

City of Casey's Submission

Plan Melbourne refresh

Introduction

The City of Casey has generally supported strategic planning documents put in place by successive State Governments because they are based on sound planning principles.

The Council generally welcomes the recommendations and additions proposed to be included in the refresh of Plan Melbourne. The following key issues raised in the Discussion Paper are most important for Casey Council.

- Jobs, including a regional approach to National Employment and Innovation Clusters and Activity Centres
- Transport and infrastructure priorities
- Housing, Diversity and Affordability
- Environmentally sustainable development
- Implementation of Plan Melbourne

These are important issues for Casey and Council will continue to advocate for enhancing local employment opportunities for residents; improved supply of diverse and affordable housing; improved transport and roads; and environmentally responsible planning and development.

In general the key initiatives in Plan Melbourne 2014, and the additions and changes outlined in the Discussion Paper, align with Casey's advocacy and community priorities. This submission outlines opportunities and gaps and makes recommendations that have the potential to positively impact Casey and the greater Melbourne community

Of concern to Casey however, is the assumption in the Discussion Paper (page 47) that a change in the target of new housing delivery could reduce demand for infrastructure on the fringe. **The City of Casey is strongly opposed to any assumed reduction in the need for infrastructure investment in the growth areas and outer ring suburbs as a result of a target of 70 per cent of new housing in Melbourne's established areas and 30 per cent in greenfield growth areas.** This is discussed further below.

The City of Casey reiterates points made in previous submissions to state government strategic planning exercises, including the expansion of the Urban Growth Boundary, that residents living on the fringe in the outer south-east in Clyde South will be approximately 70 kilometres from the Melbourne city centre with the closest Metropolitan Activity Centres (either Dandenong or Fountain Gate-Narre Warren) 20-30 kilometres away. The role of Cranbourne as a future Metropolitan Activity Centre with higher order services, including hospitals, needs to be considered and planned for now.

Council also wishes to take the opportunity afforded by the Plan Melbourne refresh to confirm its earlier position, as submitted in 2013 to the development of *Plan Melbourne 2014*, that the village of Harkaway be removed from the Urban Growth Boundary and included within the Southern Ranges

Green Wedge. Whilst the City of Casey in principle supports the commitment by the state government to 'lock down' the urban growth boundary and protect the green wedges, there should still be a mechanism for minor adjustments where there is a demonstrated strategic basis.

Key Issue - Jobs, including a regional approach to National Employment and Innovation Clusters and Activity Centres

Council affirms its commitment to the Fountain Gate/Narre Warren area as a Metropolitan Activity Centre. The City of Casey is working to realise the full potential of the area as a Metropolitan Activity Centre with Council's \$125 million investment in Bunjil Place. Council is refreshing the planning structure for the Fountain Gate/Narre Warren Activity Centre with a view to encouraging investment to support diverse employment opportunities, denser housing and a full range of services.

The Government should adopt a regional approach to National Employment and Innovation Clusters, and recognise that employment clusters can operate beyond Activity Centres and beyond municipal boundaries. In the west of Casey, the Hallam Industrial Area relates closely to Dandenong. The expansion of the Dandenong South Industrial area over time will also connect to industrial land and commercial land identified in the Western Port Highway corridor. In the east, Casey and Cardinia Councils continue to work together with opportunities for an employment precinct that stretches from Minta farm across Cardinia Creek to Officer. The concept of employment and economic regions within the metropolitan structure, should form part of the concept of a polycentric city.

There needs to be a stronger focus from the state government on mechanisms to deliver jobs and investment in the outer suburbs and growth areas. Key local and regional planning and infrastructure projects will have the potential to significantly influence the local economy and improve job opportunities in the South-East and Growth Areas.

Key Issue - Transport and infrastructure priorities

Decisions made at a State Government level directly impact the livability of residents in the City of Casey. Land use planning needs to be intrinsically linked with transport planning in the growth areas.

The City of Casey is strongly opposed to any assumed reduction in the need for infrastructure investment in the growth areas and outer ring suburbs as a result of a target of 70 per cent of new housing in Melbourne's established areas and 30 per cent in greenfield growth areas.

