

Management report to Council

Agenda item 6.8

City of Melbourne submission to the Plan Melbourne Refresh (October 2015) discussion paper

Council

Presenter: Kate Vinot, Director City Strategy and Place

15 December 2015

Purpose and background

1. The purpose of this report is to seek the Council's endorsement of the attached draft submission to the Plan Melbourne Refresh discussion paper (refer Attachment 2).
2. The State Government released the Plan Melbourne Refresh discussion paper in October. This paper is publicly available. The discussion paper is informed by the Plan Melbourne Ministerial Advisory Committee 2015 Final Report, which is also publicly available.
3. Plan Melbourne Refresh is not intended to comprehensively revise Plan Melbourne 2014. Plan Melbourne Refresh is envisaged to maintain previous key priorities but also strengthen the focus on housing affordability, climate change and energy efficiency, and transport priorities.
4. A further review of Plan Melbourne 2016 and updates of its implementation plan will occur every five years, the next being in 2021.
5. Submissions are required to be lodged with the Department of Environment Land Water and Planning (DELWP) by 18 December 2015.

Key issues

1. The draft Council submission (refer Attachment 2) seeks to highlight some key high level considerations of Council. This is provided for Council's consideration and endorsement.
2. The draft Council submission identifies seven main priorities for improvements to Plan Melbourne:
 - 2.1. Priority 1: More explicit guidance regarding the sequencing of government investment in the expanded central city.
 - 2.2. Priority 2: Greater clarity in aspirations for how Melbourne should be spatially organised. This should include recognition of the increasingly centralised nature of jobs and investment, greater priority on infill, and significantly greater priority on well-planned density along major transport corridors.
 - 2.3. Priority 3: A clear governance framework that supports more collaborative relationships between the state entity responsible for metropolitan planning and local governments.
 - 2.4. Priority 4: An explicit commitment by the Victorian Government to subregional planning within the metropolitan area, including consideration of housing, public transport and other community infrastructure.
 - 2.5. Priority 5: An expanded notion of resilience that leads to better integration of planning for social, environmental and economic challenges.
 - 2.6. Priority 6: A focus on integrated delivery arrangements as well as integrated planning.
 - 2.7. Priority 7: More explicit reference to the potential for new technologies to transform the city.
3. The Administration has also prepared responses to a questionnaire provided by DELWP. This is provided for information at Attachment 3. The administration will update this questionnaire, if necessary, to reflect the outcomes from Council's discussions and will submit it to DELWP by 18 December 2015.

Recommendation from management

4. That Council endorse the draft submission (Attachment 2) and authorise the Director City Strategy and Place to make any further minor editorial changes to City of Melbourne's final submission in response to the Plan Melbourne Refresh discussion paper, prior to the lodgement date of 18 December 2015.

Attachments:

1. Supporting Attachment
2. City of Melbourne – Council Submission to Plan Melbourne Refresh
3. City of Melbourne – Response to Plan Melbourne Questionnaire

Supporting Attachment

Legal

1. There are no direct legal implications as a result of this report.

Finance

2. There are no known financial implications as a result of this report.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. No external consultation was required for the preparation of this report.

Relation to Council policy (if applicable)

5. The content of this submission is consistent with.
 - 5.1. Transport Strategy 2012
 - 5.2. Bike Plan 2012 - 2016
 - 5.3. City North Structure Plan 2012
 - 5.4. Housing Strategy, Homes for People 2014 - 2018
 - 5.5. Melbourne's Municipal Strategic Statement (MSS)
6. The recommendation is also consistent with:
 - 6.1. Resilient Melbourne (preliminary resilience assessment) June 2015;
 - 6.2. Urban Nature Strategy (expected to be finalised in early 2016); and
 - 6.3. Places for People 2015 research report

Environmental sustainability

7. This submission encourages the future consideration of environmental issues and is informed by the City of Melbourne policies and research reports as noted above.

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**CITY OF MELBOURNE SUBMISSION TO
PLAN MELBOURNE REFRESH – DISCUSSION PAPER OCT 2015**

DECEMBER 2015

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INTRODUCTION

Melbourne is one of the fastest growing local government areas in Australia, and will be central to the future prosperity of Victoria. The City of Melbourne and the Victorian Government are working towards some similar goals for central Melbourne. In particular, both are working to support jobs, economic growth, activation of the city and high quality design outcomes that will help preserve and enhance Melbourne's liveability.

The city's population is forecast to increase by around 50 per cent over the next decade, with a significant pipeline of activity in residential, commercial and retail development over this period.

The Plan Melbourne refresh provides a great opportunity to strengthen partnerships and the City of Melbourne welcomes the opportunity to provide feedback on the Plan Melbourne Refresh discussion paper.

The Plan Melbourne refresh acknowledges that as a city of 8 million people, Melbourne will be a more densely populated city within contained growth boundaries. In order to achieve this, Plan Melbourne sets out to direct the ways the city will grow to create places that capitalise on existing infrastructure and increase Melbournian's access to the opportunities that the city offers.

The City of Melbourne is a strong supporter of this aspiration and sees its role in managing urban growth within its boundaries as being a key success factor in ensuring these aspirations are realised.

In addition, the Council's investment in the renewal of the Queen Victoria Market, combined with the Victorian Government's investment in Melbourne Metro Rail - the biggest overhaul to the train network since construction of the City Loop - represent strategic investments of unprecedented opportunity for Melbourne.

The current trajectory for metropolitan Melbourne has very significant challenges, including too much sprawl, insufficient investment in public transport, and insufficient developer financing directed towards liveability in growing areas. Our shared aspirations for the city will simply not be realised without significant improvements in metropolitan scale planning practices and outcomes.

Together, these factors mean that strong partnerships between the Victorian Government and the Council are now more important than ever.

While there are many relevant issues raised by the Refresh, and a wide range of matters that require further consultation with local government in terms of implementation detail, the City of Melbourne has identified seven main priorities for improvements to Plan Melbourne:

- Priority 1: More explicit guidance regarding the sequencing of government investment in the expanded central city
- Priority 2: Greater clarity in aspirations for how Melbourne should be spatially organised. This should include recognition of the increasingly centralised nature of jobs and investment, greater priority on infill, and significantly greater priority on well-planned density along major transport corridors
- Priority 3: A clear governance framework that supports more collaborative relationships between the state entity responsible for metropolitan planning and local governments
- Priority 4: An explicit commitment by the Victorian Government to subregional planning within the metropolitan area, including consideration of housing, public transport and other community infrastructure
- Priority 5: An expanded notion of resilience that leads to better integration of planning for social, environmental and economic challenges
- Priority 6: A focus on integrated delivery arrangements as well as integrated planning
- Priority 7: More explicit reference to the potential for new technologies to transform the city

Priority 1: More explicit guidance regarding the sequencing of government investment in the expanded central city

Plan Melbourne sets out an ambitious blueprint for the development of the expanded central city. This includes 591 hectares within our municipality (Docklands, 190 hectares, Arden Macaulay, 147 hectares, Federation Square East, 3.3 hectares, Fishermans Bend, 231 hectares (land only partially within our municipality) and E-Gate, 20 hectares). This developable land is one of Melbourne's most important competitive advantages. Its local, state and national significance needs to be recognised and then delivered on.

City of Melbourne continues to support appropriate development of these areas in a manner that optimises land use in close proximity to existing and planned infrastructure. However, it is our view that more explicit guidance on how development of this scale will be integrated and sequenced is critical to inform future infrastructure investment by all levels of government and to provide certainty to investors regarding the timing and nature of development for these significant renewal areas. Such guidance is currently lacking from Plan Melbourne.

This work needs to be developed in close collaboration with City of Melbourne and neighbouring Councils and also needs to align with a joint view regarding the economic role of the various precincts. In particular, we consider it is timely for the Victorian Government to work with us to develop a shared plan for how we best support employment growth in Arden and the Fishermans Bend employment precinct

City of Melbourne strongly supports the sentiment in the discussion paper regarding the importance of early delivery of key infrastructure in these new urban renewal areas. To support this, it is our view that a clearer position on developer contributions as they relate to infill sites is required as a matter of urgency. This should include consideration of a range of mechanisms applied in other jurisdictions. We suggest that one way of addressing this would be for Plan Melbourne to indicate that implementation of Infrastructure Contributions Plans (ICPs) for these areas will be accelerated as provided for by the recent amendments to the *Planning and Environment Act 1987*.

Priority 2: Greater clarity in aspirations for how Melbourne should be spatially organised. This should include recognition of the increasingly centralised nature of jobs and investment, greater priority on infill, and significantly greater priority on well-planned density along major transport corridors

Currently there are a number of overlapping principles in Plan Melbourne regarding future aspirations for how Melbourne should be organised spatially. There is an opportunity to simplify this and to provide greater clarity to drive more consistent implementation of the plan.

The discussion paper recognises that the CBD continues to 'attract the lion's share of development' (Plan Melbourne Refresh Fact Sheet – August 2015). It acknowledges that currently, central Melbourne is experiencing growth on an unprecedented scale and that this is creating a significant shift in urban living patterns and infrastructure needs. It is considered therefore, that in the Melbourne context, the notion of a polycentric city is confusing and does not reflect current market trends. Realistically, there's unlikely to ever be more than one 'centre' for Melbourne but the notion of a 'polycentric city' could suggest otherwise and this creates some uncertainty (particularly as a means of informing future transport planning).

The concept of the National Employment and Innovation Clusters (NEICs) is sound and is supported but it should be clear that these clusters complement rather than compete with the CBD.

The MAC also correctly identified confusion and inconsistency in the relationship between a 'polycentric city' and a '20 minute neighbourhood'.

We strongly support the 20-minute neighbourhood as a key concept in Plan Melbourne but support the push for greater clarity on its meaning.

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A possible way of more clearly articulating future aspirations for how Melbourne should be organised spatially is:

Melbourne is a city with a single centre supported by a network of NEICs and Metropolitan Activity Centres (MACs) that, together with a well-planned transport network, provide good access to world class jobs and entertainment.

