

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

17 June 2014

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**Greater Shepparton City Council Submission to the Planning Policy Framework, Integration
Version – May 2014**

Greater Shepparton City Council would like to take this opportunity to make a submission to the Planning Policy Framework (PPF), Integration Version (March 2014). This document has been prepared by the SPPF Review Advisory Committee, and shows how a revised format for the SPPF and LPPF could work.

The new Planning Policy Framework will have a significant impact upon the future plan and decision making process for Greater Shepparton City Council.

This submission follows from earlier comments submitted by Council officers the 15th November 2013 in relation to the proposed content and structure of the revised SPPF ('foundation draft' version). Several recommendations made within this earlier submission such as a reduction in specific references to certain towns and cities and inclusion of an infrastructure section have been incorporated into this version.

Greater Shepparton has a population of approximately 61,725, and is the fourth largest provincial centre in Victoria. Greater Shepparton is one of the fastest growing regions in the state. In addition to future growth predictions for the local area, there are a number of state significant projects that are predicted to happen in Shepparton. Shepparton is identified as a stop on the High Speed Rail (HSR) Network between Melbourne and Brisbane, and approximately 7km to the west of Shepparton the Goulburn Valley Freight Logistics Centre is planned, which is an intermodal terminal and general freight facility.

As requested, we have prepared our response based upon the following five key questions raised by the Committee.

1. Are there errors or omissions in the draft PPF?
2. What change is needed to accommodate local policy in the proposed structure?
3. What further changes could improve navigation?
4. Are there other specific regions or thematic areas (such as coastal areas) that should be identified for separate policy?
5. What maps would you want to include and can you see a logical place for them?

1. Are there errors or omissions in the draft PPF?

Local Policy should be included within the Draft PPF and Council request that any future revisions of the PPF provide this information.

Council consolidated its Municipal Strategic Statement (MSS) in 2009 and has no Clause 22 'Local Planning Policies'. If the MSS is to be included within the PPF, space must be provided to include the 'story' part of the various MSS sections. This is crucial, as it will inform the reader of the reasons and importance of how the objectives and strategies apply and how they would be interpreted. It also provides the strategic basis for planning applications of zones and overlays.

Council requests that sufficient funding is made available for the necessary work required to deal with the policy change (review and translation costs, legal review etc) and to unpack existing MSS's into the new format.

Council request that any amendments to the PPF are undertaken in accordance with Section 20(4) of the Planning and Environmental Act 1987, as the initial stage would be a policy neutral translation.

Section 10 of the PPF refers to 'Community Development' and the distribution of social and cultural infrastructure. Council supports the objectives and strategies contained within this section. The PPF needs to encourage and support Councils to identify and plan for this and help deliver sustainable communities. On this issue, Council requests that state significant infrastructure such as GV link and high speed rail are identified in mapping in the state section in order to highlight to the community the importance of these future developments. This will ensure that new developments are integrated in a sustainable manner.

2. What change is needed to accommodate local policy in the proposed structure?

Council has identified several changes which are considered appropriate to accommodate local policy. The relevant policies which require changing are outlined below:

Policy 03.03 – R05-01 – Planning for Hume Region

This policy is based upon the Hume Regional Growth Plan (HRGP), which provides a regional approach to land use planning in the Hume Region. The HRGP identifies and supports the growth and development of Shepparton as a key regional location, outlining that '*Shepparton will continue to develop its role as a business, retail and services hub for the region, taking advantage of new opportunities in food production and processing, and transport and logistics*' (Page iii, HRGP).

Council accept that the wording within the PPF is based upon the Advisory Committee's interpretation of the draft Regional Growth Plan, and support that this may need to be reviewed before the PPF is finished.

Objectives and Strategies

Policy 03.03–R05-01–Planning for Hume Region contains a total of four objectives and seven strategies. The Council supports all four objectives. The objectives will ensure growth and change is managed to capitalise on the Hume Region's competitive advantages, opportunities and strengths.

