolitan Strategy Project  
Department of Infrastructure  
GPO Box 2797Y  
Melbourne VIC 3001

or

[melbourne2030@doi.vic.gov.au](mailto:melbourne2030@doi.vic.gov.au)

Information is available by calling 1300 366 356

Details of our consultation process will be advertised widely and will be available on DOI's web site. We value your comments and involvement.

For further information on the Melbourne Metropolitan Strategy process and *Melbourne 2030*, go to [www.melbourne2030.vic.gov.au](http://www.melbourne2030.vic.gov.au)

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## Submissions

In order to ensure the integrity of the consultation process, you are asked to provide your name and address with your submission. Unfortunately we will not be able to accept submissions which do not include this information. However, all personal identifying information could be removed after it is received if that is your request. If this is the case, or there are any other parts of your submission that you wish treated confidentially, please make this clear in your submission.

# Appendix 1.

## *New Ministerial Direction No. 9 – Metropolitan Strategy*

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**DIRECTION NO. 9**

**METROPOLITAN STRATEGY**

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**Purpose**

1. The purpose of this Direction is to ensure that planning scheme amendments have regard to the Metropolitan Strategy.

**Application**

2. This Direction applies to the Banyule Planning Scheme, Bayside Planning Scheme, Boroondara Planning Scheme, Brimbank Planning Scheme, Cardinia Planning Scheme, Casey Planning Scheme, Darebin Planning Scheme, Frankston Planning Scheme, Glen Eira Planning Scheme, Greater Dandenong Planning Scheme, Hobsons Bay Planning Scheme, Hume Planning Scheme, Kingston Planning Scheme, Knox Planning Scheme, Manningham Planning Scheme, Maribyrnong Planning Scheme, Maroondah Planning Scheme, Melbourne Planning Scheme, Melton Planning Scheme, Monash Planning Scheme, Moonee Valley Planning Scheme, Moreland Planning Scheme, Mornington Peninsula Planning Scheme, Nillumbik Planning Scheme, Port Phillip Planning Scheme, Stonnington Planning Scheme, Whitehorse Planning Scheme, Whittlesea Planning Scheme, Wyndham Planning Scheme, Yarra Planning Scheme and the Yarra Ranges Planning Scheme.

**Definitions**

3. In this Direction:  
**Metropolitan Strategy** means the document *Melbourne 2030 – planning for sustainable growth*.

**Requirements to be met**

4. In preparing a planning scheme amendment a planning authority must:
  - Have regard to the Metropolitan Strategy.
  - Include in the explanatory report discussion of how the amendment addresses the following matters:
    - What aspects, if any, of the Metropolitan Strategy are relevant?
    - How does the Metropolitan Strategy affect the amendment?
    - Is the amendment consistent with any directions and policies in the Metropolitan Strategy?
    - Does the amendment support, give effect to or assist the implementation of the Metropolitan Strategy or can it be reasonably modified to do so?
    - Will the amendment compromise the implementation of the Metropolitan Strategy?

**Exemption by Minister**

5. The Minister may grant an exemption from the need to comply with this Direction in relation to a particular amendment. An exemption may be granted subject to conditions.

**THE HON. MARY DELAHUNTY, MP  
MINISTER FOR PLANNING**

Date: 8 October 2002

# Appendix 2.

## *New Ministerial Direction No. 10 – Urban Growth Boundary*

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*Planning and Environment Act 1987*

Section 7(5)

Section 12 (2) (a)

**DIRECTION NO. 10**

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**URBAN GROWTH BOUNDARY**

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**Purpose**

1. The purpose of this Direction is to:
  - Ensure that a planning scheme identified in Clause 2 designates an Urban Growth Boundary and land outside an Urban Growth Boundary.
  - Establish requirements for the preparation of a planning scheme amendment affecting an Urban Growth Boundary or land outside an Urban Growth Boundary.

**Application**

2. This Direction applies to:
  - The form and content of the Brimbank Planning Scheme, Cardinia Planning Scheme, Casey Planning Scheme, Frankston Planning Scheme, Greater Dandenong Planning Scheme, Hobsons Bay Planning Scheme, Hume Planning Scheme, Kingston Planning Scheme, Knox Planning Scheme, Manningham Planning Scheme, Maroondah Planning Scheme, Melton Planning Scheme, Mornington Peninsula Planning Scheme, Nillumbik Planning Scheme, Whittlesea Planning Scheme, Wyndham Planning Scheme, and Yarra Ranges Planning Scheme.
  - Land outside an Urban Growth Boundary shown in a planning scheme to which this Direction applies.

**Definitions**

3. In this Direction:

**Urban Growth Boundary** means an Urban Growth Boundary as shown on a planning scheme map in a planning scheme to which this Direction applies.

