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Q1. I am entitled to deal with the intellectual property rights (including copyright) of all material (and third party's) in my submission and have obtained the necessary consent(s) from any and all third parties. I agree

Q2. Where personal information about other people (including photos) is included in my submission, I have notified them of the contents of the Privacy Collection Notice and obtained their consent to their personal information being disclosed to the Plan Melbourne refresh and published. I agree

Q3. Name of organisation not answered

Q4. Please upload your submission file here. not answered

Q5. Please select from one of the options below I am making this submission as an individual. I request my submission be published anonymously with my postcode but with no other details.

Q6. Name of person making submission on behalf of organisation not answered

Q7. Contact email [REDACTED]

Q8. Contact phone number not answered

Q9. I have read the relevant terms of use and consent to the conditions outlined within these. Yes

Q10. Please note that submissions where the relevant terms of use have not been agreed to may not be considered as part of the Plan Melbourne Refresh. Please describe below your reasons for submitting despite together with any specific reasons for not agreeing to the terms outlined above.

not answered

Q11. The discussion paper includes the option (option 5, page16) 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?

There needs to be a greater focus and positive actions by Government to focus more of Victoria's growth to the major Regional Centres in Geelong, Ballarat, Bendigo and Shepparton especially through upgraded rail passenger services between Melbourne and these centres within commuting time of Melbourne. Secondly the townships between Geelong, Ballarat and Bendigo are all ripe for accepting population growth with rail passenger services operating between Geelong - Ballarat and Bendigo to support infill development within close proximity to the big three in Geelong, Ballarat and Bendigo as well as links to Melbourne.

Q12. 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?

Agree

Q13. Please explain your response

not answered

Q14. The discussion paper includes the option (option 7, page 19) 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?

Strongly Agree

Q15. Please explain your response

The ever expanding footprint of Melbourne has to be halted in that it is creating totally dysfunctional communities and outcomes. Secondly it is using valuable agricultural land for building ever ending Mc Mansions. Inner suburbs which are well served by public transport (both train & tram) need to be developed in sympathy as low rise medium density housing as in European cities. A greater emphasis and Government actions required to direct more growth to regional Victoria, encouraged primarily by high quality rail passenger links.

Q16. The discussion paper includes the option (option 8, page 20) 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 wedges and peri-urban areas?

Stop the urban creep. Government to dictate the shape of the City NOT greedy developers. Green wedges should be set in stone as the outer boundaries for Melbourne. Government policy and controls to encourage developments within close range city on large tracts of wasted land, Fishermans Bend, E Gate etc. Higher density housing within low rise in Inner suburbs. Public transport dramatically improved, rather than just building more roads. The issue is moving people NOT cars.

Q17. The discussion paper includes the option (option 9, page 21) 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 other elements should be included in a 2050 concept map for Melbourne?

Reserving future transport corridors to provide high speed rail links from the City through the suburbs to Geelong, Ballarat, Melbourne Airport & Bendigo, Shepparton & Sydney .

Q18. The discussion paper includes the option (option 10, pages 20-23) 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 proposed definitions adequately clarify the concepts?

Agree

Q19. Please explain your response

Can be within 15 - 20 minutes also by cycle or good frequency public transport services

Q20. The discussion paper includes options (options 11-17, page 23-27) 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 have any comments about these key concepts?

not answered

Q21. Housing comments

Need to STOP outward sparwl and Mc Mansions

Q22. Local government comments

Local Government is USELESS and should be abolished

Q23. People, place and identity comments

Regionanl centres need to have and sould not just be endless heartless Shopping Malls providing no community ammenity and dependant on car access .

Q24. Climate change comments

We need to get serious .

Q25. Any other comments about chapter 2 (growth, challenges, fundamental principles and key concepts)?

not answered

Q26. The discussion paper includes the option (option 20, page 32) 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?

not answered

Q27. The discussion paper includes two options (page 32) 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 21B

Q28. Please explain why you have chosen your preferred option

not answered

Q29. The discussion paper includes the option (option 22, pages 30-32) 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?

Agree

Q30. Why?

not answered

Q31. The discussion paper includes the option (option 23, pages 30-32) 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 could include the Dandenong Metropolitan Activity Centre and Chisholm Institute of TAFE. Do you agree with broadening the Dandenong South National Employment Cluster?

Agree

Q32. Why?

not answered

Q33. The discussion paper includes options (options 24 to 30, pages 34-35) 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?

not answered

Q34. 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?

All of it. Building housing on our and Asias future foodbowl is crazy .