Melbourne is also a city of villages supported by a strong and finer grained network of Local Activity Centres that provide access to everyday needs such as education, open space, local businesses and other community services within a 20 minute walk from home.

Furthermore, to better support implementation of the NEICs and 20-minute neighbourhoods, these concepts should also more consistently inform broader government policy regarding transport, and delivery of social services.

Priority 3: A clear governance framework that supports collaborative relationships between the state entity responsible for metropolitan planning and local governments

Plan Melbourne's aspiration of fostering more localised living across the metropolitan area through a compact mixed-use urban morphology will not be achieved without the right governance to drive it.

The City of Melbourne considers that, in order to maximise chances of effective implementation, the governance model needs to be tailored to current needs, be targeted at the right scale and should drive greater role clarity for all entities involved in urban management. Fundamental to any successful urban governance model must also be a genuine partnership with local government.

City of Melbourne is pleased that the State Government has recognised the opportunity to clarify the role and function of the Metropolitan Planning Authority (MPA)/Victorian Planning Authority (VPA). Greater clarity should also be provided on the role of Places Victoria as well as the relationship between the MPA/VPA and Infrastructure Victoria and their respective relationships to local government.

In addition, the City of Melbourne recommends that, if the MPA is to continue its role in structure planning for areas experiencing growth, that it further builds its skill base and approach to community engagement consistent with International Association for Public Participation (IAP2) standards.

Priority 4: An explicit commitment to subregional planning within the metropolitan area, including consideration of housing, public transport and other community infrastructure

Recommendation 80 of the MAC was to 'Formalise the relationship between the MPA and the subregional groupings of councils through board membership and the establishment of sub-regional advisory committees'. Given the current challenges facing Greater Melbourne, the City of Melbourne considers that improved metropolitan/sub-regional scale planning should be a priority focus of the Victorian Government and therefore strongly supports this recommendation.

The sub-regional advisory committees are potentially a very useful forum for the State Government to collaborate with local governments in integrating infrastructure planning and delivery. Discussions that occur at the sub-regional scale through Inner Melbourne Action Plan group (IMAP) yield some innovative approaches to better utilisation of existing infrastructure and a more collaborative approach to larger scale future planning. The City of Melbourne administration participated in subregional planning groups in the 12 months following Plan Melbourne but is not aware of any progress having been made since.

City of Melbourne would therefore like to see a governance model that tasks the MPA/VPA to:

- work in close collaboration with sub-regional advisory committees to develop a framework plan for each subregion. Such plans would:

- be based on a regular evidenced based metropolitan housing forecast that provides independent advice about where there is capacity for growth and how that relates to overall growth forecasts
- articulate a more appropriate distribution of housing density relative to public transport accessibility (this would replace the arbitrary 70/30 approach to housing distribution) and potentially aim to identify 15 years of potentially zoned supply for each category of housing
- identify key locations for employment growth as well as initiatives to support/incentivise employment growth in those locations
- consider the strategic role of employment precincts consistent with economic policy and consider 'branding' of precincts to send a clearer signal to investors
- identify gaps in the open space network
- identify infrastructure required to support future growth
- be subject to comprehensive community engagement efforts consistent with IAP2 standards
- be approved by the Minister for Planning based on advice of the MPA/VPA and sub-regional advisory committees. Where divergent view exists between the MPA/VPA and the sub-regional advisory groups this would be transparent in the report to the Minister.
- report to Infrastructure Victoria on an annual basis, through the Minister for Planning, in regard to the implementation challenges associated with delivery of subregional framework plans. This report would be developed in consultation with sub-regional advisory groups and should be made public.
- align the greenfield Precinct Structure Planning (PSP) program to delivery of the subregional framework plans (this might involve not commencing any new PSPs until the subregional framework plans have been endorsed)
- provide targeted support to regional councils experiencing growth.

In terms of housing policy, we recommend that Department of Environment Land Water and Planning (DELWP) develop 'resilient housing' performance criteria and targets. These criteria and targets would provide policy guidance for implementation of the subregional framework plans. The guidance could articulate Government's expectations for reduced energy consumption; diversity and flexibility of housing types; housing affordability; community infrastructure, open space provision and biodiversity protection and sustainable transport initiatives.

Importantly, the role of the sub-regional advisory committees needs to be considered alongside any reforms of the Regional Management Forums and IMAP to ensure that State Government has a more effective and efficient model of working with local government on both planning and policy matters.

City of Melbourne is of the view that the sub-regional advisory committees should best reflect subregional economies/communities. Given the current expansion of the city to the western fringe, our general view is that Maribyrnong City Council best fits within the central subregion.

Priority 5: An expanded notion of resilience that leads to better integration of planning for social, environmental and economic challenges

City of Melbourne strongly supports the renewed focus on better integrating climate change planning responses into land use planning in the face of the climate change challenge.

We also strongly support the ambition in the plan to build 'a city that sets an example to the world for environmental sustainability, social equity, enhanced liveability and economic strength' (Plan Melbourne Refresh, pg. 1).

In line with this, there is an opportunity for Plan Melbourne to incorporate a notion of resilience that goes beyond the specific environmental, climate change and water initiatives already outlined in the plan.

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Specifically, Plan Melbourne should model an understanding of resilience that drives better integration of planning for social, environmental and economic challenges. This would include a greater focus on social cohesion and connectedness as well as resilience in relation of technological change as part of the broader concept of resilience. The capacity of individuals and communities to adapt to challenges of varying scale and nature can then be strengthened through appropriate urban governance systems and the development of integrated policies.

The recently completed preliminary resilience assessment of metropolitan Melbourne (Resilient Melbourne, June 2015) prepared in consultation with 31 metropolitan councils, should be embraced and embedded into the Plan Melbourne document.

Priority 6: There should be a focus on integrated delivery approaches as well as integrated planning

Plan Melbourne should also reflect the importance of integrated delivery approaches for transport and other government initiatives. The current work that is occurring in Arden Macaulay to integrate activity across various portfolios and levels of government is a good start on this and should be included in the plan as a case study.

In addition, City of Melbourne would also like to work with the State Government to develop an integrated transport framework for central Melbourne. Such a framework would better align long term visions for the city and would also assist in integrating delivery of significant infrastructure projects to mitigate disruption in the short term and maximises opportunities to enhance city operations in the long term.

Priority 7: The potential of new technologies to transform the city is currently not adequately addressed in the plan.

The City of Melbourne proactively pursues policies that facilitate maximised energy production from renewable energy sources. We recommend that Plan Melbourne promote use of localised energy generation including solar power and, where appropriate, consider mandating this through a suite of sustainability actions that assist in reducing our ecological footprint. The Melbourne Renewable Energy Project charts an innovative pathway for the supply of clean power to the city.

Digital disruption should be added to the list of challenges facing the city and it should also be reflected as an opportunity.

The plan needs to acknowledge that some flexibility is required in order to support innovation and this should be explicitly addressed as part of the updated monitoring framework.

Support for implementation approach

Finally, we strongly support the intended regular review of Plan Melbourne 2016 at five-year intervals as an opportunity to further assess the MAC's 2015 recommendations together with future proposals, which are likely to emerge as part of the plan's implementation. We also support the development of a rolling implementation plan that outlines performance targets, timeframes, periods for review together with assumptions and priorities up until 2050.

CoM proposes that the implementation plan firstly considers a greater assessment and understanding of ecosystems; secondly that appropriate local policy and implementation tools are created which can be shared by local councils thus bringing greater equity and effectiveness to the realisation of the plan. In addition, it would be beneficial to assess if any existing local government policies could be up-scaled and applied across the larger geographic area of metropolitan Melbourne.

CoM proposes that the MAC 2015 continues to play a vital role in Plan Melbourne, and, more specifically that the committee's independent role extend to ongoing monitoring and evaluation of the implementation of Plan Melbourne.

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PLAN MELBOURNE REFRESH – QUESTIONNAIRE TEMPLATE

Part A: Questionnaire

Chapter 2: Growth, challenges, fundamental principles and key concepts

1. **The discussion paper includes the option (option 5, page 16) that Plan Melbourne better define the key opportunities and challenges for developing Melbourne and outlines some key points for considerations in Box 1. Are there any other opportunities or challenges that we should be aware of?**

Key aspects:

Plan Melbourne would benefit from looking more broadly at Metropolitan Melbourne's overall resilience to ensure the long-term viability, liveability and prosperity of our city. The concept of resilience should be embedded and integrated across all chapters. This broader positioning would tie with state and federal policy directions (refer to our response to Q. 41 on resilience for more information).

The City of Melbourne recommends the following opportunities and challenges are also considered: energy; food security; health and wellbeing; social impacts (e.g. equity, inclusion and cohesion); nature in the city (i.e. comprehending the environment from angles other than climate change); digital disruption; and digital transformation (being both a challenge and an opportunity).

Given the uncertainty of how challenges and opportunities will impact the city and its functionality in future, Plan Melbourne should incorporate a process to enable 'adjustment' as Plan Melbourne progresses. This might occur in addition to or as part of the five yearly reviews.

- It would be beneficial to set out the assumptions upon which Plan Melbourne is based, such as when technological innovations are anticipated.
- Maintaining and improving social cohesion and tolerance should have a stronger emphasis as an underlying principle of Plan Melbourne. Whilst the notion of the 20-minute neighbourhoods considers liveability and amenity, communities are strengthened by improving social cohesion, tolerance and equity (access to jobs, housing and facilities). This is particularly important in high-growth areas with changing demographics (refer to our response to Q. 6 on the polycentric city and 20-minute neighbourhoods for more information).
- The related economic opportunities of climate change (new industries / business / jobs) could be articulated more clearly in Plan Melbourne and given greater emphasis.