Planning and delivery of transport infrastructure in growth areas is significantly different conceptually to planning for established areas and infill development. In growth areas, transport behaviors are embedded early as the built form and new suburbs are established. Without early public transport and upgraded arterial road infrastructure, livability quickly disappears for new residents in growth areas caught up in the transport infrastructure backlog.

Infill development can build on existing infrastructure that successive state governments have invested in for over a hundred years. However, many residents in the City of Casey don't have access to even a basic level of public transport infrastructure.

The City of Casey will continue to advocate to other levels of government for improved transport, infrastructure and services with a focus on key three arterial roads.

- The Monash Freeway/Princes Freeway Upgrade
- Thompsons Road Duplication (and its extension into the Cardinia Shire)
- Hallam Road/Evans Road/South Gippsland Highway Intersection Upgrade;

Public transport improvements are also critical;

- Grade separations of the railway line at Thompsons Road
- Grade separation of the Westernport Highway/Thompson Road Intersection

- Review of Bus Services to achieve significant improve frequency, service coverage and hours of operation.

The expansion of the Cranbourne line to Clyde, whilst not likely in the near term, needs to be planned for, with appropriate land identified and secured for supporting infrastructure including parking and bus interchanges.

The concept of Transit Infrastructure is supported if it helps the state government to better understand, and support with infrastructure investment, the efficient movement of people in the outer suburbs and the growth areas.

Key Issue - Housing Diversity and Affordability

Council has finalised its Housing Strategy and has taken a proactive approach to identifying areas close to public transport that are suitable for increased density. Casey lacks housing diversity and affordable and suitable housing close to services is an issue, as it is across Melbourne.

State Government housing policy should focus on the macro economic and financial issues that work against the market delivering housing that is affordable and diverse. This includes the lack of supply of accessible housing, supported accommodation, group housing for people with a disability, housing for the elderly and the aged, secure permanent and semi-permanent housing for the vulnerable including young people and parents with children requiring support to escape family violence.

Key Issue - Environmentally sustainable development

Council welcomes the consideration of climate change and its associated hazards as a key consideration in land use planning. Hazards that need to be planned and managed for include bushfire, flood and sea level change. Each of these should be influencing the refresh of Plan Melbourne including the overall metropolitan structure.

Council strongly supports the introduction of Strategic Environmental Principles. These principles can help guide sustainable development, and help Councils to negotiate environmental outcomes with developers. They also help place a value on the environment. If implemented well, the principles should be required to be considered in all key State Government Plans related to the environment and land use planning. An overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and delivery.

Council supports innovation from the state government around opportunities for precinct planning and delivery of distributed renewable energy in the growth areas. Casey has had a poor response to representations made to date with developers and the MPA.

Council supports a focus on environmentally sustainable design as part of the development of new suburbs and looks to the state government to lead in engaging with developers on improving outcomes in new residential areas. Aspirations for a greener city are supported, but can be difficult to achieve in reality in growth areas due to the land take required for road verges, the conflict with underground services and developer pushback. A starting point would be for VicRoads to support more flexible boulevard planting on new and upgraded arterial roads in the outer suburbs and growth areas.

Key Issue - Implementation of Plan Melbourne

Critical to the success of Plan Melbourne 2016 and long term strategic planning for managing Melbourne's growth is implementation with funding and investment aligned to the agreed directions. Council supports a structured and transparent approach to implementation that includes ongoing consultation and 'ground truthing' with local government. A 'rolling' implementation plan is supported.

Consultation with Local Government

Council appreciates that the Local Government sector has been identified as a key stakeholder in the delivery of Plan Melbourne. To date there has been a focused and noticeable consultative effort with Local Government. Given Council's direct role in promoting the social, economic and environmental viability and sustainability of the Casey community, ongoing engagement as Plan Melbourne 2016 is finalised and then delivered will be important to ensure implementation is successful.

Council officers have been involved in consultation opportunities on the Plan Melbourne refresh through the discussions with the Southern Region councils. Casey Council officers have contributed to the Council officer submissions of the Growth Area Councils and the Municipal Association of Victoria.

Conclusion

Council is pleased that the Plan Melbourne refresh is not a wholesale change to the existing Plan Melbourne 2014. The refresh of Plan Melbourne provides an opportunity for continued bipartisan support on the major planning issues facing Melbourne.