There are a total of seven strategies:

Objective 1

- Strategy 1.1 - Support economics for nature-based tourism throughout the region, including those arising from the restoration of the Winton Wetlands and other wetlands of national and regional value such as the Barmah Forest and the lower Ovens River.

Objective 2

- Strategy 2.1 - Protect the Murray River corridor as a key environmental (scenic, biodiversity, riverine), cultural and economic asset.

Objective 3

- Strategy 3.1 - Facilitate growth and development specifically in the regional cities of Shepparton, Wangaratta and Wodonga, and in Benalla.

- Strategy 3.2 - Facilitate and strengthen the economic role of Seymour, while supporting population growth.

Objective 4

- Strategy 4.1 – Support improved east west transport links including those in Gippsland.
- Strategy 4.2 – Support the region’s network of tracks and trails and activities that complement and extend their use.
- Strategy 4.3 – Facilitate coordinated development of areas identified for growth to ensure required land, infrastructure and services, including education and health services, are provided in a timely manner.

We support and acknowledge that the wording of the strategies have been incorporated from Part D of the HRGP. The strategies have been selected from a number of strategies for each objective. The strategies will play a crucial role in implementing the HRGP and delivering the future vision for the Hume Region. This will encourage competitive regional cities to emerge and provide liveable and sustainable communities.

Council is supportive of the Committee’s approach in relation to the selection of strategies, however Council considers the following omissions need to be reincorporated (which are directly taken from Part D of the HRGP).

Table 1 – Proposed new strategies for Policy 03.03 – R05-01 – Planning for the Hume Region

Objective 1 – To develop a more diverse regional economy while managing and enhancing key regional economic assets	
<i>New Strategy 1.2</i>	<i>Contribute to the attraction of new investment and increased economic development by providing an adequate supply of land, water, physical and social infrastructure, technology, transport, a skilled workforce, quality education and affordable housing.</i>
Objective 2 – To protect environmental and heritage assets, and maximise the regional benefit from them, while managing exposure to natural hazards and planning for the potential impacts of climate change	
<i>No new Strategies required</i>	
Objective 3 – To focus growth and development to maximise the strengths of existing settlements	
<i>New Strategy 3.3</i>	<i>Encourage residential growth in areas where there are supporting employment, transport services and commercial activities.</i>
<i>New Strategy 3.4</i>	<i>Support improved access to a range of employment and education opportunities, particularly in key urban locations such as Shepparton, Wodonga, Wangaratta, Benalla and Seymour.</i>
Objective 4 – To improve people and freight movements and plan strategically for future infrastructure needs	
<i>New Strategy 4.4</i>	<i>Maximise the strategic position of the transport network and associated infrastructure to</i>

New Strategy 4.5	<i>encourage settlement and economic growth</i> <i>Support the development of freight and logistics precincts in strategic locations along key regional freight transport corridors.</i>
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Source: Part D, Hume Regional Growth Plan, 2013

Council considers that additional strategies from the HRGP should be incorporated within the PPF. The strategies are devised from a detailed and evidence-based assessment of the Hume Region, and will strengthen the overall policy and provide further clarity on how each objective will be delivered.

03.10 Planning for local areas

Council supports the notion of sustainable and accessible communities. Notwithstanding this, the '20 minute neighbourhoods' approach is too generalised for regional locations, and needs to be reviewed against the locality in which it will be implemented.

Council support the Objectives and Strategies associated within this policy, but do not feel it is appropriate to label the policy '20-minute neighbourhoods' on the basis that travel times in regional locations, particularly smaller centres should strive to be less. A simple solution would be to replace this with 'planning for local areas'.

09.07 Commercial and Retail Uses

Further guidance is required within this section, as the current content is insufficient to deal with such a major topic relating to the future of Victoria. The state policy must also make reference to the retail hierarchy, stipulating the range and types of retailing centres found in Victoria. There are vast differences in the type of commercial and retail offer available within each centre. A regional retail hierarchy will influence future investment decisions, and ensure that development is driven towards the appropriate centres.