2. **The discussion paper includes the option (option 6, page 18) that the United Nations Sustainable Development Goals be included in Plan Melbourne 2016. Do you agree with this idea? If so, how should the goals be incorporated into Plan Melbourne 2016? Choose one option:**

- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Please explain your response:

Q2: STRONGLY AGREE

Key aspects:

The Sustainable Development Goals provide a global model that Melbourne can adopt at a state and

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local government level to chart broad societal and urban development.

Including them in Plan Melbourne will provide guidance and consistency, and demonstrate leadership in urban planning, development and management.

Addressing the goals will enable a holistic approach to the city's growth and development and contribute to maintaining a prosperous society and economy. Melbourne has an opportunity to help demonstrate internationally what it would mean to apply and report against the goals.

- Plan Melbourne should also articulate how the Sustainable Development Goals are relevant to the Melbourne context.
- The goals should form part of achieving the Plan Melbourne vision and be integrated across the document. For example, existing chapters could be re-ordered to sit under one of the 17 goals, or all key points could be linked to a particular goal.
- Plan Melbourne must articulate how the goals will be implemented and achieved, with clear targets set.
- The goals are to be embedded into the Implementation Plan which, in turn, needs to monitor and rigorously assess progress against identified criteria.

3. ***The discussion paper includes the option (option 7, page 18) to lock down the existing urban growth boundary and modify the action (i.e. the action under Initiative 6.1.1.1 in Plan Melbourne 2014) to reflect this. Do you agree that there should be a permanent urban growth boundary based on the existing boundary? Choose one option:***

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Please explain your response:

Q3: STRONGLY AGREE

Key aspects:

The City of Melbourne strongly supports the principle of a permanent urban growth boundary and having regard to those items identified in Initiative 6.1.1. (Plan Melbourne 2014). Given Melbourne is one of the largest urban sprawls in the world and due to the current situation where the growth boundary is unfixed, there is merit in recognition and action by the Victorian Government that considers:

- **That restricting the supply of anything increases its demand and value:**
 - demand for land for urban development is currently outpacing supply and drastic action is needed to contain Melbourne's sprawl and increase its density whilst ensuring a basic liveability for all.
 - locking down the growth boundary will help mitigate a false economy. By way of explanation: A false economy is an action that saves money at the beginning but which, over a longer period of time, results in more money being spent or wasted than saved. For example, if a city policy allowed the continued development of the least expensive land on the periphery of the city it might be termed a false economy because cheap land far from the centre has long-term social, economic and environmental costs that would eradicate initial savings. Furthermore, whilst the consumer might benefit from the initial savings the long-term costs to both the consumer and society are an unknown quantity. The longevity of the social, economic and environmental costs of the 'fringe' development may not be a major motivating factor for the developer, meaning that the result of the application of false economies may be more detrimental to the end user, as opposed to the developer. It could also be termed 'planned obsolescence', whereby the lower initial cost of a false economy attracts buyers mostly on the basis of low cost, who may later be at a disadvantage. (The same could be said for poor quality high rise housing).

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- **The impacts of locking down a growth boundary:**

- an assessment of the impact (direct or indirect) a locked down boundary may have on the central city and surrounds (i.e. within the City of Melbourne municipality) and more broadly in the inner, central and outer Melbourne suburbs should be undertaken.
- locking down a boundary should be undertaken in conjunction with other initiatives such as unlocking the capacity in the middle ring suburbs, and consideration of a wider vision to promote growth in existing regional centres such as Ballarat and Bendigo.
- a locked down urban growth boundary will assist with strategic planning of metropolitan and local transport projects.
- any change that increases the level of the development potential of land (dollar value) should incorporate a mechanism of capturing this increased value (or a part thereof) to fund community services such as transport and infrastructure.
- land owners and developers who benefit from Plan Melbourne's introduction (via the declarations of activity centre status, upgrading or rezoning) should also contribute back for the benefits received, via an appropriate levy or payback scheme.
- it is critical the growth boundary is not expanded beyond what is currently defined before the permanent zone is implemented. If all land within the Urban Growth Boundary is not rezoned, there may be the opportunity to amend or reduce the Urban Growth Boundary in conjunction with review of those points listed in 6.1.1.

- **The development of appropriate guidance and standards:**

- greater capacity analysis and design performance guidance for density levels is needed as well as housing typologies appropriate to the context (such as public transport proximity) for middle ring suburbs and growth areas.
- guidance should be based on aspects such as diversity, affordability, open space, energy consumption and travel modes that minimise negative impact on the environment.

4. *The discussion paper includes the option (option 8, page 18) that Plan Melbourne 2016 should more clearly articulate the values of green wedge and peri-urban areas to be protected and safeguarded. How can Plan Melbourne 2016 better articulate the values of green wedge and peri-urban areas?*

Key aspects:

- Understanding the impact of an expanding city, and protecting green wedge and peri-urban areas from development in the immediate and neighbouring vicinity needs to be considered and addressed.
- Consideration of the following will assist in articulating the values of green wedge and peri-urban areas which:
 - improve liveability and amenity.
 - protect and safeguard the environment from the impacts of development, including flora and fauna retention.
 - reduce heat island effects.
 - increase resilience and flood mitigation.
 - improve the ability to connect people to nature (health and psychological benefits).
 - improve biodiversity.
 - enable/protect peri-urban farming, food security and food production.
 - promote the health, economic, social and environmental benefits of compact city principles.
- Proximity of and accessibility to green wedge and peri-urban areas is of paramount importance to community health and wellbeing – especially to people living in central Melbourne. For city dwellers,

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green wedge and peri-urban areas provide a strong connection with nature and the environment and for rest and relaxation.

- Understanding the role of catchment management authorities need to be articulated.

Recommended references

- Food security and peri-urban farming:
Foodprint Melbourne Research project, Victorian Eco Innovation Lab,
<http://www.ecoinnovationlab.org>
- Utilising an eco-systems services or environmental accounting approach:
Valuing Victoria's Parks project, Parks Victoria, DELWP: <http://delwp.vic.gov.au/news-and-announcements/valuing-victorias-parks>

5. ***The discussion paper includes the option (option 9, page 18) to remove the concept of an Integrated Economic Triangle and replace it with a high-level 2050 concept map for Melbourne (i.e. a map that shows the Expanded Central City, National Employment Clusters, Metropolitan Activity Centres, State-Significant Industrial Precincts, Transport Gateways, Health and Education Precincts and Urban Renewal Precincts). What elements should be included in a 2050 concept map for Melbourne?***

Key aspects:

The City of Melbourne strongly supports the development of a high-level 2050 concept map. The current economic triangle approach does not fully support the notion of a polycentric city, nor the city's broader infrastructure and economic needs and relies heavily on road transport rather than on a combination of transport modes including public transport.

- **A high level 2050 concept map, or series of maps, for Melbourne should:**

Contextualise Melbourne at various scales; ranging from the local neighbourhood level over the larger scale representation of the polycentric metropolitan area to the regional context; and identify

Clusters and specific areas

- state-significant clusters of employment, education, health, and industry.
- and articulate links between state and federal clusters (such as employment clusters).
- Melbourne's key economies (such as knowledge economy, arts, tourism, local).
- the expanded central city and metropolitan activity centres.
- green wedges and peri-urban areas.
- the urban renewal areas required to facilitate various clusters / activity centres together with adjacent transitional zones of importance. For example: the Queen Victoria Market (QVM) Precinct Renewal zone has an important and interrelated relationship with the surrounding city. What was once a transitional zone between the central city and low-intensity suburbs is now an integral part of the central city and emerging 'City North' growth area.

Transport

- clearly articulate transport nodes linking clusters and activity centres, and outline an appropriate density level spectrum.
- major transport infrastructure that will support the delivery of the concept; for example:
 - Melbourne Metro will support an employment cluster at Parkville by providing the infrastructure required to support the intensity of the land use. Therefore, the concept map will need to include those strategic projects to support the land use and trips generated to/from. Transport will be critical in realising the vision of a polycentric city.

Implementation phases over time

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- planning phases and priorities to 2050 might be presented as a series of concept maps.
- **In addition, a 2050 concept map, or series of maps, should consider:**
 - the way we live and work today and how this might change as we move towards the future. For example: Does the employment cluster model reference how we live today?
 - innovation patterns like start-ups and small businesses and the inherent opportunities.
 - how the 20-minute neighbourhood integrates with and complements employment clusters. For example: National Employment and Innovation Clusters (NEICs) contradict the notion of mixed-use, seamless city shaping. How do we prevent NEICs from becoming mono-functional, sterile environments rather than integrated neighbourhoods? Better design and policy guidance around mixed use is required.
 - updating terminology and language so it remains specific, current and meaningful. For example: The term 'economic drivers' is too broad.

6. The discussion paper includes the option (option 10, page 18) that the concept of Melbourne as a polycentric city (i.e. a city with many centres) with 20-minute neighbourhoods (i.e. the ability to meet your everyday (non-work) needs locally, primarily within a 20-minute walk) be better defined. Do the definitions adequately clarify the concepts? Choose one option:

- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Please explain your response:

Q6: DISAGREE

Key aspects:

City of Melbourne considers that greater clarity is required in aspirations for how Melbourne should be spatially organised. This should include recognition of the increasingly centralised nature of jobs and investment, greater priority on infill, and significantly greater priority on well-planned density along major transport corridors

The concept of the National Employment and Innovation Clusters (NEICs) is sound and is supported but it should be clear that these clusters complement rather than compete with the CBD.

The MAC also correctly identified confusion and inconsistency in the relationship between a 'polycentric city' and a '20 minute neighbourhood'.

We strongly support the 20-minute neighbourhood as a key concept in Plan Melbourne but support the push for greater clarity on its meaning. Current definitions are too simplistic, potentially contradictory rather than correlating and would benefit from further clarity and refinement.

Further clarity could be provided by:

Articulating the assumptions or principles underpinning the concept

- the concept must show the 'everyday needs / activities' (such as medical, social, education, fresh food and employment) as well as the transport mode for getting to them.
- it is vital to define what constitutes a 20-minute walk area – is it the diameter of the catchment? Within the catchment, access to key facilities, services and transport should be within 5 to 10-minutes' walk. Therefore does 20-minutes imply a multi-purpose trip or a trip 'to and from'?