Council generally supports the key changes which are included in the Discussion Paper. Council supports the general overarching principles and policy framework. The initiatives directly align with important issues for the Casey community that include: enhancing local employment opportunities for residents; diverse and affordable housing; improved transport and environmentally responsible planning.

DETAILED COMMENTS ON ISSUES RAISED IN THE DISCUSSION PAPER

Chapter 2: Growth Challenges, Fundamental Principles and Key Concepts

The overarching growth principles, policy framework are supported given the high level nature of Plan Melbourne.

Sustainable Development Goals

The City of Casey supports a metropolitan strategy aligned with UN Sustainable Development goals and strategic principles

Green Wedges and Urban Growth Boundary

The City of Casey supports the values in Melbourne's Green Wedges. It supports the state government taking an active role in articulating these values and the contribution Green Wedges make to Melbourne's livability. The City of Casey values protection of the green wedges and notes their importance to the liveability and landscape of Casey.

Council continues to support the protection of land in the City of Casey for agriculture and horticulture, and notes there are other economic and job supporting land uses in the Western Port Green Wedge such as the equine industry. Council is working to finalise the Western Port Green Wedge Management Plan in 2016.

Opportunities

- » A key direction of Plan Melbourne (2014) and the Plan Melbourne refresh is to deliver a permanent settlement boundary around Melbourne. A permanent settlement boundary may provide greater certainty to agricultural and other businesses and support investment. The City of Casey has been advocating for this for some time through several changes to the Urban Growth Boundary.
- » In relation to the Green Wedges, in Casey there is pressure for some limited subdivision or uses or intensification currently not permitted. In some cases this might be justified because it has a strategic basis or can help realise broader community or economic benefits. A process that allows for a proposal to be assessed and considered needs to be developed. Equally, a process to remove townships from the Urban Growth Boundary i.e. Harkaway also needs to be developed.
- » The state needs to reinforce and articulate to landholders in the Green Wedges the need to "better protect and value" Green Wedges and to reiterate the value and importance of Green Wedge areas to the broader community.
- » There should be recognition and better understanding of the public good that landowners in Green Wedges provide to the livability of Melbourne, especially where landowners are managing land that isn't economically productive.

Gaps

- » The implications of Green Wedges being "locked down" needs to be clearly thought through and any statewide approach to Green Wedge management needs to be communicated to the public accordingly.
- » If there are further planning mechanisms to be utilised to protect uses in the Green Wedge, the agricultural, environmental, natural resource and tourism values that are being protected need to be clearly defined.

Climate Change and Greening Melbourne

The City of Casey welcomes and supports state government attention to a low carbon future and greening Melbourne.

Opportunities

- » The State Government should lead on climate change planning, adaptation and mitigation beyond energy efficiency.
- » For any planning response on these issues to be effective, other key State Government strategies will need to align to the aspirations for a 'low carbon future' and for greening Melbourne.

Gaps

- » Greening growth areas is a difficult proposition given the nature of land use, servicing and infrastructure requirements in growth area planning.
- » To effectively manage hazards arising from climate change, it is vital that hazards are mapped accurately at a State Government level. At present the Bushfire Management Overlay (BMO) mapping, Coastal, Biodiversity and Flooding Hazard mapping are grossly out-of-date and inaccurate. Hazard and environmental mapping should be undertaken and updated regularly using the latest data available and implemented in all planning schemes by the Minister for Planning. Resourcing this will be critical if planning decisions made by local government are to be well informed in this regard.

Chapter 3: Delivering Jobs and Investment

The City of Casey generally supports the job and investment directions in the Discussion Paper. The City of Casey is seeking an additional direction or aspiration around 'travel to work' times, with explicit state government acknowledgement of the need to provide good public transport access to the Metropolitan and Activity Centres from growth area residential areas (for access to services and jobs), consistent with the ideals of a polycentric city.

Activity Centres

Opportunities

- » Council supports Fountain Gate/Narre Warren as a Metropolitan Activity Centre. Council is in the middle of a strategic refresh of the planning for the area to support further investment in the Centre
- » Criteria for new Activity Centres is supported, especially in growth areas because they will play a critical role in employment and investment and future jobs.
- » Cranbourne should be a higher order Activity Centre due to the large catchment area, population and surrounding the employment area, with potential for it to become a Metropolitan Activity Centre in time.
- » The hierarchy of the proposed Activity Centres is supported.

