



# 5

## A great place to be

### Direction 5

- 5.1 Promote good urban design to make the environment more liveable and attractive
- 5.2 Recognise and protect cultural identity, neighbourhood character and sense of place
- 5.3 Improve community safety and encourage neighbourhood design that makes people feel safe
- 5.4 Protect heritage places and values
- 5.5 Promote excellent neighbourhood design to create attractive, walkable and diverse communities
- 5.6 Improve the quality and distribution of local open space and ensure long-term protection of public open space
- 5.7 Rectify gaps in the network of metropolitan open space by creating new parks and ensure major open-space corridors are protected and enhanced
- 5.8 Improve the environmental health of the bays and their catchments
- 5.9 Protect coastal and foreshore environments, and improve public access and recreational facilities around Port Phillip Bay and Western Port
- 5.10 Maintain and develop metropolitan Melbourne as a desirable tourist destination



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

The physical environment affects people’s ability to participate in community activities, access services and facilities, and undertake their daily lives. It also affects their sense of community and security. Urban design, including the design of buildings, streets and neighbourhoods, can foster or discourage interaction and participation in civic life.

New development or redevelopment will contribute to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness, and environmental sustainability. High-quality design will be expected for private and public buildings and spaces, transport routes and corridors, and related infrastructure – the Government’s new Victorian Design Advisory

Council will support this expectation. Development will respond to its context in terms of urban character, cultural heritage, natural features and climate (see ‘Principles for development of urban design guidelines’).

Attractive landscapes are valuable in metropolitan Melbourne and the surrounding region. Because a number of distinct landscape types come together in the centre of this region, residents can enjoy a wide range of scenic environments for living, working and recreation. *Melbourne 2030* intends that future development will respond to the surrounding landscape. This is particularly important around metropolitan Melbourne, given its often subtle topography. *Melbourne 2030* complements the Victorian Coastal Strategy 2002 to ensure that sensitive landscape areas such as the bays and coastlines are protected and that new development does not detract from their natural quality.



Development will respond to its surroundings, such as urban character, cultural heritage, natural features and climate



Transport corridors are a public face of our cities, towns, suburbs and countryside. In some urban areas, they represent the biggest single public open space resource. Land-use planning, urban design and transport planning will be integrated in these corridors. Particular attention will be paid to urban design aspects such as open space potential and the use of vegetation to maintain wildlife corridors and greenhouse 'sinks'. Urban design is also important in creating safe, walkable and attractive environments, which will make using public transport more attractive.

## Initiatives

- 5.1.1** Provide leadership in sustainable urban design and integrated place management through awards, advice and training programs, and by ensuring that government projects are exemplary
- 5.1.2** Review and revise urban design guidelines for incorporation in the planning system, ensuring that development provides quality environments consistent with the objectives of *Melbourne 2030*
- 5.1.3** Develop and apply performance criteria and standards for safety, surveillance, noise, amenity and privacy for subdivision and new development not covered by ResCode
- 5.1.4** Develop urban design projects with local government and other partners to apply good urban design principles and meet the outcomes sought by *Melbourne 2030*, giving priority to areas of social need
- 5.1.5** Integrate land-use planning, urban design and transport planning, and prepare guidelines for development and management of transport corridors with particular attention to urban design aspects
- 5.1.6** Review the rate of progress in putting powerlines (11 kV and below) underground, giving priority to visually sensitive areas, and investigate alternative funding mechanisms
- 5.1.7** Provide assistance to local councils for projects to improve landscape qualities, open space linkages and environmental performance in green wedges, conservation areas and non-urban areas





# Principles for development of urban design guidelines

## Design for community safety

- clearly define the difference and boundary between public and private space
- foster natural surveillance by providing buildings with ‘active’ ground floors and orient these to streets, squares and parks
- bring together the main lines of movement to concentrate activity, and mix uses to increase the intensity and duration of activity
- provide clear open lines of sight, clearly identify entry and exit points, and provide alternative means of exit
- provide good lighting and visibility to create an environment that helps people to find their way easily

## Design for diversity and choice

- reinforce differences between places by highlighting and celebrating unique qualities
- respond to context, in particular, underlying landscape character, cultural heritage, valued existing built form, ecology and habitat

## Relate the built environment to community and culture

- seek community involvement and express the values, needs and aspirations of groups in the community for whom the place is being designed
- indicate image and function through landmarks, skyline, hierarchy and marked edges and gateways
- incorporate public art where possible

## Provide quality built form

- by adopting high design standards, create developments that add to the quality of the area and provide a high standard of amenity for all users

## Design for accessibility and inclusiveness

- address the needs of all users, including those with disabilities
- direct public transport, walking and cycling into the heart of an area, and as close as possible to meeting areas and public spaces
- ensure that new development is of suitable scale to encourage interaction and participation, and also to allow for retreat and individual activity
- establish a high-quality pedestrian-oriented street environment that is visually interesting, comprehensive, varied and well-connected

## Design for sustainability

- consider the whole life of any planned development and design appropriately for location, functions, local climate and terrain
- use resources efficiently, minimise waste and use environmentally benign materials in construction, operation and maintenance to promote the health of construction workers and occupants
- use renewable energy where possible and aim for energy efficiency
- adopt water-sensitive design by means such as encouraging rainwater collection and using as many permeable surfaces as possible
- design and construct buildings that are flexible enough to accommodate a range of uses over time
- design for reduction and abatement of noise.

## Recognise and protect cultural identity, neighbourhood character and sense of place



Cultural identity makes a region, town or neighbourhood unique. With sense of place, it reinforces a feeling of belonging. While heritage and neighbourhood character are clear components of sense of place, this also arises from non-physical aspects that evolve over time, such as activities, people and the resulting cultural vitality. These should not be affected unintentionally by development.

Sense of community, sense of place and shared identity can be heightened through the powerful community-building tools of the arts and culture. Participation and engagement in creative activities also fosters cultural vitality and innovation at local level.

New development and redevelopment in metropolitan Melbourne and the surrounding region will respond and contribute to existing sense of place and cultural identity. Links between land-use planning and cultural planning will be strengthened.