Explaining the intent and application of the diagram

- although conceptually clear, the current diagram illustrating the 20-minute city could easily be

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misconstrued in its literal, suburban application. The diagram is not intended as an actual representation of all 'local neighbourhoods' – it should be a tool to represent the aspiration or intent underpinning the concept. Additional exploration of or additional diagrams for varying urban contexts could be useful.

- example: how would the diagram be applied to an inner urban condition with vertical mixed use buildings?
- The City of Melbourne's Places for People Research 2015 Report investigates the conceptual application of local neighbourhoods to the central city. (see reference below).

Articulating the value of applying the concept for different situations or audiences

- Example: Demonstrate to developers how the concept of a 20-minute neighbourhood could bring multiple benefits to a development, or for community engagement purposes to help guide best community outcomes.

The concept of the 20-minute neighbourhoods needs to consider a number of factors in its articulation and application

- This includes liveability, amenity, social cohesion and tolerance, equity and accessibility. This is particularly important in high-growth areas with changing demographics.
- Better guidance and principles around mixed use will achieve more flexible buildings with stronger environmental design that cater to changing land use and reduce their energy consumption.

Recommended References

- Places for People 2015 Research Report, City of Melbourne,
<https://www.melbourne.vic.gov.au/PlacesforPeople>

7. The discussion paper includes options (options 11-17, pages 23 to 27) that identify housing, climate change, people place and identity and partnerships with local government as key concepts that need to be incorporated into Plan Melbourne 2016. Do you support the inclusion of these as key concepts in Plan Melbourne 2016?

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Please explain your response:

Q7: STRONGLY AGREE

Key aspects:

The City of Melbourne strongly agrees with including the following key concepts in Plan Melbourne:

- Housing, climate change, people, place and identity are priorities for Melbourne and for most local councils and it is imperative that Plan Melbourne incorporates supports and facilitates their efforts.
- There is also substantial opportunity for partnerships between state and local government to adopt shared services models where appropriate and work together to implement Plan Melbourne.
- Climate change - the City of Melbourne is committed to becoming one of the world's most sustainable cities. We know a successful future depends on understanding the risks of climate change, working to reduce its impacts and building our resilience to impacts.

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- example: Evidence of the City of Melbourne implementing climate mitigation strategies via the Queen Victoria Market (QVM) Precinct Renewal Master Plan project which will incorporate renewable energy, waste reduction and recycling, water use and re-use including storm water harvesting. We are also considering the role of the QVM precinct in building Melbourne's resilience.
- People, place and identity - the importance of people in Melbourne's identity and place making should be articulated further and embedded throughout Plan Melbourne 2016.
 - example: It could be demonstrated with elements such as adequate social facilities, parks, sporting facilities, jobs, affordable homes, cultural activities and secure local food sources.

8. ***Any other comments about chapter 2 (growth, challenges, fundamental principles and key concepts)?***

Key aspects:

There is a critical need

- To develop a sustainable ecosystem to support the creation of 'smart city' capabilities across Melbourne. This will enable businesses and citizens to benefit from the 'internet of things' through the connection of people, places, assets and data.
- To 'future proof' our city so that we can attract and support new global technology developments that benefit our citizens and businesses (e.g. driverless cars), and ensure there is provision for, and procurement processes in place to support, a coordinated approach towards further digitising government services to help individual and business customers self-serve.
- Specific transformational technologies and their likely impacts are difficult to predict. However, we do know, with certainty, that the changes they will illicit, in how we interact with the city and each other, will be rapid and disruptive. As a result, we must be prepared to work in new, agile ways to ensure that we can be as responsive as possible.
- Include and address the 'developer' community to foster the notion that effective partnerships are essential in the development of the city. This could cover mechanisms such as funding models, guidance and principles, and a framework for infrastructure delivery as part of developer responsibilities.
- Please refer to executive summary of City of Melbourne's submission for our key priorities.

Chapter 3: Delivering jobs and investment

9. ***The discussion paper includes the option (option 20, page 30) to revise the Delivering Jobs and Investment chapter in Plan Melbourne 2014 to ensure the significance and roles of the National Employment Clusters as places of innovation and knowledge-based employment are clear. How can Plan Melbourne 2016 better articulate the significance and roles of the National Employment Clusters as places of innovation and knowledge-based employment?***

Key aspects:

- 20-minute neighbourhoods should be embedded within work clusters that are part of compact, permeable urban structures with adaptable, mixed use buildings to accommodate changing industries and with a range of affordable housing typologies. Central to the 20-minute neighbourhood is accessibility to public transport and other integrated infrastructures.
- It is vital that Plan Melbourne sets out how transport nodes will link the NEICs.
- Diversity of space is important – flexible spaces such as co-working spaces allow for cost effective use of space as well as creating the conditions for collaboration and networking. New businesses and small businesses may not require conventional office space but rather spaces to meet and exchange ideas.

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10. The discussion paper includes two options (page 30) relating to National Employment Clusters, being:

Option 21A: Focus planning for National Employment Clusters on core institutions and businesses

Option 21B: Take a broader approach to planning for National Employment Clusters that looks beyond the core institutions and businesses

Which option do you prefer?

Option 21A

Option 21B

Please explain why you have chosen your preferred option:

Q 10: OPTION 21B IS THE PREFERRED OPTION

Key aspects:

- A broader approach would allow for a diversity of land uses, creating opportunities for small businesses to cluster, support local economies, promote multi-purpose trips and allow for more self-sufficient activity centres and neighbourhoods.
- New innovative businesses require flexibility and have the potential to complement traditional core businesses and institutions. This relies on flexibility of spaces in buildings and providing more viable clusters of diverse businesses.
- There needs to be recognition of the role of start-ups and makers – new small business creation in aggregate terms are more likely to generate more jobs than traditional businesses.

11. The discussion paper includes the option (option 22, page 30) to broaden the East Werribee National Employment Cluster to call it the Werribee National Employment Cluster in order to encompass the full range of activities and employment activities that make up Werribee. This could include the Werribee Activity Centre and the Werribee Park Tourism Precinct. Do you agree with broadening the East Werribee Cluster? Choose one option:

Strongly Disagree

Disagree

Agree

Strongly Agree

Why?

In alignment with our responses to questions 9 and 10 the City of Melbourne supports the principle of diversifying land use.

- Broadening the Werribee NEC area enables diversification of land uses, creating opportunities for small businesses to cluster, supporting local economies, promote multi-purpose trips and allow for more self-sufficient activity centres and neighbourhoods.
- It is important to identify how government will support these precincts and to provide actions common to all precincts as well as targeted individual precincts.

12. The discussion paper includes the option (option 23, page 30) to broaden the Dandenong South National Employment Cluster to call it the Dandenong National Employment Cluster in order to encompass the full range of activities and employment activities that make up Dandenong. This

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could include the Dandenong Metropolitan Activity Centre and Chisholm Institute of TAFE. Do you agree with broadening the Dandenong South National Employment Cluster? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Why?

In alignment with our responses to questions 9 and 10 the City of Melbourne supports the principle of diversifying land use.

- Broadening the Dandenong NEC enables diversification of the land uses, creating opportunities for small businesses to cluster, supporting local economies, promote multi-purpose trips and allow for more self-sufficient activity centres and neighbourhoods.
- It is important to identify how government will support these precincts and provide actions common to all precincts as well as targeted individual precincts.

13. The discussion paper includes options (options 24 to 30, pages 33 and 34) that consider the designation of activity centres and criteria for new activity centres. Do you have any comments on the designation of activity centres or the criteria for new activity centres as outlined in the discussion paper?

Key aspects:

- The designation of activity centres need to relate to high public transport accessibility criteria, based on performance indicators related to density, land use, urban structure and local movement – refer to the City of Melbourne Places for People 2015 report (see reference below).
- It is important not to separate the concept of 20-minute neighbourhoods from places of work (activity centres) – 20-minute neighbourhoods should be embedded within work clusters that are part of compact, permeable urban structures with adaptable, mixed use buildings to accommodate changing industries and with a range of affordable housing typologies. Central to the 20-minute neighbourhood is accessibility to public transport and other integrated infrastructures.
- The notion and concept of activity centres needs to be considered in light of Plan Melbourne's integral 20-minute neighbourhood concept.
- Any changes (declarations of activity centre status, upgrading or rezoning of areas), which increase the value of land, should incorporate a mechanism to capture this increased value to fund infrastructure and services.
- Change which increases the value of land should incorporate a mechanism of capturing this increased value to fund services. Land owners / developers who benefit from Plan Melbourne actions (such as declarations of activity centre status, upgrading or rezoning) should also pay for the benefits received.

Recommended References

- Places for People 2015 Research Report, City of Melbourne,
<https://www.melbourne.vic.gov.au/PlacesforPeople>

14. The discussion paper includes the option (option 31, page 35) to evaluate the range of planning mechanisms available to protect strategic agricultural land. What types of agricultural land and agricultural activities need to be protected and how could the planning system better protect them?

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Key aspects:

- The approach to agricultural land and activities could be expanded to include peri-urban farming for future food security. Melbourne's planning scheme could better protect them through the locking down of the Urban Growth Boundary.
- There is potential to improve food production in established areas by introducing open space provisions for private residential developments that provide a mix of public, private and communal open space that incorporate productive landscapes, community gardens and allotments.

Recommended References

- Food security and peri urban farming:
Foodprint Melbourne Research project, Victorian Eco Innovation Lab,
<http://www.ecoinnovationlab.org>

15. The discussion paper includes the option (option 32, page 36) to implement the outcomes of the Extractive Industries Taskforce through the planning scheme, including Regional Growth Plans, to affirm that extractive industries resources are protected to provide an economic supply of materials for construction and road industries. Do you have any comments in relation to extractive industries?