**Land outside** means land outside an Urban Growth Boundary as shown on a planning scheme map in a planning scheme to which this Direction applies.

**Metropolitan Strategy** means the document *Melbourne 2030 – planning for sustainable growth*.

#### **Requirements to be met**

4. A planning scheme to which this Direction applies must show an Urban Growth Boundary and land outside an Urban Growth Boundary on relevant planning scheme maps.
5. Prior to preparing an amendment affecting an Urban Growth Boundary or land outside an Urban Growth Boundary, a planning authority must seek and obtain the views of the Minister. In seeking the Minister's view, a planning authority must provide a report explaining:
  - (a) How the amendment is consistent with the State Planning Policy Framework.
  - (b) The effect of the amendment on relevant directions and policies in the Metropolitan Strategy including:
    - i. The impact of the amendment on land supply in metropolitan Melbourne, the municipality and the general locality.
    - ii. The impact of the amendment on the provision of social services, community facilities, transport and other physical infrastructure, including public cost.
    - iii. How the amendment promotes the objectives of land outside the Urban Growth Boundary.
6. An explanatory report for an amendment prepared under this Direction must include the information contained in the report required under Clause 5 and any other matter required by the Minister.

#### **Exemption by Minister**

7. The Minister may grant an exemption from the need to comply with this Direction in relation to a particular amendment. An exemption may be granted subject to conditions.

**THE HON. MARY DELAHUNTY, MP  
MINISTER FOR PLANNING**

Date: 8 October 2002

# Appendix 3.

## *Amended Ministerial Direction No. 2 – Werribee Growth Area*

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**DIRECTION NO. 2**

**WERRIBEE GROWTH AREA**

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**Purpose**

1. The purpose of this Direction is to ensure the comprehensive planning of the Werribee Growth Area in a manner which efficiently produces a safe, attractive living and working environment.

**Application**

2. This Direction applies to the Werribee Growth Area.

**Definitions**

3. In this Direction:

“Werribee Growth Area” means the land shown on the Werribee Growth Area Map.

“Werribee Growth Area Map” means the map of that title in Attachment 1 of this Direction.

“Werribee Growth Area Plan” means the document of that title, prepared by the State Government of Victoria, Department of Planning and Urban Growth, dated November 1990, as amended 8 April 1993.

**Inconsistency between the Werribee Growth Area Map and the Werribee Growth Area Plan**

4. If there is an inconsistency between the Werribee Growth Area Map and the Werribee Growth Area Plan, the Werribee Growth Area Map prevails.

**Requirements to be met**

5. A planning scheme amendment must be consistent with the Werribee Growth Area Map.
6. In preparing an amendment a planning authority must:
  - Have regard to the Werribee Growth Area Plan.
  - Include in the explanatory report for the amendment a report setting out:
    - How the requirements of the Werribee Growth Area Plan have been addressed.
    - Arrangements for the provision of works, services and facilities for the affected land.