Development will respond to its context. The special characteristics of a local environment or place will be reinforced by emphasising:

- the underlying (natural) landscape character – this is fundamental to its sense of place, even where substantial urban development has occurred
- heritage values and built form that has resonance for the community
- the values, needs and aspirations of the community.

Neighbourhood character is an important component of sense of place and a key element of ResCode. Identifying and defining neighbourhood character is not about imposing design styles, but about recognising distinctive urban forms and layout and their relationship to the landscape and vegetation. ResCode and other planning requirements will be used to ensure protection of existing valued urban and neighbourhood character.

The urban form of each town and city represents an accumulated memory of its origins and the way it has grown. Future development will respect and add to this layering of community memory and history.

## Initiatives

- 5.2.1** Research the relationship between sense of place, urban character, landscape character and neighbourhood character as a basis for improvements to the planning system
- 5.2.2** Strengthen tools in the planning system to ensure development responds to its context in terms of built form, landscape character and cultural identity
- 5.2.3** Assist local government to undertake cultural planning to encourage and support local cultural activity and identity



Arts and culture can increase sense of community, sense of place, and shared identity



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

Concerns about safety may restrict people’s mobility and levels of activity and may exclude them from some places, particularly at night. Such concerns can lead to loss of independence, isolation or constraint on some activities.

The perception of safety can have as great an impact on people’s lives as do actual levels of safety or crime. Different groups may feel more vulnerable than others, making safety an important equity issue. All people should be safe, and they should feel safe (see ‘Community safety’).

The Government is implementing a number of initiatives related to community safety. The recently launched ‘Safer Streets and Homes’ strategy sets out how government and community initiatives can mesh to help people feel confident about their safety. It acknowledges that the built environment can make a considerable contribution to safety and perceptions of safety, through the design of buildings and public spaces and the mix of activities therein. Provision will be made in activity centres for suitable locations for police stations and fire brigade, ambulance and emergency services. In newly developing areas, these services will be located together. Public safety and perceptions of safety will be considered when developing or amending planning provisions, structure plans and urban design guidelines, criteria and standards.

*Melbourne 2030* is committed to improving public safety in all circumstances. As perceptions of safety have an influence on travel choice, the Strategy takes an integrated approach to travel safety. Addressing safety concerns is fundamental to achieving the objective of increased public transport usage, walking and cycling. Current traffic conditions make travel by car seem a safer option than walking and cycling in terms of personal injury. Many people feel unsafe travelling on public transport and getting to and from it. Initiatives undertaken will provide safer walking and cycling routes and improve safety for people accessing and using public transport.

The Government is taking action to improve community safety



# Initiatives

- 5.3.1** Set up programs to improve the safety and security of people in public places and while using public transport, walking or cycling
- 5.3.2** Establish an interagency forum to improve community safety through the application of urban design principles
- 5.3.3** Locate police, fire, ambulance and other emergency services in or near activity centres to enable stronger linkages and faster action in emergencies
- 5.3.4** Implement community policing programs, linking them to community building partnerships and programs that address the causes of crime
- 5.3.5** Include 'safer design' guidelines and principles in the planning system to improve perceptions of safety and reduce the occurrence of crime and violence in built environments



## Community safety

The Government's new Crime Prevention Victoria agency works closely with communities to identify crime hot spots and formulate effective crime prevention strategies.

The Justice portfolio and its agencies, including Victoria Police, Metropolitan Fire and Emergency Services, the Country Fire Authority and the Victoria State Emergency Service, play a key role in contributing to the community being safe and feeling confident about its safety.

Victoria's emergency service organisations strongly value the development of partnerships with local communities, local government and other government agencies that emphasise:

- preventing and reducing crime and violence
- minimising personal injury in the home, at work, or at leisure
- managing emergencies when they arise.
- working in partnership with business, local government and the community to prevent and mitigate emergency incidents.





## Protect heritage places and values

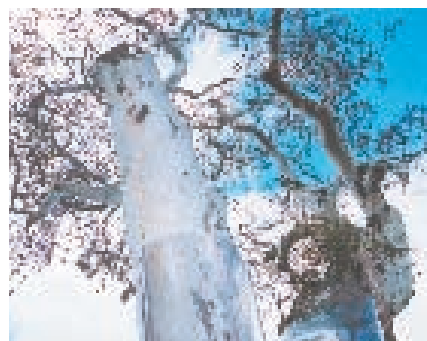
Melbourne is recognised for the quality and preservation of its historic architecture and its cultural landscapes that include street patterns, laneways, parks and gardens. Established in the mid-1830s by land-hungry speculators, Melbourne grew rapidly to become one of the great nineteenth century cities of the world. As a gateway to a thriving pastoral hinterland, and then from the 1850s as the principal city in a gold-mad and energetic society, Melbourne was shaped by extraordinary social, technological and economic forces. Its remarkable heritage of Victorian-era buildings reflects the wealth coming from gold and other robust nineteenth century industries such as wool, as well as developments in building techniques and the use of distinctive local materials.

The tangible resources of cultural heritage can be seen in buildings, landscapes and landmarks. They offer a way of experiencing the heritage and unique cultural identity of the people who live in a region.

Heritage can operate as a vector for development. It can attract tourists and help to position cities within the urban hierarchy, nationally and internationally. To effectively use the heritage of Melbourne in this way, it is necessary to clearly understand the qualities that contribute to its distinctiveness and competitive advantage. In particular, overseas visitors seek out the internationally distinctive aspects of Melbourne's heritage such as the Parliament precinct, the trams and the 'Golden Mile Heritage Trail' in the Central Business District. It is important to encourage partnerships which promote the qualities and benefits that heritage adds to Melbourne as a world-class city.

Heritage can also be intangible. It is not just about conservation, but about understanding the history, development patterns, cultural layers and themes of places. These may be expressed in buildings or through traditions of public life, festivals, rituals, arts and crafts. A good understanding of the past is important in planning and designing sustainable and liveable communities for the future. Heritage contributes to a sense of place, community and identity. It is a factor in attracting the skilled workers and businesses that make the region internationally competitive.