Key aspects:

- Sourcing construction materials locally to reduce travel kilometres rather than importing materials from overseas.
- Recycling building demolition waste to reduce resource consumption should also be considered.

16. Any other comments about chapter 3 (delivering jobs and investment)?

Key aspects:

- The identification of 'early delivery of key transport infrastructure in central city urban renewal precincts' is critical to the success of these precincts. It is vital that required transport infrastructure is identified in the short, medium and long-term and represented on the revised 2050 concept maps:
 - considering the trips within the expanded central city, National Employment Clusters and activity centres is equally important as the trips 'to and from'.
 - the trips within these precincts support economic growth by increasing the Effective Job Density (EJD). This is the ability of workers to get to work and to also connect with and work in partnership with people from other companies and industries, boosting productivity.
 - transport infrastructure and design should optimise movement between and within these precincts.
- The development of a sustainable eco-system and supporting infrastructure for start-ups (defined here as businesses enabled by technology, with potential for global reach and rapid growth), is critical for the future economic prosperity of the city.
- Plan Melbourne and the implementation plan needs to articulate key strategies for the growth of 'Jobs and Investment', and must further refine both the terminology and relationship between the clusters and precincts in light of the 20-minute neighbourhood concept.

Chapter 4: A more connected Melbourne

17. The discussion paper includes the option (option 34, page 42) to include the Principal Public Transport Network in Plan Melbourne 2016. Do you agree that the Principal Public Transport Network should inform land use choices and decisions? Choose one option:

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- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Why?

Q 17: STRONGLY AGREE

Key aspects:

- The integration of transport and land use should underpin the urban vision and should consider the role transport plays now and into the future.
- The City of Melbourne's *Transport Strategy 2012* identifies the integration of transport and land use as a key direction.
- As a tool, the Principal Public Transport Network (PPTN) can provide strategic guidance for land use development within metropolitan Melbourne. This will need to be complemented with high-quality access and mobility infrastructure and services in areas of urban renewal.
- The PPTN needs to support activity and employment clusters and the 20-minute neighbourhood concept. Public transport accessibility is central to the 20-minute neighbourhood concept as it facilitates the connection to other neighbourhoods and beyond together with a range of every day land uses and services. Plan Melbourne's aspiration of fostering more localised living across the metropolitan area needs to be rendered possible through a compact mixed-use urban morphology.
- Justification for increased density and growth should have public transport accessibility as a rationale and foundation.
- The PPTN must be developed in consultation with local governments and consider areas that are identified for urban renewal. The PPTN should also identify any new public transport routes being planned and how existing routes are being expanded and improved.
- We see the benefits of using the PPTN in:
 - supporting growth in jobs. Jobs growth is a key part of prosperous and liveable communities that also promotes local travel. Travel within areas is as equally important as travel to areas.
 - trips within support our economic growth by increasing our Effective Job Density (EJD). EJD is a measure of city agglomeration. The ability of workers to get to work, connect to and work with people from other companies and industries is vital. EJD has a positive correlation with productivity.
 - the connections which support high EJD and productivity are provided by walking, cycling, public transport and private vehicles. Having the PPTN inform land use choices will further boost productivity.
 - improving / better utilising existing infrastructure by facilitating greater access.
 - achieving greater network connectivity and integration.
 - increased residential development and densities within transport corridors will impact positively on sustainability and housing affordability.
 - more intensive development along transport corridors will provide a greater mix of uses and lead to enhanced liveability through the creation of place.
 - transport should be operationally prioritised within the PPTN to achieve a higher quality transport service, with improved performance.
 - public transport networks should take precedence over private motor vehicle trips as they are more efficient and productive modes of transport
- Design of transport infrastructure should also reflect the creation of place throughout the network – and not just treat them as movement corridors.

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- Active transport will be critical to supporting the PPTN.
- Where an existing principal network does not exist, coordinated development of transport and land use must be achieved.

Recommended References

- Transport Strategy 2012, City of Melbourne
<http://www.melbourne.vic.gov.au/AboutCouncil/PlansandPublications/strategies/Pages/transportstrategy.aspx>

Excerpt: 'Public transport in the inner-metropolitan sub-region needs to provide for continuing high employment and residential growth, co-ordination with land use development, integration of all public transport modes as one system, increased capacity, reliability and accessibility, and establishing a complementary role with private transport.'

18. The discussion paper includes the option (option 35, page 43) to incorporate references to Active Transport Victoria (which aims to increase participation and safety among cyclists and pedestrians) in Plan Melbourne 2016. How should walking and cycling networks influence and integrate with land use?

Key aspects:

- Walking and cycling should be the prioritised movement modes in conjunction with public transport.
- Active transport supports safety and participation and influences health, social, economic and environmental outcomes.
- A more connected urban structure with diversity of land uses makes walking an attractive and efficient alternative and alleviates reliance on the motor car. See the key finding of the City of Melbourne's Places for People Report (2015).
- The McCaughey Institute (Melbourne School of Population and Global Health) report, '*How Walkable is Melbourne?*' provides relevant research into the impact of land use, density and urban structure on walkability.
- Active transport supports the 20-minute neighbourhood concept.
- Walking and cycling networks will be supported by the incorporation of the Principal Public Transport Network (PPTN).
- An integrated response to land use and transport planning will lead to more intensive development along our transport corridors, which will increase the role of walking and cycling as a local connector. When combined with public transport, walking and cycling can become the dominant form of transport, particular in the inner city.
- Active transport can influence land use through the creation of liveable mixed use precincts. Mixed use local precincts create a sense of place. Within each place people can access their daily needs, helping to realise the vision of a 20-minute city.
- When combined with public transport, walking and cycling can also boost productivity by improving job connectivity (improved Effective Job Density). This is particularly important in the central city which has the highest concentration of jobs. The agglomerated central city relies on people being close to each other to transact business face-to-face. The need, and the high demand, for land uses to be located close to each other is emphasised by the high land prices paid in the central city, a factor that may be replicated in local centres.
- The design of our neighbourhoods is influenced substantially by the design of our streets, which need to support the creation of places that are supported by walking and cycling to enhance the liveability of precincts.
- Walking and cycling will also provide critical links to public open spaces as well as daily services. High-quality open space is vital to a successful city. Open space supports more intensive land uses

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by providing, among other things, recreational space and access to the natural environment. Walking and cycling connections can influence how open space is integrated with other higher intensity uses.

Recommended References

- Places for People 2015 Research Report, City of Melbourne
<https://www.melbourne.vic.gov.au/PlacesforPeople>
- How Walkable is Melbourne?, McCaughey VicHealth Centre for Community Wellbeing and the University of Melbourne,
<http://www.communityindicators.net.au/files/images/How%20walkable%20is%20Melbourne%20FINAL.pdf>

19. Any other comments about chapter 4 (a more connected Melbourne)?

Key aspects:

- It is critical that Plan Melbourne outlines strategic transport links and options. The implementation of these projects should be subject to rigorous review by an independent body (such as Infrastructure Victoria).
- Option 33 – Include transport options in Plan Melbourne 2016 as areas for further development and assessment through transport planning and Infrastructure Victoria's primary role.
- Bike lanes should be considered alongside train lines.
- The disruptions enabled by emergent, transformational technologies should be identified as both challenge and opportunity for Plan Melbourne. Given the unpredictability of how these technologies will impact the city (e.g. driverless cars), the plan must incorporate agile ways of responding to new opportunities as they arise.
- When considering ways to enable a 'Connected City' it is vital to ensure that appropriate technology infrastructure (e.g. cloud hosting and services), and the collection, use and storage of public and citizens data is incorporated.
- We must ensure that the right balance is maintained between leveraging citizens' personal and meta-data to inform key decisions that support the future development of Melbourne (e.g. planning future transport infrastructure investments), with protecting and securing that data, and ensuring that it is used appropriately by government and third parties. The same applies to public data, with an imperative to protect data and technology infrastructure against hacking.

Recommended References

- Transport Strategy 2012, City of Melbourne
<http://www.melbourne.vic.gov.au/AboutCouncil/PlansandPublications/strategies/Pages/transportstrategy.aspx>
- Places For People 2015 Research Report, City of Melbourne
<https://www.melbourne.vic.gov.au/PlacesforPeople>
- How Walkable is Melbourne?, McCaughey VicHealth Centre for Community Wellbeing and the University of Melbourne,
<http://www.communityindicators.net.au/files/images/How%20walkable%20is%20Melbourne%20FINAL.pdf>
- Bike Plan 2012-16, City of Melbourne
<http://www.melbourne.vic.gov.au/AboutCouncil/PlansandPublications/strategies/Pages/Bikeplan.aspx>

Chapter 5: Housing

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20. The discussion paper includes the option (option 36A, page 46) to establish a 70/30 target where established areas provide 70 per cent of Melbourne's new housing supply and greenfield growth areas provide 30 per cent. Do you agree with establishing a 70/30 target for housing supply?

Choose one option:

- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Why?

The City of Melbourne strongly supports mechanisms that enable an appropriate density distribution.

Key aspects:

- Rather than a 70/30 position, which appears to be a relatively conservative and low target given the compact city aspirations and also is an arbitrary figure, a more strategic rationale should be developed to support a set of 'resilient' housing performance criteria:
 - Strategic design performance-based criteria could be developed for informing density levels and appropriate housing typologies appropriate to the context (such as public transport accessibility) for transport corridors and nodes, designated growth areas and middle ring suburbs.
 - Performance criteria should be based on aspects such as: diversity and appropriateness of housing type; affordability models; open and communal space provision; energy consumption and green travel initiatives in lieu of car parking and the contributions towards a walkable urban structure and the 20-minute neighbourhood. This would include opportunities for mixed use development, better social inclusion, community infrastructure and other local services.
- Development should be contained within the established growth boundary and any change that increases the level of the development potential (such as the commercial value of land) should incorporate a mechanism of capturing this increased value.