### **Exemption by Minister**

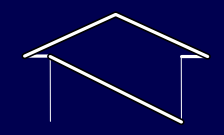
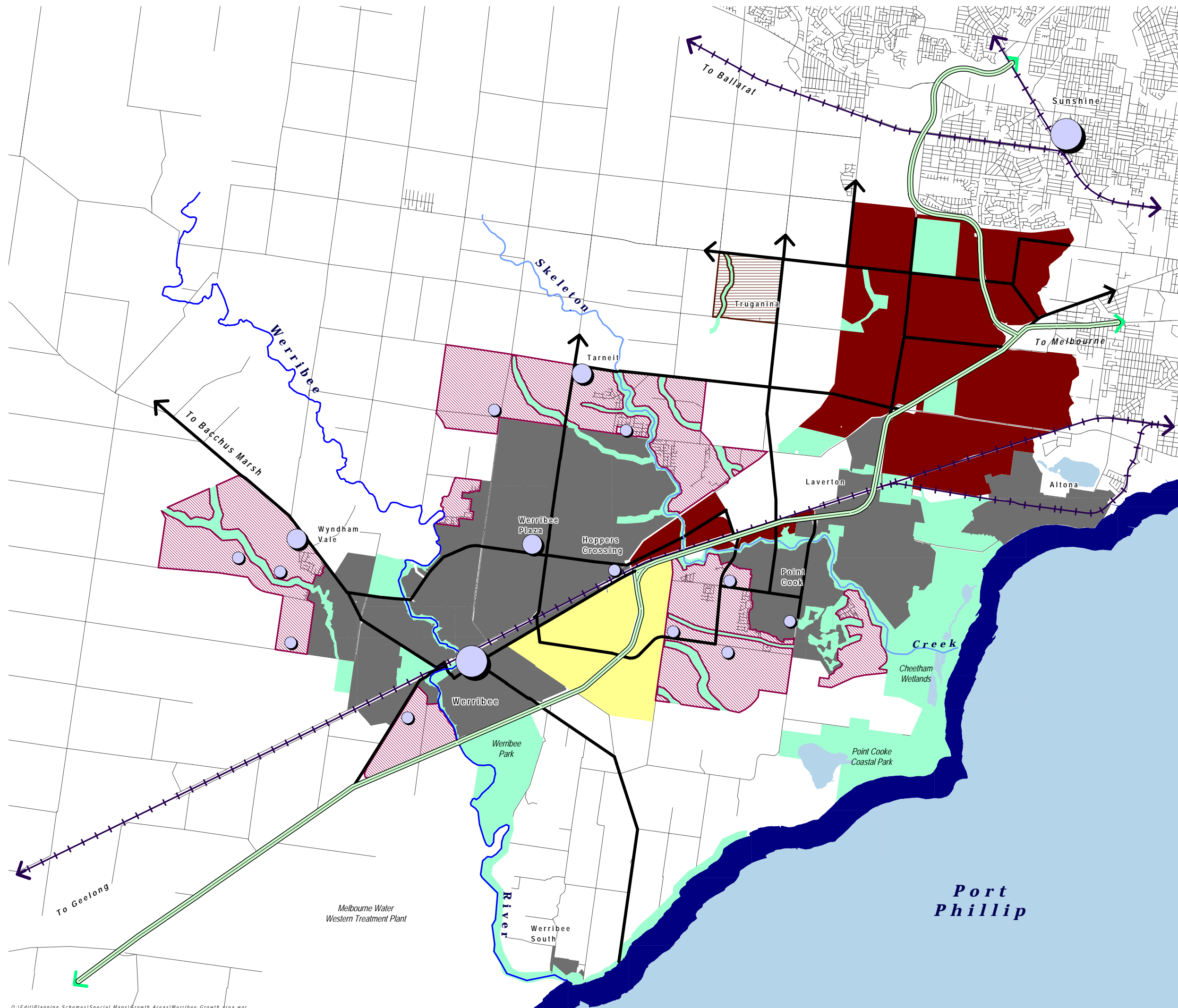
7. The Minister or Executive Director, Planning, Heritage and Building Division may grant an exemption from the need to comply with this Direction in relation to a particular amendment. An exemption may be granted subject to conditions.

**THE HON. MARY DELAHUNTY, MP  
MINISTER FOR PLANNING**

Date: 8 October 2002

Amendments to this Direction	
Introduced	23 November 1990
Amended	8 April 1993
Amended	8 October 2002

# Attachment 1 Werribee Growth Area Map



-  Freeways
-  Arterial Roads
-  Railways
-  Existing Urban
-  Proposed Residential
-  Existing Employment / Industry
-  Proposed Employment
-  Activity Centre
-  Open Space / Conservation
-  Technology Precinct



# Appendix 4.

## *Amended Ministerial Direction No. 3 – South Eastern Growth Area*

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**DIRECTION NO. 3**

**SOUTH-EASTERN GROWTH AREA**

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**Purpose**

1. The purpose of this Direction is to ensure the comprehensive planning of the South-Eastern Growth Area in a manner which efficiently produces a safe, attractive living and working environment.

**Application**

2. This Direction applies to the South-Eastern Growth Area.

**Definitions**

3. In this Direction:  
“South-Eastern Growth Area” means the land shown on the South-Eastern Growth Area Map.  
“South-Eastern Growth Area Map” means the map of that title in Attachment 1 of this Direction.  
“South-Eastern Growth Area Plan” means the document of that title, prepared by the State Government of Victoria, Department of Planning and Urban Growth, dated November 1990, as amended on 8 April 1993.

**Inconsistency between the South-Eastern Growth Area Map and the South-Eastern Growth Area Plan**

4. If there is an inconsistency between the South-Eastern Growth Area Map and the South-Eastern Growth Area Plan, the South-Eastern Growth Area Map prevails.

**Requirements to be met**

5. A planning scheme amendment must be consistent with the South-Eastern Growth Area Map.
6. In preparing an amendment a planning authority must:
  - Have regard to the South-Eastern Growth Area Plan.
  - Include in the explanatory report for the amendment a report setting out :
    - How the requirements of the South-Eastern Growth Area Plan have been addressed.
    - Arrangements for the provision of works, services and facilities for the affected land.