Gaps

- » The '20 minute neighbourhood' notion is supported generally. However further policy work is required by the state government to articulate an aspiration for what is a reasonable time for 'travel to work'. This includes consideration of the public transport needed to reduce congestion and move people to jobs that are close to where they live. This continues to major planning issue for growth area Councils.

- » There needs to be clear designation and spatial identification of current and future Employment Areas in Plan Melbourne 2016. This should include regions that can be easily identified by prospective investors e.g. Casey-Cardinia.
- » Growth area planning by the MPA around Activity Centres currently doesn't integrate with Activity Centres in nearby established areas, or in nearby PSPs, and there are inconsistencies with floor space requirements.

Agriculture

The City of Casey continues to support retention of productive agricultural land close to Melbourne, and notes that the Discussion Paper and state government has belatedly recognised an issue that Council has long advocated on. It remains unfortunate that highly productive agricultural land was lost to urban development as part of changes to the Urban Growth Boundary.

The City of Casey notes that urban development can have significant off-site impacts on nearby land outside of the UGB. The drainage system from urban development can cause localised flooding. Dumped rubbish continues to be an issue. Agricultural practices that involve noise, odour and transportation need further planning consideration and direction with regard to the urban/rural interface. The value of Green Wedges as an interface between high intensity agricultural production and urban areas needs to be better understood.

Opportunities

- » Identification of areas of agricultural significance and food production are supported.
- » Additional planning provisions are required to ensure the offsite impacts of urban development on rural properties are minimised.

Gaps

- » The proposed 'tools' and 'whole of government' review of strategic agricultural land requires further clarification and details of implementation. 'Significant' land should be identified and mapped.

Extractive Industries and Waste Management

The City of Casey appreciates the state government's attention to extractive industries. The City of Casey notes that the interrelationship between land uses such as quarries and future waste management options has not been properly explored in the Discussion Paper, and does not appear to be well understood across state government.

Opportunities

- » In seeking to protect and maximise materials and resources, there needs to be a collective and coordinated approach to extractive industries and waste management with a focus on land use planning beyond 10 year timeframes.

Gaps

- » Identifying existing land uses such as quarrying as sites for waste management can prejudice current extraction activities. The premature termination of viable extractive industry operations in favor of a solid inert waste landfill is an issue.
- » There are currently no planning mechanisms to protect and preserve separation distances. Transfer stations and landfill sites across Melbourne should be addressed in Plan Melbourne 2016. There needs to be long term consideration of waste management and lifecycle

planning of sites across the state. Sustainability Victoria (SV) and the Metropolitan Waste and Resource Recovery Group (MWRRG) need to inform the refresh of Plan Melbourne.

Recommended Changes to Plan Melbourne:

- A regional approach to delivery of jobs and investment.
- Long term and careful planning for waste management whilst still encouraging extractive industry

Chapter 4: A More Connected Melbourne

The City of Casey supports the overarching transport principles and policy framework given the high level nature of Plan Melbourne. Increasing road capacity for connections to employment, increasing public transport capacity and efficiency and promoting walking and cycling are supported.

The City of Casey strongly supports the concept of Transit Corridors if it enables state government to better understand and map the needs of people to move through the metropolitan area, and to better understand the inherent disadvantages that people living in growth areas experience in relation to accessing work and services efficiently.

Transport infrastructure in the City of Casey already significantly lags behind population needs. The idea that the 70/30 target will “reduce demand for new infrastructure on the fringe” is false. Infill development can build on existing infrastructure that successive state governments have invested in for over a hundred years. However, many residents in the City of Casey don’t have access to even a basic level of public transport infrastructure. Low level bus services in some estates don’t exist and Casey has no high frequency bus services to Fountain-Gate/Narre Warren or Cranbourne. Upgrade of road infrastructure continues to lag behind large population movements into new estates. Continued prioritisation of transport infrastructure delivery in the growth areas is needed, in addition to the inner city and middle ring projects, to realise the concept of a 20 minute neighborhood.