Conserving Indigenous and non-Indigenous cultural heritage is important





# Initiatives

*Melbourne 2030* recognises the importance of conserving places of Indigenous and non-Indigenous cultural heritage. The wide range of sites that exists across metropolitan Melbourne and the surrounding region includes places of spiritual importance or meaning to Indigenous people, cultural landscapes, archaeological sites and relics and historic places. There are, for example, 965 'places' listed in the *Victorian Heritage Register* for metropolitan Melbourne. Attention will be paid to conserving these while encouraging appropriate new development that respects those established heritage values (see 'Victorian Heritage Strategy').

The identification, conservation, protection and management of cultural heritage values across the region will receive continued support. While all local councils in metropolitan Melbourne have some form of heritage overlay in their planning schemes based on heritage studies, a common framework will be promoted to achieve a consistent approach by all agents involved in the processes of heritage assessment, protection and management.



- 5.4.1 Work with relevant agencies to enhance respect and understanding for Indigenous peoples and culture, and develop ways to recognise important Indigenous cultural issues within the planning system
- 5.4.2 Promote a consistent framework for assessment of heritage places and refine guidelines for the assessment of development proposals under the Heritage Overlay
- 5.4.3 Provide guidance to local government and other agencies on preparing statements of heritage significance
- 5.4.4 Ensure that planning schemes reflect the full extent of heritage values in each municipality
- 5.4.5 Establish an awards system to encourage and recognise good heritage conservation practice
- 5.4.6 Provide practical assistance and support for the adaptive reuse of heritage buildings whose use has become redundant

## Victorian Heritage Strategy

The Victorian Heritage Strategy 2000-2005 is a five-year vision to identify, protect and manage the State's cultural heritage assets. It recognises the economic importance of heritage in Victoria, and its contribution to industry, tourism and the community.

The key goals of the Victorian Heritage Strategy are:

- **knowing** by increasing knowledge of Victoria's heritage places and objects
- **communicating** by enhancing community understanding and appreciation of heritage
- **protecting** by providing mechanisms for the strategic and practical protection of heritage places and objects
- **managing** by supporting proactive management and sustainable use of heritage assets

The Strategy is being implemented through a range of initiatives and programs including:

- improved access to heritage information including the various lists and registers
- developing community-based restoration programs, for example, Hands on Heritage
- promoting best practice examples which highlight the benefits that heritage conservation contributes to sustainable development
- increased recognition for significant collections of heritage objects
- an improved emphasis on compliance and enforcement
- support for consistent national heritage standards.

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

*Melbourne 2030* intends that neighbourhoods should be created as integrated and interconnected communities, not just as subdivisions. It adopts a set of Neighbourhood Principles that apply to the development of new areas and to major redevelopment in existing areas (see 'Neighbourhood Principles'). Not only will new developments meet basic needs, they will also build a strong sense of place and community. Because the population is made up of people of different ages, genders, family types, cultural backgrounds, interests and abilities, neighbourhoods must respond to different needs, opportunities and aspirations.



In some areas, low population densities combined with inappropriate development patterns make it difficult to provide easily accessible local facilities, services, public transport and job opportunities. People can become isolated at home or dependent on others for access to services. Due to these difficulties, while housing may be relatively inexpensive, the total cost of living is often higher than it need be.

New areas will be comprehensively planned as sustainable communities that offer high-quality, frequent and safe local and regional public transport, and a range of local activities – living, working and recreational. Emphasis will be placed on fostering healthy lifestyles through initiatives such as creating walkable neighbourhoods where it is easy and attractive to walk or cycle to facilities and services.

It is important that convenience services, meeting day-to-day needs, are available within walking distance of where people live. The clustering of complementary facilities in Neighbourhood Activity Centres, including



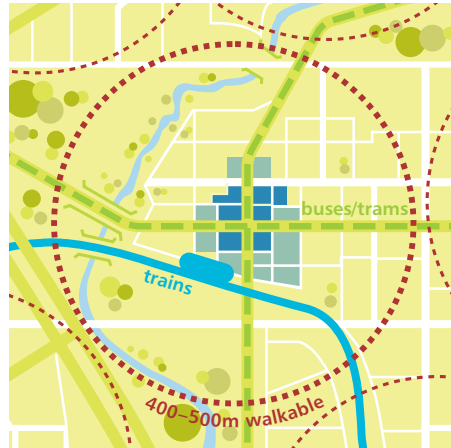
community, education and convenience services, will provide improved access, opportunities for co-location and sharing of resources, and stronger support for local economic activity.

Partnerships between developers, local government and the community are encouraged in order to make the most of opportunities for sharing social infrastructure, making best use of scarce resources and meeting a wider range of community needs. Bringing diverse activities together can provide a focal point, encouraging synergies and attracting more and different groups of people.

The Government has recognised the importance of protecting the liveability of neighbourhoods in proclaiming the *Environment Protection (Liveable Neighbourhoods) Act 2001*. This enables local communities to work together on these important issues (see 'Neighbourhood Environment Improvement Plans').

Neighbourhoods should develop as integrated and interconnected communities

- ✓ Compact – with walkable distance between housing and centre
- ✓ Mix of uses clustered in centre including schools, health and community facilities
- ✓ Interconnected pedestrian-friendly layout
- ✓ Mix of housing types to meet a range of needs and aspirations
- ✓ Higher density development within centre



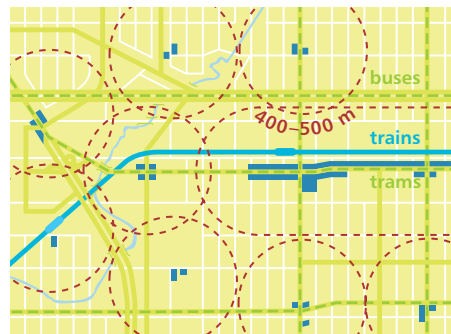
- ✓ Design to foster interaction and build in safety
- ✓ Public transport focus
- ✓ Links and connections to adjoining neighbourhoods
- ✓ Open space to meet a variety of needs and links to open space networks
- ✓ Environmentally friendly development