### **Exemption by Minister**

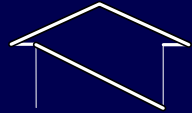
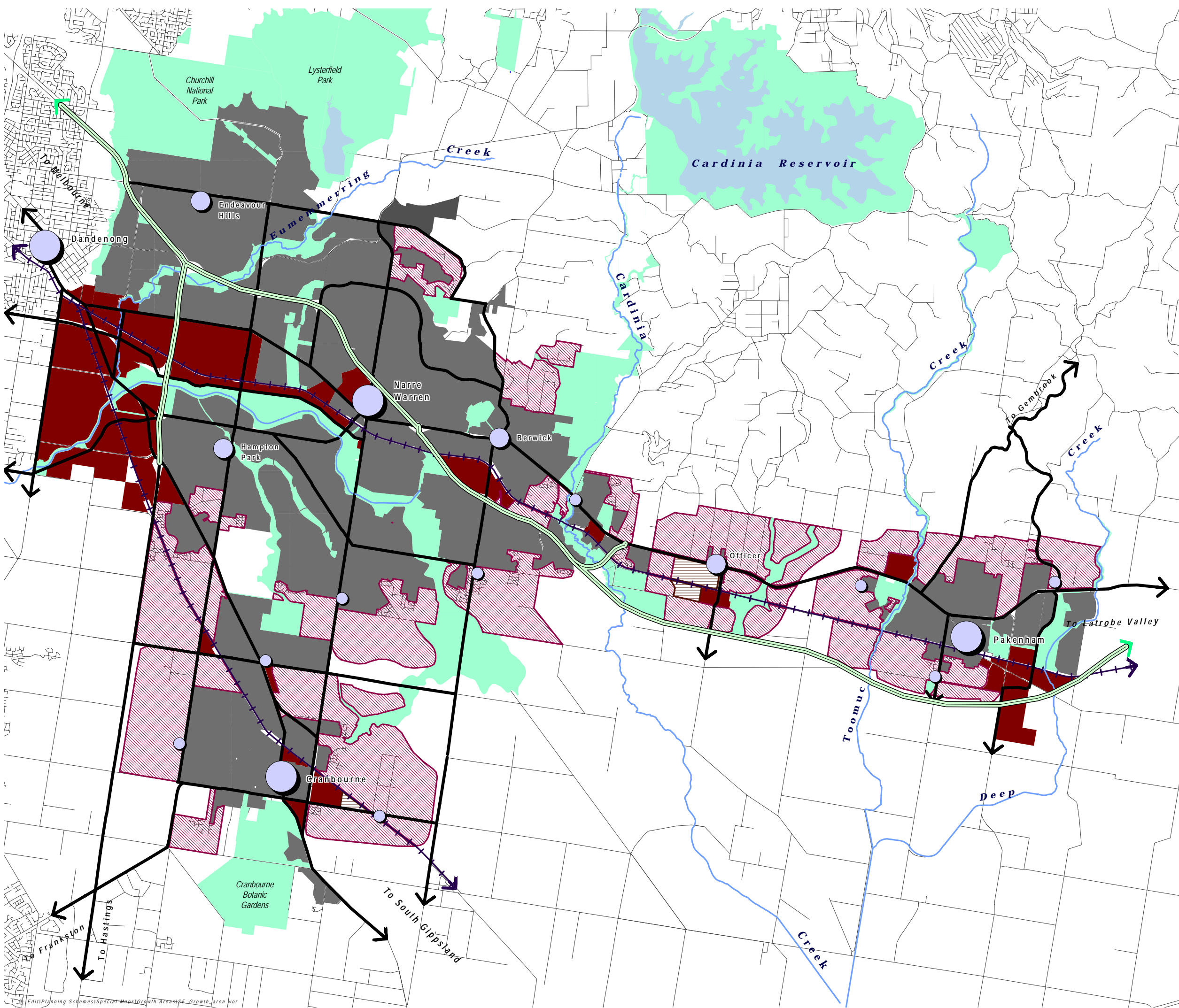
7. The Minister or Executive Director, Planning, Heritage and Building Division may grant an exemption from the need to comply with this Direction in relation to a particular amendment. An exemption may be granted subject to conditions.










**THE HON. MARY DELAHUNTY, MP  
MINISTER FOR PLANNING**

Date: 8 October 2002

Amendments to this Direction	
Introduced	23 November 1990
Amended	8 April 1993
Amended	8 October 2002

# Attachment 1 South Eastern Growth Area Map



-  Freeways
-  Arterial Roads
-  Railways
-  Existing Urban
-  Proposed Residential
-  Existing Employment / Industry
-  Proposed Employment
-  Activity Centre
-  Open Space / Conservation



# Appendix 5.

## Draft Clause 12 to the State Planning Policy Framework

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This draft clause is part of the consultation on *Melbourne 2030*. Clause 12 is proposed to be included in the State Planning Policy Framework of the *Victoria Planning Provisions* and all planning schemes in Victoria. It is an expression of the directions and policies contained in *Melbourne 2030 – planning for sustainable growth*. Other consequential changes will be made to the State Planning Policy Framework when this clause is introduced and a new 'Metropolitan Melbourne' definition will be introduced in the *Victoria Planning Provisions*.