Council considers that the PPF should also include a Regional Policy for Commercial and Retail Uses. The planning system can play a major role in influencing private sector investment decisions in relation to commercial development, which also influence economic output and employment growth.

The proposed planning guideline within the PPF states that strategic planning should apply floorspace limits on offices and shops. This is the only guidance available for strategic planning, and is insufficient to deal with the objective and strategies of this policy. To create a competitive framework for the delivery of retail, entertainment, office and other commercial services, additional planning guidelines need to be included.

Council is also very cautious about the recent zone changes, which has changed the previous Business 4 zoned land to Commercial Zone 2. This now permits office and cinema development 'as of right' and does not require a permit for use. This variance is likely to have a significant impact on the vitality and viability of regional town centres, particularly for municipalities where a large amount of land is subject to Business Zone 4. In the case of Greater Shepparton City Council there are 166 hectares of land within Business Zone 4, which is incidentally the largest amount of Business Zone 4 land for any municipality in Victoria. Council strongly suggests that the strategic implications of this are fully explored and relevant strategic planning guidance on this matter is provided.

12.07 – RV01 – Freight and logistics

Strategy 1.1 of the Regional policy makes reference to several highway schemes within the State. Council does not consider it relevant to make reference to specific highway schemes within the strategy. However, if major upgrades to the national network are going to be referenced, then this must include the Hume Corridor and the Goulburn Valley Corridor.

This provides the backbone of the transport network in the Hume Region. These corridors have major highways and railway lines that run in parallel and provide for people and freight movement. Whilst the Hume and Goulburn Valley transport corridors have a north-south alignment, key east-west road linkages such as Maroondah Highway, Midland Highway, Murray Valley Highway, Great Alpine Road and the Omeo Highway to Gippsland serve an important regional function.

A Goulburn Valley Highway bypass of Shepparton is also expected to take place. This will cater for long term traffic growth and improve the level of service for commercial traffic in the region.

High Speed Rail

The proposed High Speed Rail network for Australia comprises of approximately 1,748 km of dedicated route between Brisbane, Sydney, Canberra and Melbourne. This is one of the Governments largest and most expensive transport projects. The PPF needs to ensure that this project is fully supported to assist with its delivery.

3. What further changes could improve navigation?

We support the overall layout of the document and have no suggested changes.

4. Are there other specific regions or thematic areas (such as coastal areas) that should be identified for separate policy?

The Goulburn Murray Irrigation District (GMID) is a key investment area within the Hume Region. The GMID is spread over 27,000 km, incorporating a range of municipalities including Greater Shepparton City Council. Irrigation-based industries including dairy, horticulture and viticulture, dry land farming operations and other agriculture-related industries provide employment for many of the region's workforce.

The GMID's significant fruit and dairy production has resulted in major food processing industries establishing multiple sites across the region so they can capitalise on the cost savings gained by their proximity to key suppliers.

Hume region's reputation as Victoria's Food Bowl is based on reliable irrigation systems and access to water. Over \$2 billion has been invested in the area to modernise the irrigation infrastructure. Access to this valuable resource has ensured the Hume Region remains an important and key driver of Australia's farming and agri-business sector.

These factors, along with substantial federal, state and local government initiatives encouraging people to live, work and invest in regional Victoria, makes the region increasingly attractive to professionals, investors and industries keen to establish or expand their business in a supported and sustainable environment.

The PPF should recognise this region and afford appropriate planning policy to strengthen and underpin this important state resource.

5. *What maps would you want to include and can you see a logical place for them?*

Council considers that it would be beneficial if a series of maps or diagrams were produced indicating where investment or policy objectives would be focused. This would make the PPF user friendly and easier to interpret.

Summary

Overall the content of the PPF is supported and should have a positive impact upon the future plan making and decision making process for Greater Shepparton City Council.