Figure 37. Sustainable neighbourhood structure

- Centre
- Higher density development in and around centre
- Open space

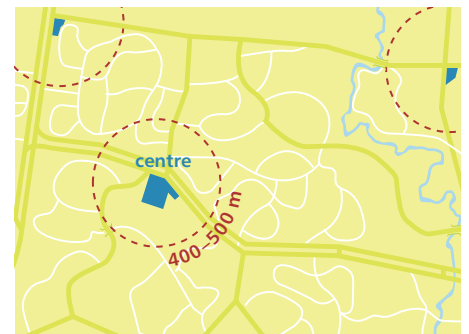
# Initiatives

- 5.5.1 Update the residential subdivision provisions in the *Victoria Planning Provisions* to promote the Neighbourhood Principles
- 5.5.2 Adopt guidelines to assist local government in supporting local convenience services
- 5.5.3 Apply the Neighbourhood Principles in the creation or review of growth area development plans, in structure plans for new subdivisions, and in planning for the improvement or redevelopment of existing areas
- 5.5.4 Promote the development of Neighbourhood Environment Improvement Plans to ensure that community environmental concerns are heard and addressed



Supports Strategy objectives

- Most areas within walking distance of a centre
- Supports public transport
- Neighbourhoods clustered to support larger centre



Less successful

- No, or minimal, public transport
- Street pattern makes walking between places and bus connections difficult
- Many people cannot walk to a centre



Figure 38. Sustainable urban structure

## Neighbourhood Principles

These principles represent characteristics of liveable neighbourhoods:

- 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.



## Neighbourhood Environment Improvement Plans

These are a new tool under the *Environment Protection Act 1970*. They enable communities to work together to identify and act on environmental issues at local level.

Neighbourhood Environment Improvement Plans (EIPs) are developed by all sections of the community, in partnership, to improve and sustain the environment for everyone. Through extensive public consultation, they tackle those issues communities identify as important to their health, safety and enjoyment of the local area.

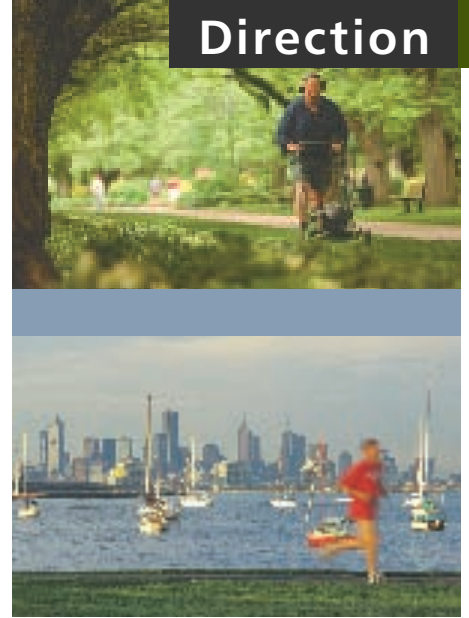
Typically, a local council, catchment authority or other government body will help sponsor development of a Neighbourhood EIP and,

with the support of EPA Victoria, will lead and publicise the proposal. Communities are required to develop a proposal, in consultation with all potential parties to the plan, for submission to EPA Victoria for endorsement.

Neighbourhood EIPs might seek to tackle a single issue, or many. They can evolve and change over time. They may work towards ecologically sustainable development. This inbuilt flexibility is designed to maximise the benefits of community oriented action.

The Neighbourhood EIP provisions came into effect in July 2001. EPA Victoria is trialling the provisions and working with a number of local councils to develop and learn from pilot Neighbourhood EIPs how to address local environmental issues. In metropolitan Melbourne, this includes Edwardes Lake in Darebin and the Stony Creek in the inner western suburbs.

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



Parks Victoria manages more than 6,000 hectares of parks in metropolitan Melbourne. These regional parks and trails are a major contributor to Melbourne's liveability (see Policy 5.7). However, local public open space is a vital component of the urban fabric. It, too, makes places more liveable.

Surveys indicate that people visit local parks more often than district or regional parks that are at metropolitan scale. However, these local spaces are sometimes relatively poor in quality and may lack diversity. Social and demographic changes and changes in urban form mean that parks designed for community needs in the 1960s may not be as relevant today, and that their quantity, as well as quality, needs reassessment.

The vision for regional parks and trails is provided by Melbourne's open space strategy, *Linking People and Spaces*, prepared by Parks Victoria, but strategic guidance is needed for planning local and district parks and their links with the regional network. The quality and distribution of urban public open space will be improved and protected for future generations (see 'The Parklands Code – urban open space principles').

### Initiatives

- 5.6.1** Review mechanisms for strategic open space planning in consultation with open space management agencies in light of the Parks Victoria strategy *Linking People and Spaces*
- 5.6.2** Apply the open space planning principles set out in the Parklands Code to guide decision-making on issues such as open space protection and management
- 5.6.3** Establish a planning framework and guidelines relating to open space and sporting facilities at local and district level

- 5.6.4** Help local government to improve the quality and distribution of local open space by:
  - researching changing community attitudes and usage patterns
  - providing advice on innovative park design
  - identifying opportunities to improve provision in areas identified as deficient
  - developing strategies to maximise the open space and conservation potential of neglected or under-used areas such as some railway land, cemeteries and schools

Public open space will be improved and protected for future generations



## The Parklands

### Code: urban open space principles

To sustain the benefits of open space into the future, and to support the broad strategies and actions contained in *Linking People and Spaces*, the following metropolitan-wide guidelines are proposed for the planning and management of open space. These objectives relate to the network of urban open space including regional parks, waterways, reserves that have conservation and cultural value, coasts, and shared-use trails.

The government commits to these principles for urban open space that is controlled by the Department of Natural Resources and Environment and Parks Victoria located in Melbourne. Other managers of open space such as local government will give due consideration to these principles for their parklands.

#### Involving the community

Open space belongs to the community. Individuals and community groups should therefore be encouraged to take an active role in decision making for the network's future. Open space managers should promote this participation through open consultation, especially when major changes to park management and use are proposed. Managers should also continue to support community involvement in planting, regeneration and conservation of natural and cultural values.