Q35. The discussion paper includes the option (option 32, page 35) 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? Reference page 36.

not answered

Q36. Any other comments about chapter 3 (delivering jobs and investment)?

More Government action and less motherhood statements and weasel words in respect of developing regional centres and developing employment opportunities there .

Q37. The discussion paper includes the option (option 34, page 43) 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?

Strongly Agree

Q38. Why?

Also needs to include upgraded rail passenger links to Geelong, Ballarat, Bendigo, Shepparton and the Latrobe Valley ,

Q39. 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?

Totally

Q40. Any other comments about chapter 4 (a more connected Melbourne)?

We need to spend sparse capex on vastly improved public transport if melbourne is to have any future at all . The focus should be improved public transport for journeys to and from the CBD with CBD journeys by car actively discouraged by Government policy and pricing mechanisms. For 50 years we have built more and more freeways, and each new one is full the day it opens . We need a quantum change to public transport for high volume journeys, with road (car) servicing the outer suburban cross city travel that public tarsnport finds difficult to deliver .

Q41. **The discussion paper includes the option (option 36A, pages 47-49) 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?**

Strongly Disagree

Q42. **Why?**

More growth and population growth in major regional centres within rail commuting distance of Melbourne, being Geelong, Ballarat, Bendigo & Shepparton (and peri urban towns on those rail lines.) Greater residential development along existing rail lines between Geelong and Ballarat and between Ballarat - Maryborough - Bendigo .

Q43. **What, if any, planning reforms are necessary to achieving a 70/30 target?**

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Q44. **The discussion paper includes the option (option 36B, pages 46-49) 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?**

Agree

Q45. **Why?**

not answered

Q46. **The discussion paper includes the option (option 36C, pages 46-49) 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?**

Agree

Q47. **Why?**

not answered

Q48. **The discussion paper includes options (option 37, pages 50-51 and 59) 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?**

Option 37B

Q49. 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?

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Q50. 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?

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Q51. The discussion paper includes the option (option 40, pages 56-57) 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 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?

Option 40A

Q52. 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?

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Q53. 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?

not answered

Q54. Any other comments about chapter 5 (housing)?

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Q55. **The discussion paper includes the option (option 46, page 69-70) 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?**

Strongly Agree

Q56. **Why?**

not answered

Q57. **The discussion paper includes the option (option 47, pages 72-73) proposes 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 proposal?**

Agree

Q58. **Why?**

not answered

Q59. **Would the periodical update of the legislative and policy framework with the best available climate change science help to promote resilience and avoid unacceptable risks (refer to options 48 and 49, page 72)?**

Agree

Q60. **Why?**

not answered

Q61. **The discussion paper includes the option (option 50, pages 72-73) 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?**

Agree

Q62. **Why?**

not answered

Q63. **The discussion paper includes the option (option 51, page 76) 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?**

Agree

Q64. **Why?**

not answered

Q65. **The discussion paper includes the option (option 52, page 56) 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 proposal?**

Strongly agree

Q66. **Why?**

not answered

Q67. **The discussion paper includes options (option 53 and 54, page 78-79) to introduce strategies to cool our city including: increasing tree canopy, vegetated ground cover and permeable surfaces; using Water Sensitive Urban Design; and encouraging the uptake of green roofs, facades and walls, as appropriate materials used for pavements and building with low heat-absorption properties. What other strategies could be beneficial for cooling our built environment?**

Strongly agree

Q68. **Why?**

not answered

Q69. **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 technologies in precincts?**

Strongly agree

Q70. Why?

not answered

Q71. The discussion paper includes the option (options 56B and 56C pages 80-81) 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 precincts?

Strongly agree

Q72. Why?

not answered

Q73. 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?

Strongly agree

Q74. Why?

not answered

Q75. Any other comments about chapter 6 (a more resilient and environmentally sustainable Melbourne)?

not answered

Q76. Please provide your feedback on 'Chapter 7. New planning tools' below. If you do not want to provide feedback on this chapter please selected 'save & continue'.

not answered

Q77. The discussion paper includes options (options 58A and 58B, page 84) that some new and 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?

not answered

Q78. The discussion paper includes options (options 59A and 59B, page 84) for evaluation of 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?

not answered

Q79. Any other comments about chapter 7 (new planning tools)?

not answered

Q80. 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?

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Q81. If a separate implementation plan is developed for Plan Melbourne 2016 what will make it effective?

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Q82. Any other comments about chapter 8 (implementation)?

not answered