## **12 METROPOLITAN DEVELOPMENT**

### **12.01 Vision**

By 2030, Melbourne will grow by up to one million people and will consolidate its reputation as one of the most liveable, attractive and prosperous areas in the world for residents, business and visitors.

### **12.02 Operation**

In addition to the principles of land use and development planning in Clause 11 and the relevant specific policies in Clauses 14 to 19, this clause provides specific directions and policies for Metropolitan Melbourne.

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

### **12.03 Application**

This clause applies to Metropolitan Melbourne.

The directions and policies in this clause also influence municipalities beyond Metropolitan Melbourne and should be taken into account where relevant.

### **12.04 Principles**

The following principles should guide the implementation of this clause and its application to decisions about planning, transport and infrastructure investment:

**Sustainability** – take a long-term view and ensure that economic, social and environmental implications are considered.

**Innovation** – encourage innovation, creativity and cultural vitality that find new answers and approaches.

**Adaptability** – ensure that past trends and indications of future directions are considered.

**Inclusiveness** – consider the needs, values and aspirations of all individuals and groups in society when managing growth and change.

**Equity** – ensure fairer access to the benefits of growth and change and a more equitable access to social, economic and environmental infrastructure.

**Leadership** – provide direction while encouraging and supporting leadership at all levels.

**Partnership** – encourage State government, local government, non-government organisations, the private sector and the community to work in a collaborative manner.

### **12.05 Key directions**

The following eight key directions and related policies aim to ensure that land use and transport planning and investment always contribute to economic, social and environmental goals.

#### **12.05-1 Direction 1: A more compact city**

Take full advantage of existing settlement patterns, investment in transport and communications, water and sewerage and social facilities.

## Policy 1.1

It is policy to:

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

This policy is to be implemented by:

- Developing a network of activity centres that:
  - Comprise a range of centres that differ in size and function.
  - Are focuses for business, shopping, working, leisure, community facilities.
  - Provide different types of housing, including forms of higher density housing.
  - Are connected by public transport.
- Increasing the concentration of activities within a network of activity centres, both existing and planned, that 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 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 future investments.
  - Supports the role and function of the centre given its classification, the policies for housing intensification, and development of the public transport network.
  - Shows the scale and direction of development need to reflect the needs of the community now and in the future.
  - Improves the social, economic and environmental performance of the centre.
- Encouraging the clustering of higher-density housing in and around centres and improving local and regional public transport.
- 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 have a significant impact as trip generators, drawing users from around the metropolitan area and beyond, and benefiting from being at the centre of the Principal Public Transport Network.

### Principal Activity Centres

- Continuing the development of the network of Principal Activity Centres to accommodate ongoing investment and change in retail, office, service and residential markets and as an important focus for their surrounding communities.

- Reinforcing the network by connecting the Principal Activity Centres into an expanded public transport network and encouraging more mixed-use development in appropriately located centres.
- Locating new Principal Activity Centres on the Principal Public Transport Network or linking them to the network as part of developing the site.
- Ensuring Principal Activity Centres have:
  - A mix of activities that generate high number of trips including business, retail, services and entertainment.
  - Be well served by multiple public transport routes and be on the Principal Public Transport Network or be capable of linking to that network.
  - A large catchment and attract activities that meet metropolitan needs.
  - A potential to grow and support intensive housing developments without conflicting with surrounding land-uses.
- Ensuring Principal Activity Centres are a focus 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.
- Broadening the role of stand-alone centres to provide a greater mix of uses and increase their accessibility to public transport by linking to the Principal Public Transport Network.

#### Major Activity Centres

- Supplementing the network of Principle Activity Centres with continued development at Major Activity Centres to accommodate ongoing investment and change in retail, office, service and residential markets and as an important focus for their surrounding communities.
- Reinforcing the network by connecting most of the Major Activity Centres to the Principal Public Transport Network and encouraging more mixed-use development in appropriately located centres.
- Locating new Major Activity Centres on the Principal Public Transport Network or linking them to the network as part of developing the site.
- Ensuring Major Activity Centres have:
  - A mix of activities that generate high number of trips including business, retail, services and entertainment.
  - Be well served by multiple public transport routes and be on the Principal Public Transport Network or be capable of linking to that network.
  - A catchment covering several suburbs and attract activities that meet metropolitan needs.
  - A potential to grow and support intensive housing developments without conflicting with surrounding land-uses.
- Encouraging the broadening of the range of uses in Major Activity Centres and upgrading of public transport services. Major Activity Centres that lack good public transport links should not be allowed to grow at the expense of better located centres 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 the Specialised Activity Centres on the Principal Public Transport Network.