The City of Casey generally supports the concept of ‘20 minute neighbourhood’ and notes it is a better defined and a more achievable objective than in the previous Plan Melbourne. However, growth areas are different to inner and middle ring areas and basic services like childcare and doctors are unlikely to be universally available within a 20 minute walk.

The inclusion of specific road and rail projects risks undermining the neutrality of the strategy and appears to follow the course of Plan Melbourne 2014, despite statements around the government’s intention to separate projects from the long term strategic plan. To this end, Plan Melbourne 2016 should focus on principles, policies and high level actions that respond to the principles, rather than listing specific projects. Projects would be better left to the ‘rolling implementation plan’.

Transit Corridors and Principal Public Transport Network (PPTN)

Opportunities

- » Adopting and reinstatement of a PPTN for logical strategic planning (Principal Public Transport Network, trains and high frequency bus routes) is strongly supported.
- » The reference to PPTN provides guidance to local government in their strategic planning development and assessment of planning applications.
- » Strong support is required for the protection of transit corridors including future rail.

- » High capacity and high frequency public transport in the future, even if it is beyond the current medium term planning horizon, is strongly supported.

Gaps

- » Strategic planning around transit corridors needs to be supported with investment that identifies, sets aside and protects future public transport (rail and road) corridors.
- » Network wide improvements for buses have been neglected in previous network development plans.
- » The bus network should be wider than *SmartBus* and comprise a network of high frequency direct bus routes based on the arterial road network connecting Activity Centres and train stations.
- » The bus network need not be defined but should include a principle/policy around direct and frequent bus services from all growth area residential areas to higher order Activity Centres and especially to Metropolitan Activity Centres (where 20 minute walking distances of residential areas is not practicable in the short to medium term)..

20 Minute Neighbourhood

Opportunities

- » Good access to public transport (buses) to higher order Activity Centres is critical in growth areas. Growth area Neighbourhood Activity Centres are not as diverse as in inner and middle ring areas. There could be acknowledgement that access to some higher order services/amenities within a 20 minute period requires access to a bus service to be achieved. Otherwise the outcome will not be achievable and there will continue to be inequitable access to services across Melbourne.

Gaps

- » A 20 minute walk to services in Growth Areas will be difficult to achieve for some time, and unless land is set aside to enable Activity Centres to mature over time, may not ever be achieved.
- » Travel to work patterns across the growth areas in Melbourne need to be well understood to support investment in frequent public transport options and reduce congestion and travel times in growth areas.

Active Transport

Opportunities

- » Support for active transport (walking and cycling) in the Plan Melbourne 2016 is a welcome initiative and supported.

Gaps

- » The establishment of an investment fund for improving safety and broader infrastructure improvements is required.

Recommended Changes to Plan Melbourne:

- List transport principles and policies that clearly describe actions to achieve those principles, rather than list specific projects.
- Principles including extensions and upgrades to the PPTN should translate to timely delivery of rail and roads in growth areas.

Chapter 5: Housing

The City of Casey welcomes the state government's recognition of the issues around the supply of affordable and diverse housing.

The City of Casey is **strongly opposed** to any assumed reduction in the need for infrastructure investment in the growth areas and outer ring suburbs. As per comments on the previous chapter, the idea that the 70/30 target for housing might "reduce demand for new infrastructure on the fringe" is false. Infill development can build on existing infrastructure that successive state governments have invested in over a hundred years. The City of Casey does not support any suggestion that infrastructure priorities should fundamentally change as a direct result of a change in the target or ratio for location of new housing. Melbourne's growth areas will continue to provide options for affordable housing for decades to come and equally, continue to lag in infrastructure that supports the efficient movement of people. A more dense urban form has also been identified for the growth areas and along transit corridors in newer suburbs that are already significantly under supplied with public transport.

With over 15 years land supply available in the City of Casey there is presently no urgency to release more PSPs. The workload on City of Casey officers through the consecutive development and release of PSPs and subsequent demands for permits, section 173 agreements and approvals of works etc. has been significant.

A more universal dense urban form, i.e. 25 lots per hectare is not realistic and not supported in the growth areas in absence of:

- high frequency and high capacity transport options (including expansion of rail);
- land set aside that allows for higher order activity centres to be developed in the growth area,
- additional land allocated for public open space; and
- upfront planning for infrastructure that supports a more dense urban form.