21. What, if any, planning reforms are necessary to achieve a 70/30 target?

Key aspects:

- Planning and urban design policy and planning measures including:
 - housing design quality – reference the Victorian Government's Better Apartments: A Discussion Paper (DELWP May 2015).
 - housing diversity and provision of affordable housing including for access by people with disabilities, the elderly, and apartments suitable for families with children.
 - improving Melbourne's building stock to enable housing adaptability that can respond to changing demands over time.
 - developing low-carbon and renewable energy infrastructure through structure plans and planning approvals, for example: the Queen Victoria Market Precinct, as referenced in the City North Structure Plan.
- Capturing any land value uplift derived from rezoning or changes to activity centre definitions.
- Some options to include winding back the reformed residential zones and introducing higher density development on major transport routes.
- Lock down the Urban Growth Boundary and set a range of metropolitan density targets related to a variety of housing typologies, public transport accessibility and other resilient housing performance-based criteria.

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Recommended References

- Better Apartments: Discussion Paper, May 2015, Victorian Government (DELWP), http://delwp.vic.gov.au/_data/assets/pdf_file/0015/301542/Better-Apartments-Discussion-Paper-FINAL-ONLINE-version.pdf
- City North Structure Plan 2012, City of Melbourne, <http://www.melbourne.vic.gov.au/BuildingandPlanning/FutureGrowth/StructurePlans/CityNorth/Pages/CityNorthStructurePlan.aspx>

22. The discussion paper includes the option (option 36B, page 46) to investigate a mechanism to manage the sequence and density of the remaining Precinct Structure Plans based on land supply needs. Do you agree with this idea? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Why?

Q 22: AGREE

Key aspects:

- The City of Melbourne supports the idea of a mechanism to better manage PSPs, provided the release of land supply is matched to the actual and projected demand.
- The mechanism could contribute to developing a better range of housing typologies to reflect the full density spectrum appropriate to context, scale and public transport access, based on a set of resilient housing performance-based criteria.

23. The discussion paper includes the option (option 36C, page 46) to focus metropolitan planning on unlocking housing supply in established areas, particularly within areas specifically targeted for growth and intensification. Do you agree with this idea? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Why?

Q 23: STRONGLY AGREE

Key aspects:

- Unlocking housing supply in established areas aligns with the City of Melbourne's policies and current Municipal Strategic Statement (MSS) directing growth to existing and new urban renewal areas (refer reference below).
- A better range of housing typologies is needed to reflect the full density spectrum appropriate to context, scale and public transport access, based on a set of resilient housing performance-based criteria.
- There also needs to be a focus on enabling retirees to downsize – many are often 'asset rich' in terms of the value of their property but 'income poor' because they have retired. Innovative approaches that enable this demographic to share their home or adopt a dual occupancy approach by reconfiguring or

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potentially subdividing their house within its existing built form to preserve the street scape should be considered, as well as the ability to extend their home to provide a 'granny flat'.

This would enable retirees and those planning to retire to 'age in place' with greater financial security. These initiatives would support the 20-minute neighbourhood concept and also contribute to diversity and social cohesion.

- The City of Melbourne's City North Structure Plan 2012, which includes the Queen Victoria Market Precinct, identifies the north sector of the city as a strategic renewal area that will accommodate more residents and support additional employment through continued intensive redevelopment.

Recommended References

- Melbourne's Municipal Strategic Statement 2013, City of Melbourne, <http://www.melbourne.vic.gov.au/BuildingandPlanning/Planning/planningschemeamendments/Pages/C162.aspx>
- City North Structure Plan 2012, City of Melbourne, <http://www.melbourne.vic.gov.au/BuildingandPlanning/FutureGrowth/StructurePlans/CityNorth/Pages/CityNorthStructurePlan.aspx>

24. The discussion paper includes options (option 37, page 50) to better define and communicate Melbourne's housing needs by either:

Option 37A: Setting housing targets for metropolitan Melbourne and each sub-region relating to housing diversity, supply and affordability.

Option 37B: Developing a metropolitan Housing Strategy that includes a Housing Plan.

Which option do you prefer? Choose one option:

- Option 37A
 Option 37B
 Other

Why?

Q 24: BOTH

Key aspects:

- In terms of housing policy, we recommend that the MPA./VPA work with sub-regional advisory groups to articulate a more appropriate distribution of housing density relative to public transport accessibility (this would replace the arbitrary 70/30 approach to housing distribution) and potentially aim to identify 15 years of potentially zoned supply for each category of housing. This would be based on regular evidenced based metropolitan housing forecast that provides independent advice about where there is capacity for growth and how that relates to overall growth forecasts
- We also recommend that Department of Environment Land Water and Planning (DELWP) develop 'resilient housing' performance criteria and targets. These criteria and targets would provide policy guidance for implementation of the subregional framework plans. The guidance could articulate Government's expectations for reduced energy consumption; diversity and flexibility of housing types; housing affordability; community infrastructure, open space provision and biodiversity protection and sustainable transport initiatives.
- Our submission on the draft Plan Melbourne (2013) called for elevating the priority of social and affordable housing targets, definitions and delivery, similar to the planning schemes of South Australia and Western Australia.
- A Housing Strategy and related implementation plan needs to set out how the targets will be achieved. Targets set concrete goals and accountabilities. Progress can be monitored and assessed.

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- Housing targets should be based on sound evidence and a set of resilient housing performance criteria. A Housing Strategy could consider and articulate targets for smaller localised areas, within or across municipal boundaries, to effectively balance and distribute density.

Recommended References

- Housing Strategy, Homes for People, City of Melbourne
<http://www.melbourne.vic.gov.au/BuildingandPlanning/FutureGrowth/Pages/HousingStrategy.aspx>
 Goal 1 contains a target of helping to provide at least 1721 affordable homes for low and moderate income earners by 2024.

25. The discussion paper includes the option (option 38, page 52) to introduce a policy statement in Plan Melbourne 2016 to support population and housing growth in defined locations and acknowledge that some areas within defined locations will require planning protection based on their valued character. How could Plan Melbourne 2016 clarify those locations in which higher scales of change are supported?

Key aspects:

- The City of Melbourne sees merit in developing a better range of housing typologies to reflect the full density spectrum appropriate to context, scale and public transport access.
- Support for population and housing growth should be related to policy to encourage higher urban densities close to neighbourhood areas that demonstrate the characteristics of 20-minute neighbourhoods, including public transport accessibility.
- The character of an area can be developed and enhanced through an approach that balances genuine heritage qualities with a gradation of increased densities, especially in areas that are already well connected to public transport.
- Increased residential density in sensitive areas demands innovative approaches and is achievable in a way that might enable 'home share'. Examples include a dual occupancy approach that allows a dwelling to be reconfigured or potentially subdivided within its existing built form to preserve the street scape, or to extend it to provide a 'granny flat'.

26. The discussion paper includes the option (option 39, page 52) to clarify the direction to 'protect the suburbs'. How could Plan Melbourne 2016 clarify the direction to protect Melbourne and its suburbs from inappropriate development?

Key aspects:

The City of Melbourne agrees it is vital to clarify the intent of the direction to 'protect the suburbs'.

- The intent of the current direction 'to protect the suburbs from inappropriate development' is unclear. It includes the terms 'suburbs' and 'inappropriate development', both holding different meanings for different people, are subjective and therefore vulnerable to misinterpretation.
- If the intent of this direction is to protect certain suburbs (or parts thereof) due to their valued heritage or character, these places must be clearly identified and incorporated into the proposed option to introduce a policy statement with defined locations that support population growth.
- A Heritage or Urban Character Policy needs to identify which aspects and areas of the urban fabric require 'protection' together with articulating a clear rationale.
- Protect existing live music venues using agent of change principles.

27. The discussion paper includes the option (option 40, page 56) to clarify the action to apply the Neighbourhood Residential Zone to at least 50 per cent of residential land by:

Option 40A: Deleting the action and replacing it with a direction that clarifies how the residential zones should be applied to respect valued character and deliver housing diversity.

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Option 40B: Retain at least 50 per cent as a guide but expand the criteria to enable variations between municipalities.

Which option do you prefer? Choose one option:

Option 40A

Option 40B

Other

Why?

- Please refer to our responses to Questions 25 and 26 above.
- Establish criteria for 'why' they need protection (e.g. heritage) first.

28. The discussion paper includes the option (option 42, page 58) to include an action in Plan Melbourne 2016 to investigate how the building and planning system can facilitate housing that readily adapts to the changing needs of households over the life of a dwelling. In what other ways can Plan Melbourne 2016 support greater housing diversity?

Key aspects:

- A design policy that relates density spatially will achieve a diversity of housing types:
 - This will provide opportunities for including open space / community infrastructure through private development in lieu of providing car parking (assuming public transport accessibility is high).
 - It will also support better mixed use / adaptable buildings / live-work and shop-top living models.
 - Density controls can help promote greater housing diversity rather than maximising sites with small one and two-bedroom apartments.

29. A number of options are outlined in the discussion paper (page 58) to improve housing affordability, including:

Option 45A: Consider introducing planning tools that mandate or facilitate or provide incentives to increase social and affordable housing supply.

Option 45B: Evaluate the affordable housing initiative pilot for land sold by government to determine whether to extend this to other suitable land sold by government.

Option 45C: Identify planning scheme requirements that could be waived or reduced without compromising the amenity of social and affordable housing or neighbouring properties.

What other ideas do you have for how Plan Melbourne 2016 can improve housing affordability?

Key aspects:

- The City of Melbourne recommends that Plan Melbourne 2016 clearly distinguishes between housing affordability and affordable housing.
- Our Housing Strategy, Homes for People, housing affordability is defined as a measure of whether market housing may be afforded by certain groups of households. Affordable housing refers to housing outside the main housing market which is subsidised below the market rate and provided to specified eligible low and moderate income households whose needs are not met by the market. The definition of affordable housing within the glossary of Plan Melbourne refresh relates to the cost of all forms of housing, including market housing, the cost of which over time cannot be controlled or regulated.