- Ensuring that planning for research precincts identifies interaction between research and industry and opportunities where they could benefit from co-location.

#### Neighbourhood Activity Centres

- Reinforcing the role of Neighbourhood Activity Centres as an important community focal point, ideally close to community facilities and other facilities that benefit from good public transport and are accessible by walking and cycling.
- Ensuring Neighbourhood Activity Centres have a mix of uses that meet local convenience needs.
- Ensuring Neighbourhood Activity Centres are accessible by local bus services with public transport links to Principal or Major Activity Centres.
- 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 where their current distribution is inadequate. Their location should be planned in conjunction with the design of local transport services.

### **Policy 1.2**

It is policy to:

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

This policy is to be implemented 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.
- Ensuring that proposals or expansion of activities outside activity centres are discouraged.
- 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 by demonstrating the proposal:
  - Avoids unreasonable impacts on the economic viability or social and cultural vitality of existing or proposed centres in the network.
  - Locates on and is accessible to the Principal Public Transport Network.
  - Can achieve a comparable proportion of work and visitor trips by public transport, compared to that achieved by similar uses located in activity centres.
  - Locates in an existing cluster of out-of-centre development and improves the economic, social and environmental performance of that cluster.
- 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 uses.

### **Policy 1.3**

It is policy to:

- 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.

This policy is to be implemented by:

- Encouraging higher density housing development on sites 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.
  - Abutting tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to Principal or Major Activity Centres.
  - In or near major modal public transport interchanges that are not in Principal or Major Activity Centres.
  - Major redevelopment sites close to activity centres and well served by public transport.
- Ensuring planning for growth areas provide for a mix of housing types and higher housing densities around activity centres.

## **12.05-2 Direction 2: Better management of metropolitan growth**

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.

### **Policy 2.1**

It is policy to:

- Establish an urban growth boundary to set clear limits to Metropolitan Melbourne's outward development.

This policy is to be implemented by:

- Defining the urban area of Metropolitan Melbourne by applying an urban growth boundary to manage outward expansion and to facilitate achievement of a compact city.
- 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.

### **Policy 2.2**

It is policy to:

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

This policy is to be implemented by:

- Encouraging new development in those growth areas best served by existing major rail lines within the Werribee, Hume, Epping, Pakenham and Cranbourne corridors.
- Developing growth areas that will:
  - Achieve increases in average housing density significantly higher than 10 dwellings per hectare.
  - Deliver timely and adequate provision of public transport and other 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.

- 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.
- Developing and maintaining up to date development plans for the growth areas to determine:
  - The form and density of development.
  - Development phasing and sequencing.
  - Major infrastructure needs.
  - The timing and provision of public transport services.
  - The amount of land in the growth area including its location, the extent and direction of expansion and the position of the urban growth boundary.
  - The role of surrounding rural areas and settlements.
  - The location of new Principal or Major Activity Centres.

### **Policy 2.3**

It is policy to:

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

This policy will be implemented 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 substantial financial contribution to the provision of infrastructure such as public facilities, public transport and roads.

### **Policy 2.4**

It is policy to:

- Protect the green wedges of Metropolitan Melbourne from inappropriate development.

This policy will be implemented by:

- Ensuring proper planning and management of each green wedge area to promote and encourage its key features and related values.
- Applying the urban growth boundary.
- Containing and consolidating development of existing settlements located in the green wedge areas to locations where planned services are available and relevant 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 high environmental and scenic value.
- Protecting significant resources of stone, sand and other mineral resources for extraction purposes.

### 12.05-3 **Direction 3: Networks with the regional cities**

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.

#### **Policy 3.1**

It is policy to:

- Promote the growth of regional cities and key towns on regional transport corridors as part of a ‘networked cities’ model.

This policy will be implemented by:

- Planning and supporting regional centres of Geelong, Ballarat, Bendigo and the towns of Latrobe Valley that are close to Metropolitan Melbourne as viable alternative locations to Metropolitan Melbourne in which to live, work and run businesses.
- Ensuring that infrastructure services are in place so that Geelong, Ballarat, Bendigo and the towns of 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:
  - 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.

#### **Policy 3.2**

It is policy to:

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

This policy will be implemented by:

- Reducing the proportion of new housing development provided in rural areas to encourage consolidation in existing settlements where investment in physical and community infrastructure and services has already been made.
- Ensuring planning for rural living to avoid or significantly reduce 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 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 where the neighbouring uses are predominantly for natural resource extraction or production
  - Encouraging consolidation of existing isolated small lots in rural zones.

## 12.05-4 **Direction 4: A more prosperous city**

Create a strong and innovative economy.