#### Transparent planning processes

To ensure clear understanding of the management objectives for parks, any major urban park of an area of more than 100 hectares should be covered by a management plan, whereby decision-making frameworks and strategies for appropriate uses and developments are identified. The aim of these plans should be to provide long-term strategic direction, and the plans should be reviewed within a planned time

horizon. Either a management plan or an explicit statement of management objectives should be developed for other urban parks.

To maximise broad-community access to open space, any exclusive occupation of parkland by community organisations should be restricted to activities that are consistent with the park's management objectives. When proposals exist to use parkland in a way that is inconsistent with management plans or zoning, the outcome should be determined through proper processes under the *Planning and Environment Act 1987*, whereby adequate opportunities are provided for public objections to be heard.

Buildings and other infrastructure can be used to facilitate people's enjoyment and use of open space. It is nonetheless important to ensure that their provision is consistent with the management objectives of the park and subject to appropriate Planning Scheme processes.

#### Securing the future of open space

Appropriate zoning of open space is integral to its long-term security and Public Park and Recreation Zone or Public Conservation and Resource Zone are the most applicable zonings for parkland purposes. The zoning should be consistent with relevant management plans and objectives for the land, whereby conservation zoning is applied in order to protect areas of high conservation value in which limited development of visitor facilities is limited.

Large regional parks and significant conservation areas should be protected under legislation, ideally by being permanently reserved under the *Crown Lands (Reserves) Act 1978*.

Existing public land that immediately adjoins waterways and coasts must remain in public ownership, and any developments through which public access along stream banks or foreshores is prevented will not be permitted. When additional land is identified as being

critical to completion of open space links, through any proposed rezoning or subdivision of land planners will seek to ensure that the link is transferred to public ownership for open space purposes.

#### Changing land use

When proposals arise to change the land use of parkland, a decision should be made only once the proposal has been exposed to public scrutiny through processes under the *Planning and Environment Act 1987*. If a change in land use or in the nature of occupation is to occur that will result in a reduction of open space, the overall network of open space should be protected by way of addition of replacement parkland of equal or greater size and quality. Planners should also seek to ensure that areas that are at presently under-supplied with parkland are given priority when new areas of parkland are being established.

Environmental and recreational value of surplus government land will be fully evaluated before any decision is made on a proposal to sell land held by the Crown, a government department or a statutory authority.

#### Diversity

Urban open space should be used to accommodate the needs and aspirations of people of all abilities, cultures and ages. As much as possible in parks, planners should provide for nature conservation, recreation and play, formal and informal sport, social interaction, and peace and solitude.

Urban open space should include community sports facilities in a way that is consistent with other park activities. Users should enjoy access to sports areas when sporting activities are not in progress.

Sites and features of high scientific, nature-conservation, biodiversity, heritage, geological or landscape value will be protected by way of establishing appropriate reservations under state-government legislation.



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

The metropolitan open space network consists of:

- major urban parks, such as those in Central Melbourne managed by Melbourne City Council
- National and State parks
- major (regional) parks managed by Parks Victoria
- the Metropolitan Trail Network
- linear open space corridors including waterways
- areas of cultural and environmental significance
- the coastal foreshores and waters of Port Phillip Bay and Western Port.

While metropolitan Melbourne and the surrounding region is noted for the quality of its parks, there are gaps in the network of parkland and it is unequally distributed.

Parks Victoria's management responsibilities include major (regional) parks and strategic planning responsibility for the linear open space network. It gives funding assistance to local government for priority projects.

*Linking People and Spaces* focuses on ensuring equitable access in the development of major parks and trails, and on protecting and enhancing conservation values and sites of significance. *Melbourne 2030* supports this work.

Since 1988, some \$34.6 million has been spent acquiring 2,477 hectares of land for parks. The Government continues to acquire land designated for future parkland across Melbourne. Metropolitan ratepayers cover the operating costs for metropolitan parks in the urban parks levy. A further 969 hectares of land is currently zoned for additions to existing and developing parks.

*Melbourne 2030* gives priority to developing open space networks in growth areas where existing open space is limited and demand is growing, and in non-metropolitan parts of the region. This includes Melbourne's west, north and south-east (see, 'Western coastal parklands' and 'The Werribee precinct').



Melbourne 2030 gives priority to developing open space networks in areas where open space is limited and demand is growing, as well as in non-metropolitan areas

Urban waterways, including the Yarra River and Maribyrnong River corridors, are highly significant assets in terms of their open space, recreation, aesthetic, conservation and tourism values. Development on adjoining private land will not compromise these values. Earlier plans and planning controls along these corridors will be reviewed in the light of increasing development pressures as Melbourne becomes a more compact city to ensure their continued protection.

The lower Yarra River will be further developed as the centrepiece of Melbourne's sporting, entertainment and leisure activities in a major effort before the 2006 Commonwealth Games.