The Hume Region is a significantly important area and further strategies for this Region must be included within the PPF. Further guidance is also required within the Commercial and Retail Uses section, and local policy must be included within any future revisions of the PPF.

We trust that all our comments will be fully considered by the Committee and would welcome changes to the PPF that have been identified in this submission.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Planning Policy Framework, Integration version March 2014

Revised SPPF with draft *Plan Melbourne* and RGP's included, and showing potential integration of local policy.

This document has been prepared by the SPPF Review Advisory Committee.

This document is based on the Advisory Committee's interpretation of the October 2013 version of Plan Melbourne, and the December 2013 versions of Regional Growth Plans.

The Committee proposes that state policy appears in each scheme, but regional policy appears only in relevant schemes. Local policy would appear only in the scheme to which it applies. All state and regional policy would appear in the Victoria Planning Provisions, but local policy would not.

This version shows the how policy would apply in the:

PLANNING POLICY FRAMEWORK

ABOUT THIS DOCUMENT

This document has been prepared by the SPPF Review Advisory Committee.

It is document a 'work-in-progress' of the Committee for comment. Comments are sought until 23 May 2014. An information package containing and explaining this document as well as general information about consultations and the actions of the Committee can be found on the website of the Department of Transport, Planning and Local Infrastructure at www.dtpli.vic.gov.au/planning. Go to the section listing current planning panels and advisory committees.

The Committee is headed towards an integrated version of state, regional and local policy to replace the SPPF and LPPF and provide a more streamlined and easy to interpret presentation of policy.

The Committee has benefited from feedback on its earlier 'foundation draft'. Two critical issues have emerged:

1. The 'rules of entry into the Planning Policy Framework (PPF), and
2. A more defined approach to language.

Mark up conventions

Clauses in this draft have been marked to identify where the policy has originated:

Clause and paragraph number from current SPPF. These policies may have been edited by the Committee.

New text introduced as part of a policy neutral review of the SPPF by the Committee.

New text inserted after consultation with policy owners (State government departments and statutory authorities and agencies).

Plan Melbourne page reference or action reference

New text to implement Regional Growth Plans

Metropolitan Planning Strategy Discussion Paper, 2012

Rules of entry

New policy must meet each of the rules of entry to be considered for inclusion in the PPF.

Rule 1. Status

1. At a state policy level, the policy must be formally adopted policy of the State Government.
2. At a regional policy level, the policy must be formally adopted policy of the State Government or all the affected councils.
3. At the local policy level, the policy must be formally adopted policy of the relevant planning authority, or the State Government.

Rule 2. Relevance

1. The policy must achieve at least one of the following four objectives:
 - (a) facilitate sound, strategic planning and co-ordinated action at State, regional and municipal levels
 - (b) facilitate the integration of land use and development planning and policy with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels
 - (c) facilitate development
 - (d) facilitate positive actions by responsible authorities and planning authorities to meet the planning objectives of Victoria.
2. The policy is best applied through the land use planning and development system.

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Rule 3. Drafting

1. The text of the policy must be prepared in a form that meets the drafting conventions of the Planning Policy Framework.

Rule 4. Document references

1. Documents required to make or inform a planning decision, which meet Rule 1, may be included under “Guidelines for decision makers.”
2. Documents which do not meet Rule 1, but which form useful background as to why a policy has been drafted in a particular way, may be included as “Background Documents”.

Defined language

Strategies

The following matrix of strategy verbs presents the Committee’s approach to the use of verbs in strategies based on the policy approach to be taken and the type of action to which the policy is directed. It identifies whether the strategy has a focus of facilitation, regulation, further planning work or identifying matters for consideration.