### **Policy 4.1**

It is policy to:

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

This policy will be implemented by:

- 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 ensuring 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.

### **Policy 4.2**

It is policy to:

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

This policy will be implemented 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.

### **Policy 4.3**

It is policy to:

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

This policy will be implemented 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 impinge on possible sites, buffer zones or flight paths.
- Recognising Essendon's 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 intermodal freight terminals at key locations around Metropolitan Melbourne and protecting sites with potential for development as intermodal freight terminals.
- Improving the freight and logistics network to optimise freight handling.

### **Policy 4.4**

It is policy to:

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

This policy will be implemented 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 to be located in Principal and Major Activity Centres or as part of Specialised Activity Centres.
- Encouraging links between business and university around Monash University and the Synchrotron site.
- 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.

#### **Policy 4.5**

It is policy to:

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

This policy will be implemented 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.

### **12.05-5 Direction 5: A great place to be**

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.

#### **Policy 5.1**

It is policy to:

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

This policy will be implemented 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.

### **Policy 5.2**

It is policy to:

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

This policy will be implemented 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.

### **Policy 5.3**

It is policy to:

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

This policy will be implemented 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.

### **Policy 5.4**

It is policy to:

- Protect heritage places and values.

This policy will be implemented by:

- Supporting the identification, conservation, protection and management of cultural heritage.
- Conserving places of Indigenous and non-Indigenous cultural heritage including places of spiritual importance or meaning to Indigenous people, cultural landscapes and relics and historic places while encouraging appropriate new development that respects established heritage values.
- Supporting adaptive reuse of heritage buildings whose use has become redundant.

## **Policy 5.5**

It is policy to:

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

This policy will be implemented 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 of housing types to satisfy the needs and aspirations of different groups of people.
  - Integration of housing, workplaces, shopping, recreation and community services, to provide a mix and level of activity that attracts people, creates a safe environment, stimulates interaction and provides a lively community focus.
  - A range of open spaces to meet a variety of needs, with links to open space networks and regional parks where possible.
  - A strong sense of place created because neighbourhood development emphasises existing cultural heritage values, attractive built form and landscape character
  - Environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution
  - Protection and enhancement of native habitat and discouragement of the spread and planting of noxious weeds.
- 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.

## **Policy 5.6**

It is policy to:

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

This policy will be implemented 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 along stream banks and foreshores.
- 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 areas that are undersupplied.
- 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 consistent with other park activities.
- Protecting sites and features of high scientific, nature conservation, biodiversity, heritage, geological or landscape value.

### **Policy 5.7**

It is policy to:

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

This policy will be implemented 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.
- Ensuring development does not compromise the Yarra River and Maribyrnong River corridors 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 5.8**

It is policy to:

- Improve the environmental health of the bays and their catchments.

This policy will be implemented 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.

### **Policy 5.9**

It is policy to:

- Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port.

This policy will be implemented 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.

### **Policy 5.10**

It is policy to:

- Maintain and develop Metropolitan Melbourne as a desirable tourist destination.

This policy will be implemented 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.

## **12.05-6 Direction 6: A fairer city**

Fairer access to and distribution of social and cultural infrastructure is vital for community development and a strong cultural environment.

### **Policy 6.1**

It is policy to:

- Increase the supply of well-located affordable housing.

This policy will be implemented 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 by measures including:
  - Facilitating a mix of private, affordable and social housing in Transit Cities projects.
  - Ensuring the redevelopment and renewal of public housing stock better meets community needs.

### **Policy 6.2**

It is policy to:

- Plan for a more equitable distribution of social infrastructure.

This policy will be implemented by:

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

### **Policy 6.3**

It is policy to:

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

This policy will be implemented 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.

#### **Policy 6.4**

It is policy to:

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

This policy will be implemented 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.

### **12.05-7 Direction 7: A greener city**

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

#### **Policy 7.1**

It is policy to:

- Ensure that water resources are managed in a sustainable way.

This policy will be implemented 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.

#### **Policy 7.2**

It is policy to:

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

This policy will be implemented 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.

**Policy 7.3**

It is policy to:

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

This policy will be implemented 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.

**Policy 7.4**

It is policy to:

- Reduce the impact of stormwater on bays and catchments.

This policy will be implemented 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.

**Policy 7.5**

It is policy to:

- Protect groundwater and land resources.

This policy will be implemented 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 landfill to reduce impact on groundwater and surface water.

**Policy 7.6**

It is policy to:

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

This policy will be implemented 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.

### **Policy 7.7**

It is policy to:

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

This policy will be implemented 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.

## **12.05-8 Direction 8: Better transport links**

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

### **Policy 8.1**

It is policy to:

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

This policy will be implemented 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.