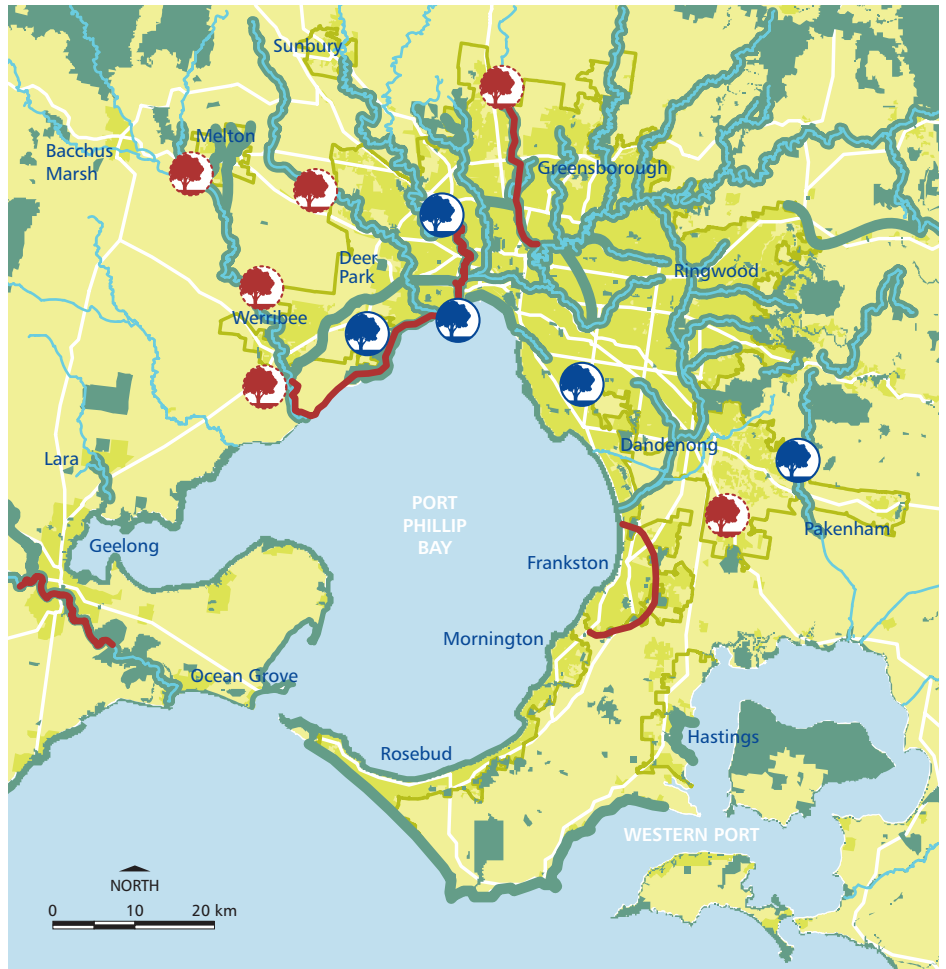
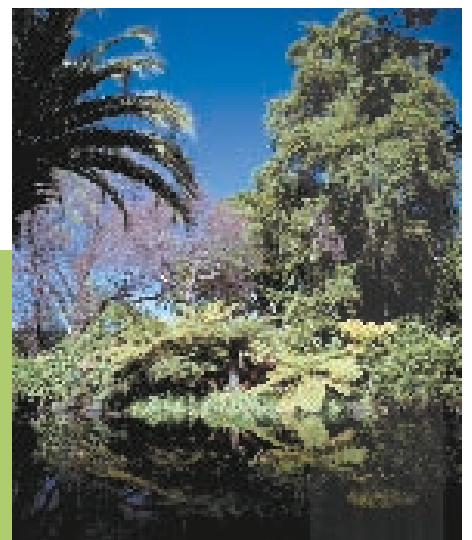
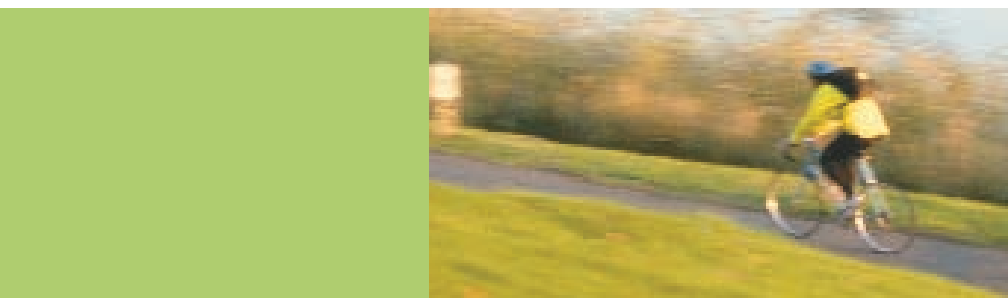
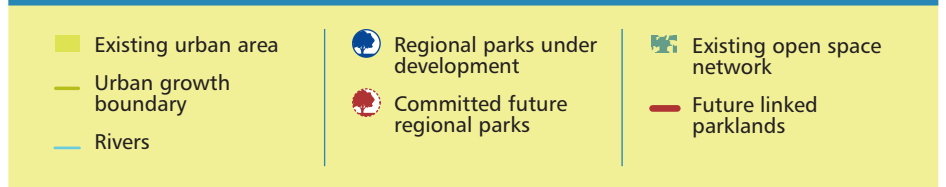


Figure 39. Regional public open space





# Initiatives

**5.7.1** Reserve land for six new metropolitan parks to redress the current imbalance and provide for future growth areas:

- Werribee River Regional Park
- Werribee Township Regional Park
- Kororoit Creek Regional Park
- Merri Creek Regional Park
- Melton Township Regional Park
- Cranbourne Regional Park

**5.7.2** Extend the ‘chain of parks’ concept by creating four continuous open space links and trails:

- 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)

**5.7.3** Provide long-term planning protection to meet demand for future open space, until land can be acquired and developed for public use in key areas that include:

- Plenty Gorge Parklands
- Yarra Valley Parklands
- Cardinia Creek Parklands
- Heatherton/Dingley ‘Sandbelt’ Parklands
- Dandenong Valley Parklands

**5.7.4** Strengthen current policies and review the adequacy of planning controls relating to the Yarra and Maribyrnong Rivers to ensure the long-term protection of open space, conservation values – with the first

priority being the Yarra River corridor between Punt Road and Burke Road

**5.7.5** Continue adding to the recreational and tourism potential of the Yarra River and Maribyrnong River corridors by:

- completing high-priority infrastructure and landscaping for riverbank and water-based activities along the lower Yarra River before the 2006 Commonwealth Games
- identifying and completing high priority infrastructure, landscaping works and enhancement of pedestrian and bicycle trail links along the lower Maribyrnong River
- completing links between the Main Yarra trail and Darebin and Plenty trails, the Maribyrnong trail and Bay trail at Williamstown, and connecting the Yarra trail to the Bay at Port Melbourne



## Western Coastal Parklands

The Western Coastal Parklands will form a continuous parkland and trail connection from Point Gellibrand in Williamstown to the Werribee River.

Williamstown is an important maritime heritage precinct framed by Hobsons Bay, Port Phillip and the Yarra River. The Government will add to Williamstown's reputation as a key recreational boating and tourism destination by:

- improving public access to the waterfront and foreshore
- improving environmental management and promoting the protection of natural habitats
- protecting areas of maritime heritage
- reusing historical buildings.