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- Affordable housing managed by not-for-profit providers should also be included as part of the solution.
- The City of Melbourne supports introducing planning tools that provide incentives to increase affordable housing supply:
 - Action 2 of our Homes for People strategy supports development bonuses to incentivise the provision of affordable housing in urban renewal areas across the municipality.
 - There is a need for planning mechanisms to be accompanied by adequate funding and coordination of community housing providers so they can take on new housing stock. This is particularly important if planning tools are introduced that mandate affordable housing.
 - It is also important for any planning mechanisms to clearly stipulate how the affordable housing is to be transferred to a community housing provider. This significant impacts the viability of developments and costs that developers and community housing providers need to be aware of.
 - Affordable housing can be acquired by a Community Housing Provider at nil value or a reduced market value so community housing providers can meet the required long-term costs of managing the housing and the tenants and offer housing at a rent below market rents – either capped at a percentage of a household income (usually a maximum of 30%) or a reduction on the price of market rents (usually 20% at a minimum).
- Investigate a broader range of ownership, tenancy structures and finance models.
- Improved Environmentally Sustainable Design standards will reduce operating costs and should be incorporated into the Apartment Design Standards.
- A better mix of use and public transport access will reduce car running costs.
- By making ‘building resilience’ a key consideration in Plan Melbourne, the plan would stimulate an increase in net social benefits associated with compact, sustainable neighbourhoods, and potentially reduce costs to society in future years.

Recommended References

- Housing Strategy, Homes for People, City of Melbourne
<http://www.melbourne.vic.gov.au/BuildingandPlanning/FutureGrowth/Pages/HousingStrategy.aspx>

30. Any other comments about chapter 5 (housing)?

Key aspects:

- The City of Melbourne advocates investigating the provision of affordable housing for key workers close to the central city and activity areas to reduce their commuting times and distance to work.
- Land over railway lines should also be considered for housing potential. Adopting the transport, 20-minute neighbourhood and sustainability concepts for Plan Melbourne will improve the business case for these proposals.

Chapter 6: A more resilient and environmentally sustainable Melbourne

31. The discussion paper includes the option (option 46, page 69) to introduce Strategic Environmental Principles in Plan Melbourne 2016 to guide implementation of environment, climate change and water initiatives. Do you agree with the inclusion of Strategic Environmental Principles in Plan Melbourne 2016? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

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Why?

Q 31: STRONGLY AGREE

Key aspects:

The Strategic Environmental Principles are appropriate overarching environmental principles to facilitate sustainability actions.

The principles should be informed by forecasts and future growth models and be linked to:

- Transport and the role the transport system plays now and in future.
- The role of planning and design in reducing energy consumption.
- The implementation of land use, housing and infrastructure strategies.
- The inclusion of integrated water management, rather than just water efficiency, as well as local energy generation, including solar power.
- The incorporation of broader resilience considerations into policy and legislative impact assessments when the Victorian Government is considering new or amended policies.

32. The discussion paper includes the option (option 47, page 72) to review policy and hazard management planning tools (such as overlays) to ensure the planning system responds to climate change challenges. Do you agree with this idea? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Why?

Q 32: AGREE

Key aspects:

It is important that Melbourne's planning system can respond to climate change risks and challenges. It will assist in more informed decision making and provide transparency and consistency in response.

- For example: Deloitte Access Economics, working on behalf of the Australian Business Roundtable for Safer More Resilient Communities, estimates the return-on-investment for investing in 'disaster preparedness and prevention' ranging from ratios of 1:4 to 1:10.

Recommended References

- Deloitte Access Economics and Australian Business Roundtable for Disaster Resilience and Safer Communities, <http://australianbusinessroundtable.com.au/Our-Papers>

33. The discussion paper includes options (options 48 and 49, page72) to update hazard mapping to promote resilience and avoid unacceptable risk, and update periodically the planning system and supporting legislative and policy frameworks to reflect best available climate change science and data. Do you have any comments on these options?

Key aspects:

- As per our responses to Questions (31, 32 and 41), hazard mapping is critical and should reflect broader resilience considerations, beyond climate change. This is not to diminish the significance of

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climate change impacts on Melbourne – but climate change is part of a changing environment that is a backdrop relevant to every other element of Plan Melbourne, from economy to housing. (Refer to City of Melbourne's preliminary resilience assessment for further information).

- Plan Melbourne appears to mandate a minimum review period every five years. Additional updates pertaining to the environmental conditions might be required; such updates might be linked to the State of the Environment work undertaken by the Office of the Commissioner for Environmental Sustainability. The period for updating could be determined by the exposure of areas to climate change risk and the pace of climate change as it develops.

Recommended References

- Preliminary Resilience Assessment, June 2015, City of Melbourne, <https://www.melbourne.vic.gov.au/AboutCouncil/Meetings/Lists/CouncilMeetingAgendaItems/Attachments/12430/JUN15%20FMC2%20AGENDA%20ITEM%206.3.pdf>

34. The discussion paper includes the option (option 50, page 73) to incorporate natural hazard management criteria into Victorian planning schemes to improve planning in areas exposed to climate change and environmental risks. Do you agree with this idea? Choose one option:

- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Why?

Q 34: AGREE

Key aspects:

Melbourne's planning scheme is an essential tool for developing a city that is fit for our current circumstances and best prepared for the future. Including natural hazard management criteria is appropriate.

35. The discussion paper includes the option (option 51, page 75) to investigate consideration of climate change risks in infrastructure planning in the land use planning system, including consideration of an 'infrastructure resilience test'. Do you agree that a more structured approach to consideration of climate change risks in infrastructure planning has merit? Choose one option:

- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Why?

Q 35: AGREE

Key aspects:

- A more structured approach is required; the use of the Australian standard should lead to improved consistency in approaching risks, and focusing on the outcomes.
- There is notable work that is not currently captured in our planning requirements. The work of related agencies could be better linked, including the Critical Infrastructure work led by Emergency Management Victoria (EMV), the State of the Environment report, work undertaken by individual local

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governments, as well as regional groupings such as the Association of Bayside Municipalities' work on climate adaptation.

Recommended References

- Critical Infrastructure Resilience, Emergency Management Victoria, <https://www.emv.vic.gov.au/our-work/critical-infrastructure-resilience/>
- Victoria State of the Environment report 2013, Commissioner for Environmental Sustainability, <https://www.ces.vic.gov.au/publications/state-environment-report-2013>

36. The discussion paper includes the option (option 52, page 76) to strengthen high-priority habitat corridors throughout Melbourne and its peri-urban areas to improve long-term health of key flora and fauna habitat. Do you agree with this idea? Choose one option:

- Strongly Disagree
 Disagree
 Agree
 Strongly Agree

Why?

Q 36: STRONGLY AGREE

Key aspects:

- Our city's future depends, in part, on our ability to protect and enhance our natural environment alongside a growing population and increased urbanisation. Protecting the natural environment should be a key element of Plan Melbourne.
- A state government-level focus on enhancing habitat corridors that traverse multiple municipalities (such as the Yarra River or Moonee Ponds Creek) will greatly assist in providing a cohesive vision and plan that would otherwise be difficult at the local government level alone. However high-priority habitat corridors are only one element of the solution.
- Consideration is also needed for Melbourne's biodiversity requirements – specifically the impacts and opportunities within our built and natural environment. Cities around the world are developing a greater understanding of the opportunity for built form to also incorporate biodiversity initiatives, ranging from defining and protecting natural habitats that support fauna to planting green roofs.

Recommended References

- Urban Nature Strategy, City of Melbourne (likely to be published in 2016).
- Urban Forest Strategy 2012 – 2032, City of Melbourne, <http://www.melbourne.vic.gov.au/Sustainability/UrbanForest/Pages/About.aspx>

37. The discussion paper includes options (options 53 and 54, pages 78 and 79) to introduce strategies to cool our city including: increasing tree canopy, vegetated ground cover and permeable surfaces; use of Water Sensitive Urban Design and irrigation; and encouraging the uptake of green roofs, facades and walls, as appropriate materials used for pavements and buildings with low heat-absorption properties. What other strategies could be beneficial for cooling our built environment?

Key aspects:

Several strategies could be beneficial in cooling our city. If we incorporated all these measures into planning guidelines and or requirements, combined they would have notable positive impacts. Some of

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these measures include:

- Introducing open space provision into private development (a sliding scale % as per the NSW State Environmental Planning Policy No 65 - SEPP 65) with deep soil zones for full canopy trees. This would promote better housing typologies with narrower building footprints to enable natural ventilation and daylight, and buildings could also be orientated to reduce heat gain.
- Considering the use of ground source heat exchange for heating and cooling buildings, particularly where large foundations are required or tunnels are dug. These considerations are either mandatory or commonplace in European countries such as Austria, Germany and Switzerland.
- Introducing and rolling out new battery storage technology.
- Develop and mandate fit-for-purpose design. For example, green roofs, walls and facades designed for cooling need to be irrigated and capable of growing leafy plants that will transpire to reduce temperatures. Deciduous species on facades will be appropriate to allow winter heat gain.
- Trial pilot projects to determine if the heat island effect can be reduced by taking 'energy' out of the system via solar panels.
- Investigate options to improve urban land subdivisions to mitigate urban heat island effect. CSIRO research indicates that traditional urban land subdivisions contribute to the urban heat island effect.

Recommended References

- State Environmental Planning Policy No 65, Design Quality of Residential Apartment Development, New South Wales Government, July 2015, <http://www.legislation.nsw.gov.au/maintop/view/inforce/epi+530+2002+cd+0+N>
- Urban Forest Strategy 2012 – 2032, City of Melbourne <http://www.melbourne.vic.gov.au/Sustainability/UrbanForest/Pages/About.aspx>
- Urban Heat Island information, CSIRO, <http://csiro.au/>

38. The discussion paper includes the option (option 56A, page 80) to investigate opportunities in the land use planning system, such as strong supporting planning policy, to facilitate the increased uptake of renewable and low-emission energy in Melbourne and its peri-urban areas. Do you agree that stronger land use planning policies are needed to facilitate the uptake of renewable and low-emission energy? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Why?