Density targets based on well- established planning principles including more dense housing close to services and transport might be a better way to articulate the outcomes desired for a more dense urban form in growth areas.

Council has finalised its Housing Strategy and has taken a proactive approach to identifying areas close to public transport that are suitable for increased density. Casey lacks housing diversity and affordable and suitable housing close to services is an issue, as it is across Melbourne.

State Government housing policy should focus on the macro economic and financial issues that work against the market delivering housing that is affordable and diverse. This includes the lack of supply of accessible housing, supported accommodation, group housing for people with a disability, housing for the elderly and the aged, secure permanent and semi-permanent housing for the vulnerable including young people and parents and children requiring support to escape family violence.

Planning by numbers and housing targets

Opportunities

- » Implementation towards targets needs to be transparent, consistent, managed and resourced. Regular published data on housing delivery, including through subdivision in established areas, would be useful for local governments to understand progress in densification.
- » DELWP should clearly define the short, medium and long term target for housing and continue to monitoring the ratio of growth and population in established areas and growth area development.

Growth Areas Development

Opportunities

- » An appropriate mechanism will need to be established to recognise when more land is needed and trigger the release of the future PSPs.
- » The interface areas between the edge of the urban growth area and Green Wedge/Peri-urban areas should be clearly stated and planned for. Varied Urban Growth Boundary interface densities could be considered as part of Plan Melbourne 2016. A hard, dense edge against a green wedge area or rural area invites land speculation. An appropriate mechanism could be mandatory urban design principles for interface areas in all interface PSPs. In addition, the value of the Green Wedge areas and small rural lots that abut the Urban Growth Boundary should be articulated as a valid and valued transition zone, and small rural lots valued for their role in transitioning from a dense urban form to rural and other areas.

Gaps

- » The notion of 25 lots per hectare as a target in growth areas is not the reality, and reflects an urban form more like medium density housing. The development industry is not consistently delivering this type of density currently, even in areas where medium density is identified as ideal. The application of this target needs to be well thought through. It may be better to specify where, within the new growth areas, those types of densities need to be pursued for example, in proximity to Activity Centres and along transit routes.

Development of Established Areas

The City of Casey notes that even in outer metropolitan areas, there can be an intrinsic policy tension between identifying locations suitable for growth that also have an identified character. Policy and planning guidance that seeks to balance these competing issues is supported. Policy that supports population densification in defined locations, and policy that defines some locations for planning protection based on valued character is supported.

The City of Casey supports targets for dwelling mix to align with population profile – typically there is a large lag between housing supply and population profile, and this is the case in Casey.

The City of Casey supports unlocking housing supply in established areas. This will require DELWP and Planning Panels Victoria to scrutinise the use of the Neighborhood Residential Zone.

There is a risk that a state-based approach may duplicate or be contrary to Council housing strategies. Any state based Housing Strategy should focus on the macro supply and demand issues that the state needs to address. This includes planning innovation and financial and investment incentives to stimulate the supply of housing that the market is not delivering equally across Metropolitan Melbourne. This includes diverse housing for the rental market such as accessible housing, small bedsits and apartments and townhouses that are not economic in immature housing markets (such as Casey) but that nevertheless are in demand.

Opportunities.

- » Housing targets need to be long term and based on a rigorous gap analysis of need. This will be particularly applicable to growth areas where there is a need to plan for the very long term, and every type of housing stock.
- » Confirm or clarify in principle, the locations across Melbourne that should be zoned to support population growth through densification, and the type of diverse housing required.

Gaps

- » Planning tools and reforms to boost housing supply in established areas are not clearly articulated or defined.
- » A Metropolitan Housing Strategy and Housing Plan should look at sub-regions and preferred locations, based on actual data on need.
- » Any 'Metropolitan Housing Strategy' should be referenced within the SPPF and regularly updated based on analysis of housing trends and needs.
- » Refresh Plan Melbourne needs to clarify why certain areas need protection and importantly from what? Overseas examples show that increased infill development and protection of heritage/character assets can co-exist. It does not need to be a black and white 'change or no change areas' policy.
- » Clarifying the 'Protect the suburbs' direction such that areas for no/low change are identified according to a properly defined rationale is supported. The Neighbourhood Residential Zone should not be able to be used as a default zone and should only be applied where justifiable.
- » Clarifying varying development expectations in different locations is supported. These should be applicable across regions to allow a diversity of households in each Council area to achieve long term flexible supply and to align with 20 minute Neighborhood/Walkable objectives. This is particularly relevant for growth area planning.