Key projects in the precinct include:

- development of new parks at the rehabilitated former Altona tip and Truganina Explosives Reserve
- creation of a regional coastal heritage park at Point Gellibrand that respects and conserves the site's cultural heritage values and the coast
- redevelopment of the former Port of Melbourne Authority Workshops site into a working maritime heritage precinct as a major new tourism attraction for Victoria
- reconstruction of Ferguson Street Pier, reopening the pier for public access
- upgrade of boating and visitor facilities at Gem Pier, providing a focus for commercial ferry operators
- completion of gaps in the Bay trail between Williamstown and the Werribee River.

## The Werribee precinct

The Werribee precinct in metropolitan Melbourne's western suburbs aims to create a tourist destination of regional, national and international importance, offering experiences that include:

- broadening the visitor appeal of the historic house and garden, Werribee Park, particularly through more cultural events and exhibitions based around wine and food, art and sculpture, music and popular entertainment
- creating a new 300-hectare regional park along the Werribee River and along the coast to Point Cook that will protect and enhance the high environmental and Indigenous cultural values of the precinct
- enhancing the precinct by meeting the needs of one of Australia's fastest-growing residential areas for access to regional open space
- providing pedestrian and cycling trails to connect Werribee township to Werribee Park, and to fill a nine-kilometre gap in the bay trail between Werribee South and Point Cook
- protecting important Indigenous cultural sites along the Werribee River
- testing the potential for ecological tourism in the area of the Western Treatment Plant which is already world famous for birdwatching and home to myriad local and visiting bird species.





## Improve the environmental health of the bays and their catchments

Port Phillip Bay is almost 2,000 square kilometres in area and metropolitan Melbourne has some 135 kilometres of urban development adjacent to its coast. Because Port Phillip Bay and the smaller but more fragile Western Port are critical recreational and economic resources for Melbourne, care needs to be taken to protect their environmental health. Land use, land management and activities that occur within urban areas and on surrounding rural land determine the ecological health of the bays and their catchments.

The Government has recently passed legislation to establish marine national parks and sanctuaries in Victoria, with four parks and two sanctuaries located in Port Phillip Bay and Western Port.

Melbourne 2030 aims to reduce major environmental pressures associated with urban growth and development within the catchments of Port Phillip Bay and Western Port. Urban development within the growth areas, particularly the Cranbourne-Pakenham and Werribee corridors, needs to respond to the high environmental sensitivities of adjacent land and water, and protect significant natural assets including the internationally recognised Ramsar sites.

The State Environment Protection Policy (SEPP) (Waters of Victoria) introduced a schedule applying to Western Port and its catchment that aims to improve the natural environment of the bay and provide for important human needs and activities. A companion SEPP for Port Phillip Bay was

declared in 1997, while the Port Phillip Bay Environmental Management Plan addresses the risk of nutrients entering the bay from the catchment.

The water quality of Port Phillip Bay is generally fair to good and it contains a vibrant sea life with areas of kelp forest. A key threat is the impact of exotic marine pests such as tube worms and Pacific starfish.

As is typical of urban waterways, the water quality in the waterways leading to the bays is generally poor in the middle and lower parts of the catchments. The limited trend data available shows little measurable improvement in water quality over the past decade. The Government will work to reduce pressures on water quality from increased sediments and other pollutants, emanating mainly from construction sites and the construction phase of road development, in order to improve the quality of stormwater entering the waterways.



The aim is to reduce major environmental pressures associated with urban growth and development in the catchments of Port Phillip Bay and Western Port



# Initiatives

Drainage and flood-plain plans are prepared by waterway management authorities. Outside the Port Phillip Catchment and Land Protection (CALP) Board region – which broadly covers the area influenced by Melbourne 2030 – catchment management authorities have this responsibility. Melbourne Water is responsible for waterway and floodplain management for most of metropolitan Melbourne, but not for all of it. Drainage and flood-plain planning and management is inadequate in some existing urban areas and in parts of the designated growth areas because 30 per cent of waterways in the Port Phillip and Western Port region (excluding public land) do not have a formal waterway management authority. Waterway management arrangements for the whole of the Port Phillip Bay and Western Port catchments will be reviewed to ensure effective drainage and flood plain management across the region.

In addition, an updated regional catchment strategy is being prepared by the Port Phillip CALP Board. A holistic approach will be used in assessing the pressures that affect the ecological health of the catchments, waterways and bays. With the Port Phillip Bay Environmental Management Plan, the catchment strategy will provide a blueprint for action by industry, community and government agencies in achieving sustainable land and water management. This blueprint will be linked to the environmental initiatives in *Melbourne 2030* and will complement them.

- 5.8.1** Adopt new statutory waterway management arrangements for those parts of the Port Phillip Bay and Western Port catchments without a waterway management authority
- 5.8.2** Update the Port Phillip and Western Port Regional Catchment Strategy
- 5.8.3** Complete land capability and natural resource mapping for the region, compile an inventory and provide education and training to help local planning authorities use this information for land-use planning decisions
- 5.8.4** Implement plans for internationally significant Ramsar sites on the Port Phillip Bay western shoreline, the Bellarine Peninsula and Western Port
- 5.8.5** Implement public programs to engage the community in protecting the catchments and bays
- 5.8.6** Establish the four new marine national parks (at Port Phillip Heads and in Western Port at Yaringa, French Island and Churchill Island) and two marine sanctuaries (at Point Cook and Ricketts Point) in Port Phillip Bay and Western Port



## Protect coastal and foreshore environments, and improve public access and recreational facilities around Port Phillip Bay and Western Port

Residents and visitors alike enjoy the environment, the recreational opportunities and the lifestyle settings of the Victorian coastline. The bays, beaches and hinterlands are commercially important, contain a rich and diverse suite of plants and animals, and are highly sought after for residential living and for recreation. However coastal ecosystems are extremely complex and sensitive to disturbance, such as removal or loss of coastal vegetation through development. Also, recreational pressures allow invasive weeds to become established and cause erosion of dunes and cliffs.

*Melbourne 2030* applies the same principles for coastal development that are set out in the *Victorian Coastal Strategy 2002*. This will focus development at discrete locations so that:

- the extent of settlements (activity nodes) is defined
- areas between settlements remain largely undeveloped
- the extent of recreation nodes is defined.