### **Policy 8.2**

It is policy to:

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

This policy will be implemented 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.

### **Policy 8.3**

It is policy to:

- Plan urban development to make jobs and community services more accessible.

This policy will be implemented 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 and other strategic redevelopment sites.

### **Policy 8.4**

It is policy to:

- Coordinate development of all transport modes to provide a comprehensive transport system.

This policy will be implemented by:

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

### **Policy 8.5**

It is policy to:

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

This policy will be implemented 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.

### **Policy 8.6**

It is policy to:

- Review transport practices, including design, construction and management, to reduce environmental impacts.

This policy will be implemented by:

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

### **Policy 8.7**

It is policy to:

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

This policy will be implemented 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.
- Providing bicycle end of trip facilities in commercial buildings.
- Providing improved facilities, particularly storage, for cyclists at public transport interchanges and rail stations.
- Developing local cycling networks and new cycling facilities that complement the metropolitan-wide network of bicycle routes.

### **Policy 8.8**

It is policy to:

- Promote the use of sustainable personal transport options.

This policy will be implemented by:

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

## **12.06 General Implementation**

Decision making by planning and responsible authorities must have regard to the following incorporated document:

- Activity Centres and Principal Public Transport Network Plan, 2002

and the following reference documents (as relevant):

- Melbourne 2030 – Planning for Sustainable Growth (Department of Infrastructure 2002).
- 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 (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)

# Activity Centres and Principal Public Transport Network Plan, 2002



- Existing urban area
- Urban Growth Boundary
- Major road

- ★ Central Activities District
- Principal Activity Centre
- Major Activity Centre
- Specialised Activity Centre

- Principal Public Transport Network*
- Bus and tram network (existing and proposed)
  - Melbourne metropolitan rail network

## ★ Central Activities District

### ● Principal Activity Centres

Airport West  
Box Hill  
Broadmeadows  
Camberwell Junction  
Chadstone  
Cheltenham, Southland  
Coburg  
Cranbourne  
Dandenong  
Doncaster  
Epping  
Footscray  
Frankston  
Glen Waverley  
Greensborough  
Maribyrnong, Highpoint  
Moonee Ponds  
Narre Warren, Fountain Gate  
Prahran/South Yarra  
Preston, Northland  
Ringwood  
Sunshine  
Sydenham  
Wantirna South, Knox City & Tower Point  
Werribee

### ● Major Activity Centres

Altona  
Altona North  
Ascot Vale, Union Road  
Balaclava  
Bayswater  
Bentleigh  
Boronia  
Brighton, Bay Street  
Brighton, Church Street  
Brunswick  
Burwood East, Kmart Plaza  
Burwood East, Tally Ho  
Carlton, Lygon Street  
Carnegie  
Caulfield  
Chelsea  
Cheltenham  
Chirnside Park  
Clayton  
Croydon  
Deer Park Central  
Deer Park, Brimbank Central  
Diamond Creek  
Doncaster East, The Pines  
Elsternwick  
Eltham  
Endeavour Hills  
Fitzroy, Brunswick Street  
Fitzroy, Smith Street  
Forest Hill Chase

Gladstone Park  
Glenhuntly  
Glenroy  
Hampton  
Hastings  
Heidelberg  
Hoppers Crossing  
Ivanhoe  
Karingal  
Kew Junction  
Lilydale  
Malvern/Armadale  
Melton  
Melton, Woodgrove & Coburns Road  
Mentone  
Moorabbin  
Mordialloc  
Mornington  
Mount Waverley  
Mount Waverley, Pinewood Centreway  
Mountain Gate  
Mulgrave, Waverley Gardens  
Niddrie, Keilor Road  
North Essendon  
Northcote  
Nunawading  
Oakleigh  
Pakenham  
Parkmore Keysborough  
Port Melbourne, Bay Street  
Preston, High Street  
Reservoir  
Richmond, Swan Street  
Richmond, Bridge Road  
Richmond, Victoria Street  
Rosebud  
Rowville, Stud Park  
Roxburgh Park  
Sandringham  
South Melbourne  
South Morang  
Springvale  
St Albans  
St Kilda  
Sunbury  
Toorak Village  
Werribee Plaza  
Wheelers Hill, Brandon Park  
Williamstown

### ○ Specialised Activity Centres

1. Alfred Medical Research and Education Precinct, Prahran
2. Austin Biomedical Alliance Precinct, Heidelberg
3. Deakin University, Burwood
4. La Trobe Technology Park, Bundoora
5. Melbourne Airport
6. Monash University/Health Research Precinct, Clayton
7. Parkville Medical and Bioscience Precinct
8. RMIT Technology Park, Bundoora
9. Victoria University, Footscray
10. Werribee Animal and Food Research Precinct