Housing Diversity

Opportunities

- » The new 'Greyfield renewal' concept is supported and could be applied to older areas in outer Melbourne.
- » To concept of a minimum 50% might require applying the NRZ to areas that do not justify protection. The NRZ should be applied to areas following a strategic process and a clear rationale.
- » New controls requiring internal designs that provide for good internal liveability, universal design, sustainability, and flexible life cycle designs are supported. It may be difficult to compel developers as noted, and therefore there should be potential for incentives.
- » Modifying planning and building controls to provide for easier conversions from a single dwelling to two dwellings when occupants want to downsize, are supported.

Gaps

- » Achieving diverse housing types has been a challenge in Casey. Particularly in growth areas where there are no mechanisms to diversify housing typology. Introducing controls that require developers to provide diverse housing types would be more effective than only applying the residential zones to direct higher densities in certain locations.
- » A blanket percentage of 50% is too prescriptive, is not clearly understood, and potentially will 'lock up' areas.

- » Extensive application of NRZ will have local economic impacts on stifling small housing development and locking up asset realisation for small investors.

Affordable Housing

Opportunities

- » The concept of inclusionary zoning and development incentives are supported.
- » Defining affordable housing in planning schemes is welcomed and supported.
- » New controls to expedite approvals for selected housing projects are supported.
- » Assessments should be based on maximum standards assessment and not minimum standards assessment.
- » Planning tools or controls that require developers to provide a percentage of affordable housing or social housing is supported.

Gaps

- » Melbourne population projections and infrastructure capacity requires social and affordable housing to be addressed.
- » Mechanisms to achieve inclusionary zoning are the responsibility of the State Government. Inclusionary zoning has been mooted for years and is common place in other countries and now should be implemented. The delivery could be unpopular with developers and be viewed as a burden and cost to development.
- » The definition of 'affordability' need to be clear.

Recommended Changes to Plan Melbourne:

- Melbourne population projections and infrastructure capacity requires social and affordable housing to be addressed.
- The 'Metropolitan Housing Strategy' – should be referenced within the SPPF and updated. The concept of inclusionary zoning and development incentives are supported.

Chapter 6: A More Resilient and Environmentally Sustainable Melbourne

The Plan Melbourne refresh provides an opportunity to protect our natural assets and better plan the management of biodiversity protection, ecological resilience, and water, energy and waste management. The Plan Melbourne Refresh attempts to address issues in a complex field that covers water assets, water cycle management, distributed energy, greening urban form, noise and air quality, urban growth, water re-use, coastal environments, natural habitats and ecologically sensitive areas and the enhancement of food production.

The City of Casey is an inaugural member and host of the South East Councils Climate Change Alliance. Many of SECCCA's recent projects align with the issues identified in the Discussion Paper and are advancing them. SECCCA projects include support for community behavior change; research into and deployment of small scale energy efficiency interventions in the houses of vulnerable people; providing information and energy efficiency savings information to sports clubs (with flow through of information to club members). A current SECCCA project is supporting analysis of the financial risks to Councils from the potential impacts of climate change on infrastructure.

Opportunities

- » The Royal Botanic Gardens Cranbourne demonstrates the benefits of developing transformational state significant facilities in a suburban location. New regional parks need to be planned for and delivered in growth areas as soon as possible as they will be important assets for the community, especially as densities increase and private open space is reduced on small lots.
- » Climate change and its associated hazards including bushfire, flood and sea level change should be influencing the refresh of Plan Melbourne.
- » The introduction of Environmental Strategic Principles is supported. This will require all key State Government Plans related to the environment to integrate.
- » An overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and delivery.
- » A Statewide not Council Environmentally Sustainable Development Policy should cover issues relating to development and land use as below:
 - » energy
 - » water
 - » stormwater
 - » indoor environment quality
 - » transport
 - » waste
 - » urban ecology
- » A Statewide and State-Government led approach to Environmentally Sustainable Development that is planned and implemented will provide the development community with certainty when crossing municipal boundaries.
- » Casey has sought to engage with developers and the Metropolitan Planning Authority around the use of powerline easements in the growth areas. There has been little support for exploring or experimenting with distributed energy opportunities in this context.
- » Ongoing project funding for the climate change alliances such as SECCCA is a cost-effective way to change behavior and experiment with climate change adaptation options.