Directing coastal development to discrete locations is designed to:

- minimise the impact of use and development, and protect sensitive areas
- contain use and development to a limited number of locations
- define the scale of use
- establish boundaries for development areas
- manage development pressures
- provide a focus for facilities that relate to the coast.



There are opportunities to improve Melbourne as a bayside city



Figure 40. Indicative coastal land use

- Existing urban area
- Urban growth boundary
- Coastal recreation zone
- Coastal protection zone
- Existing national parks and conservation reserves
- Private land

**Coastal recreation zone**

Areas capable of sustaining recreational opportunities for large numbers of people. This zone should be managed to minimise impacts on remnant values and the coastal environment.

**Coastal protection zone**

Areas in relatively natural condition or which are significant for botanical, zoological, geological or geomorphological, archeological or historical reasons, including sites or fragile environments that are sensitive to modification. This zone should be managed to protect the natural values of the zone.

The coastal zoning applies to coastal public land outside parks and conservation reserves, and does not prevent fishing in adjacent waters.

Detailed prescriptive statements on activities that would be permissible or not permissible in these zones have been avoided to provide flexibility in onground management, and acknowledge the wide variety of local circumstances that are experienced in these locations.

Recreation is an appropriate use in both Coastal Recreation and Coastal Protection Zones – it is the capacity for, and scale of associated development that will vary.

Detailed local planning for individual coastal reserves, taking into account the broad directions of the coastal zoning, will be undertaken by local managers and will involve public consultation.

Source: Victorian Coastal Strategy, Vic Coastal Council, Jan 2002



Activity and recreation nodes are being identified in coastal action plans. This will help local councils to define the purpose and function of activity centres along the coast.

A relatively small proportion of the foreshore is privately owned. These areas should be managed consistently with the adjoining public land.

Melbourne’s open space strategy, *Linking People and Spaces*, sets out priorities for improving public access, including the trail network around Port Phillip Bay. There are opportunities to enhance Melbourne’s role as a bayside city. Parks Victoria is also developing strategic directions for Port Phillip Bay and Western Port, which will feed into a whole-of-government framework, ‘Bays for Life!’. Key recreational and tourism precincts will be improved, as will facilities for boating and cruising yachts.

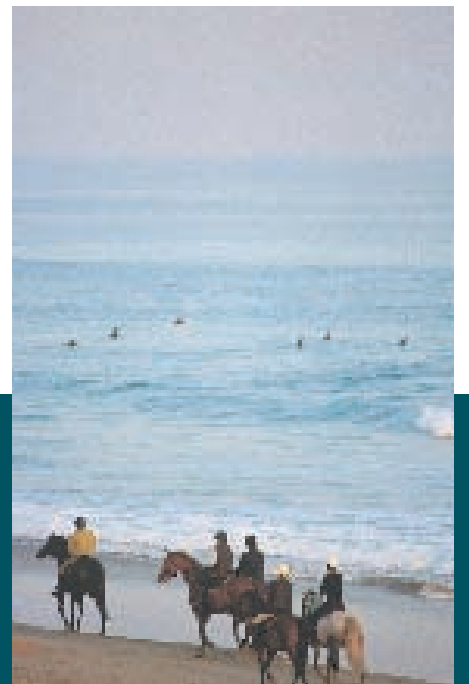


## Initiatives

- 5.9.1** Implement the *Victorian Coastal Strategy 2002* for metropolitan Melbourne and the surrounding region
- 5.9.2** Further improve maritime precincts at key sites including Williamstown and St Kilda
- 5.9.3** Improve the appeal of Port Phillip Bay as a cruising destination by upgrading boating facilities and infrastructure at Patterson River, and complete a significant maintenance program at Mornington
- 5.9.4** Ensure completion of the Port Phillip Bay trail between Mordialloc and Port Melbourne and between Williamstown and Werribee (linked by the punt service at Spotswood)

In areas such as the Mornington Peninsula, there will be no expansion of existing urban areas outside the urban growth boundary. Municipal Strategic Statements will reflect the diverse characteristics of coastal urban areas, and planning scheme provisions will ensure that coastal developments are separated to maintain the character of settlements along the coast.

Our coastal areas are particularly vulnerable to the potential impacts of climate change such as rises in sea level, more intense storm activity and related storm surge events. The most vulnerable coastal areas are low-lying areas with small development setbacks. Current research on these potential impacts will pave the way for adaptive strategies.



## Maintain and develop metropolitan Melbourne as a desirable tourist destination



Melbourne is Victoria's primary tourist destination. It is perceived as a most desirable place to visit, as well as to live. Tourism is one of the city's largest and fastest-growing industries, attracting more than 6.6 million visitors each year and generating more than \$3.8 billion for the city's economy.

Melbourne offers outstanding and well-developed accommodation, attractions and services. Its destination status is firmly established in terms of level of investment and visitor numbers, and the breadth and depth of its tourism assets is a significant point of difference. As the gateway to regional Victoria, Melbourne also gives an entrée to a host of further attractions.

The vision for further development of Melbourne tourism is provided by the Marketing Melbourne Strategy within Victoria's *Tourism Industry Strategic Plan 2002-06*, prepared by Tourism Victoria. This builds on the characteristics of vibrancy,

innovation and a welcoming nature that attract and delight tourists and also make Melbourne a fine place in which to live and do business.

Integrated planning is essential to ensure that future development is consistent, sustainable, in keeping with community aspirations and able to make the most of the potential benefits of tourism activity. Melbourne's position as a sophisticated, vibrant, liveable, authentic and inclusive tourist destination will be strengthened by the development of strategies that:

- encourage local, national and worldwide connections and alliances
- revitalise the retail core
- nurture artistic and cultural life
- improve public facilities, amenities and access
- maintain city safety
- provide information and leisure services
- integrate communications systems
- improve transport infrastructure
- ensure efficient use of resources
- protect biodiversity.

## Initiatives

**5.10.1** Implement the Marketing Melbourne Strategy within Victoria's *Tourism Industry Strategic Plan 2002 – 2006*

Melbourne is both a destination for visitors and a gateway to regional Victoria