Q 38: STRONGLY AGREE

Key aspects:

Stronger land use planning policies and provisions to facilitate the uptake of renewable and low-emission energy will have multiple benefits, such as reducing CO2 emissions and energy consumption whilst supporting new industries and economies. Lowering our impact on climate change requires a suite of initiatives, including:

- Stronger policy on the uptake of renewable and low-emission energy will:
 - create a demand for renewables hence for industries, businesses and jobs.
 - provide an impulse for sustainability/energy goals to complement economic goals.
 - lead to increased uptake of renewable and low emission energy.
 - allow for new urban and peri-urban areas to take advantage of new smart-grid technologies and

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incorporate these in the development of infrastructure at the time of development. This infrastructure should accommodate distributed generation, storage, energy sharing, load management and smart energy use.

- The planning scheme should make provision for enabling solar power initiatives:
 - consideration must be given so the planning scheme does not impede households or businesses wanting to install rooftop solar. Utility scale solar/wind should happen where the market deems it is most suitable, not forced into PSPs.
 - building typology/urban structure should be sympathetic to rooftop solar (maintain solar access by minimising high rise amongst low/mid-rise buildings).
 - grid/road layout in PSPs should give consideration to rooftop orientation and its impact on solar viability.
 - consideration should be given for requirements to mandate solar heating for water, at a minimum, on new build houses (as has been applied in Spain for several years).
- Introduce redundancy into an energy grid / system that is vulnerable to extreme events such as heatwave and flooding. A more distributed network with a grid remaining in place is a more resilient structure.

39. The discussion paper includes options (options 56B and 56C, page 80) to strengthen the structure planning process to facilitate future renewable and low-emission energy generation technologies in greenfield and urban renewal precincts and require consideration of the costs and benefits of renewable or low-emission energy options across a precinct. Do you agree that the structure planning process should facilitate the uptake of renewable and low-emission technologies in greenfield and urban renewal precincts? Choose one option:

- Strongly Disagree
- Disagree
- Agree
- Strongly Agree

Why?

Q 39: AGREE

Key aspects:

In addition to points previously outlined in Question 38, the following should be considered:

- While any policy should be sufficiently flexible to avoid unduly constraining development and to allow for future technological development, we welcome policies to maximise solar energy potential from new and existing buildings and encourage waste- to- energy / cogeneration / tri-generation systems to be shared by building clusters.
- Infrastructure planning in urban growth areas, including urban infill and peri-urban areas should incorporate smart-grid technologies in the development. This infrastructure should accommodate distributed generation, storage, energy sharing, load management and smart energy use.

40. The discussion paper includes the option (option 57, page 81) to take an integrated approach to planning and building to strengthen Environmentally Sustainable Design, including consideration of costs and benefits. Do you agree that an integrated planning and building approach would strengthen Environmentally Sustainable Design? Choose one option:

- Strongly Disagree
- Disagree
- Agree

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X Strongly Agree

Why?

Q 40: STRONGLY AGREE

Key aspects:

An integrated approach would:

- Enable the gap to be closed between aspirations expressed to local planning authorities by the development community, and enforcement via building control. It would also enable greater consistency in requirements across local authority areas.
- Allow the creation of links to other standards for overall design quality, such as the Better Apartments standards.
- Clear guidance for increased performance requirements, in particular passive design, thermal performance and energy efficiency, and enable industry to respond and local authorities to easily recognise minimum compliance, good practice and leading performance.
- Strengthen Environmentally Sustainable Design (ESD, as outlined in our response to Question 38).
- Enable continuity and integration of approach from strategic, conceptual stage through to detailed design / implementation stage and would give greater certainty, integrity and efficiency to the process.

Recommended References

- Better Apartments: Discussion Paper, May 2015, Victorian Government (DELWP), http://delwp.vic.gov.au/_data/assets/pdf_file/0015/301542/Better-Apartments-Discussion-Paper-FINAL-ONLINE-version.pdf

41. Any other comments about chapter 6 (a more resilient and environmentally sustainable Melbourne)?

Re Option 51 identified in the Plan Melbourne Refresh discussion paper (page 75)

Key aspects:

- In addition to consideration of the climate change risks for future infrastructure projects, there needs to be consideration of the impact of climate change on existing assets, such as our public transport and roads networks.
- As the discussion paper identifies, climate change science indicates more frequent and severe events in future. The breadth of economic and social impacts of a transport system which is not resilient and susceptible to extreme weather events means it is vital that existing infrastructure is resilient.
- As submitted to Plan Melbourne (2013), the City of Melbourne recommends including an initiative to enhance resilience of transport systems to accommodate forecast climate change impacts.
- While including climate change risk in Plan Melbourne is commendable, associating resilience with the environment alone is to miss a tremendous opportunity. Plan Melbourne should be a key driver in making metropolitan Melbourne resilient to a whole range of shocks and stresses, with just a few examples including land management planning to protect from disasters and the challenges of addressing stresses such as activating economic hubs and increasing access to affordable housing. (Refer to City of Melbourne's Preliminary Resilience Assessment for further information)

Recommended References

- Preliminary Resilience Assessment, June 2015, City of Melbourne, <https://www.melbourne.vic.gov.au/AboutCouncil/Meetings/Lists/CouncilMeetingAgendaItems/Attachments/12430/JUN15%20FMC2%20AGENDA%20ITEM%206.3.pdf>

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Chapter 7: New planning tools

42. The discussion paper includes options (options 58A and 58B, page 84) to evaluate whether new or existing planning tools (zones and overlays) could be applied to National Employment Clusters and urban renewal areas. Do you have any comments on the planning tools (zones and overlays) needed for National Employment Clusters and urban renewal areas?

Key aspects:

- An integrated, multidisciplinary planning and design toolkit would provide opportunities for a performance-led approach to urban planning and design. Evidence-based design guidance should optimise and cultivate compact, diverse land use arrangements to enable local living for current and future populations (see reference below).
- While the current planning tools are flexible, new planning tools are also needed:
 - the existing planning mechanisms are not target based nor are they achieving the required performance outcomes.
 - a Mixed Use Zone that does not prioritise residential development is needed – this might be something similar to the Capital City Zone that could be applied across the metropolitan area.
- Urban renewal areas should be designed to facilitate these employment clusters as well as residential development.
- Transport nodes should be designed to link National Employment Clusters and Urban Renewal Areas and set out priorities for transport infrastructure.
- National Employment Clusters should complement state-significant employment clusters, education, health, and industrial precincts.

Recommended References

Places for People 2015 Research Report, City of Melbourne,
<https://www.melbourne.vic.gov.au/PlacesforPeople>

43. The discussion paper includes options (options 59A and 59B, page 84) to evaluate the merits of code assessment for multi-unit development, taking into account the findings from the 'Better Apartments' process, to either replace ResCode with a codified process for multi-unit development or identify ResCode standards that can be codified. Do you have any comments on the merits of code assessment for multi-unit development?

Key aspects:

- The City of Melbourne supports the principle of code assessment.
- The City of Melbourne has contributed and welcomes any opportunity to continue to contribute to the 'Better Apartments' process. The existing Rescode provisions are codified to an extent whereby developments that meet individual standards are deemed to meet the objective of that particular provision. There may be opportunities to further codify these provisions and this will become clearer as the 'Better Apartments' work progresses. A balance needs to be struck between providing minimum design standards and allowing for innovation, creativity and responsive design.

44. Any other comments about chapter 7 (new planning tools)?

As noted in Questions 1 to 3 above, any change that increases the value of land should incorporate a mechanism to capture this increased value to fund community services. Land owners / developers who benefit from Plan Melbourne actions (such as the declarations of activity centre status, upgrading or

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rezoning) should, in turn, contribute to the infrastructure required to support and meet the demands of the communities.

Any changes to planning tools should also include consideration of opportunities to also effect policy changes through the Building Act and Building Regulations.

Chapter 8: Implementation

45. The discussion paper includes the option (options 1 and 61, pages 14 and 90) of Plan Melbourne being an enduring strategy with a long-term focus supported by a 'rolling' implementation plan. Do you agree that separating the long-term strategy from a shorter-term supporting implementation plan is a good idea?

Key aspects:

- The City of Melbourne agrees that a long-term metropolitan strategy is needed, accompanied by a shorter-term supporting Implementation Plan with the following qualifications:
 - targets should be incorporated where appropriate.
 - assumptions behind Plan Melbourne and the Implementation Plan should be explicit – this includes assumptions about forecasts and the timing of technology changes and likely disruptive/transformational impacts.
 - there should be a third continuous 'Future Issues' assessment which reviews the assumptions and if significant changes occur, such as more rapid technology changes causing disruptive/transformational impacts, the review of the long-term strategy might be brought forward.
- It is important that Plan Melbourne provides the strategic direction for integrated transport and land use planning. Transport projects can be major and long-term projects. The impact of short-term implementation plans (and reporting) on these longer-term projects needs to be a consideration.

46. If a separate implementation plan is developed for Plan Melbourne 2016 what will make it effective?

Key aspects:

- The implementation plan should distinguish between long, medium and short-term initiatives with the following qualifications:
 - appropriate targets should be incorporated throughout.
 - projects should be specific and prioritised along realistic delivery timelines.
 - funding mechanisms and/or frameworks should be articulated.
 - progress should be monitored and assessed against identified criteria in a rigorous and transparent fashion.
 - key assumptions should be made explicit – this includes assumptions about forecasts and the timing of technology changes and likely disruptive/transformational impacts.
 - a third continuous 'Future Issues' assessment should be included to review the assumptions and, if significant changes (e.g. more rapid technology changes causing disruptive/transformational impacts) occur, the review of the long-term strategy might be brought forward.
 - the long-term nature of many transport projects requires particular consideration due to their complexity in terms of planning, financing and delivery.

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47. Any other comments about chapter 8 (implementation)?

Please refer to our combined responses in this chapter.