Gaps

- » Biodiversity and Bio-links are important planning elements however none are specifically reflected in the refresh of Plan Melbourne. Green Infrastructure needs to be properly mapped and supported and invested in, in the way other infrastructure is.
- » Settlement planning and response to natural hazards associated with climate change should include all areas of planning and infrastructure.
- » There is a need for consistent and State lead approach to 'Environmentally Efficient Design' (as the 'Environmentally Sustainable Development' (ESD) policies. The associated costs and benefits of the statewide policies needs to inform Councils and Developers,
- » The State should seek to implement a 'best practice' approach to sustainability and the built form. Councils are leading 'Environmentally Sustainable Development' when this is a fundamental land use and sustainability issue that should be State led through the SPPF.
- » The delivery of aspirations around green roofs, an urban forest and environmentally sustainable design are contingent on buy in and support from developers and state agencies such as VicRoads.

Recommended Changes to Plan Melbourne:

- The introduction of Environmental Strategic Principles is supported
- There is a need for consistent and State led approach to 'Environmentally Efficient Design' and 'Environmentally Sustainable Development' (ESD) policies.

Chapter 7: New Planning Tools

Opportunities

- » The introduction of Environmental Strategic Principles is supported. This should require all key State Government Plans related to the environment, and planning mechanisms and delivery to integrate.
- » The Ministerial Advisory Committee (MAC) report states that a new zone may be required, that would allow purposeful uses above competing uses, with an emphasis on private sector knowledge economy jobs to differentiate National Employment Clusters (NECs). It is considered the existing PDZ, CDZ, ACZ, and SUZ can be utilised more than adequately to achieve this.
- » Most particularly it is considered the PDZ could most appropriately apply as its purpose is for areas of state or regional importance. A schedule to the zone could state the emphasis on private sector knowledge economy jobs.
- » SUZ contains flexibility in schedules and can limit core industries and prevent non-core industries with lower employment generating values.
- » As a general planning principle, the zoned area of a NEC should seek to protect land to allow for future expansion. This could be different depending on location. Whilst existing areas may have defined boundaries and can be a concentrated special zone, future NECs may evolve and expand.
- » Identifying residential change areas that would be subject to a code assessment that align with implementation of local housing strategies may be necessary..

Gaps

- » Any new Rescode assessment system should be based on maximum standards assessment and not minimum standards assessment.
- » ResCode standards can be codified to simplify areas of concern on planning process and limit third party comments to amenity impacts and character.

Recommended Changes to Plan Melbourne:

- Any new Rescode assessment system should be based on maximum standards assessment and not minimum standards assessment.

Chapter 8: Plan Melbourne Implementation

The success of the Plan Melbourne refresh will depend on a strong, well supported multiagency approach. Whilst the overall directions, objectives and initiatives are generally sound there are concerns with the implementation of the Plan.

For a Plan at this scale to work, it must have an implementation framework with political commitment and resource allocation. This means ongoing engagement with local government, sufficient funding and regular reporting on implementation to the community. The concept of a rolling implementation plan is supported but there also needs to be review and evaluation built in.

Whilst it appears the Department of Environment, Land, Water and Planning (DELWP) will have a key role to deliver 'Plan Melbourne', the success of the Plan will depend on the State Government and its agencies collectively taking responsibility for coordination and implementation.

Infrastructure Victoria will have a critical role in the success of implementation of the metropolitan plan. State Government Department budgetary bids around infrastructure delivery should demonstrate alignment with the directions of the refreshed Plan Melbourne. In particular the Department of Treasury of Finance and the Department of Premier and Cabinet need to be assessing budget bids against Plan Melbourne directions.

Recommended Changes to Plan Melbourne:

- A rolling Implementation Plan is supported as part of **Plan Melbourne 2016**
- Infrastructure Victoria's role in relation to Plan Melbourne 2016 must be explicit and budgetary processes aligned to deliver the Plan Melbourne directions.

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