Matrix of strategy verbs		APPROACH TO BE TAKEN		
		Make it happen (facilitate)	Support it happening support) (should	Control what happens must)
ACTION THEMES	Build new	Facilitate Provide	Support Create	Require
	Repair	Upgrade	Improve	Restore
	Reinforce	Maintain	Conserve	Protect Reinforce
	Preserve	Reduce (the adverse impact)	Minimise (the adverse impact)	Avoid (the adverse impact)
	Decide	Recognise Balance		
	Plan	Prepare (a specific type of plan) Plan/design Use (a specific technique or approach)		

Particular provisions

Particular provisions relevant to the policy matter have been listed to aid the decision maker.

Guidelines for decision makers

These include:

1. Relevant matters to be considered
2. Information to be supplied with permit applications
3. Standards that should be met in planning decisions.

Documents to be considered as relevant hold weight in decision making, at the discretion of the decision maker.

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Strategic planning guidelines

The strategic planning guidelines are intended to indicate desirable further strategic work within a framework of continuous improvement.

List of strategic planning guideline verbs	a)	Monitor, consider
	b)	Review
	c)	Plan, Prepare (a specific type of plan), Identify
	d)	Use

Background documents

These are reference documents that provide background information to assist in understanding the context within which objectives, strategies and guidelines have been framed.

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01 THE OPERATION OF THE PLANNING POLICY FRAMEWORK

01.01 THE ROLE OF THE PLANNING POLICY FRAMEWORK

01.01-S-01 The role of the Planning Policy Framework

State Policy

VC## dd/mm/yyyy

The Planning Policy Framework must be taken into account when a 'planning authority' prepares an amendment to this scheme or a 'responsible authority' makes a decision under this scheme.

The Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities in Victoria. It also informs the investment decisions of all levels of government, private developers and the community.

The Planning Policy Framework is an important tool in co-ordinating incremental changes to deliver long term strategic outcomes. It elaborates the objectives of planning in Victoria through appropriate land use and development policies that integrate transport, environmental, cultural, social, health and economic factors in the interests of net community benefit and sustainable development.

The Planning Policy Framework implements the following objectives of the planning framework in Victoria (as set out in Section 4(2) of the *Planning and Environment Act 1987*):

- (a) *To ensure sound, strategic planning and co-ordinated action at State, regional and municipal levels.*
- (c) *To enable land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.*
- (d) *To ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.*
- (e) *To facilitate development which achieves the objectives of planning in Victoria and planning objectives set up in planning schemes.*
- (g) *To encourage the achievement of planning objectives through positive actions by responsible authorities and planning authorities.*

It also incorporates the transport objectives set out in the *Transport Integration Act 2010*. Planning authorities are required by the *Transport Integration Act* to have regard to these objectives (and related decision making principles) when a significant impact to the transport system will likely be caused by the action. This requires land use decisions to have regard to impacts on the current and future development and operations of the transport system.

The Planning Policy Framework sets the priorities to be observed and applied through the administration of planning across the State.

01.02 INTEGRATED PLANNING AND DECISION MAKING

01.02-S-01 The objectives of planning

State Policy

VC## dd/mm/yyyy

The *Planning and Environment Act 1987* and its subordinate legislation is the primary suite of controls by which land use and development is regulated in Victoria.

Planning schemes direct land use activities as well as built form outcomes while regulations direct the process to apply to approvals and reviews of decisions by planning bodies including the Minister for Planning, councils and government agencies.

The objectives of planning in Victoria (as set out in Section 4(1) of the *Planning and Environment Act 1987*) are:

- (a) *To provide for the fair, orderly, economic and sustainable use, and development of land.*
- (b) *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- (c) *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- (d) *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- (e) *To protect public utilities and other facilities for the benefit of the community.*
- (f) *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).*
- (g) *To balance the present and future interests of all Victorians.*

The *Transport Integration Act* outlines six transport system objectives:

1. Social and economic inclusion
2. Economic prosperity
3. Environmental sustainability
4. Integration of transport and land use
5. Efficiency, co-ordination and reliability
6. Safety and health and wellbeing.

01.02-S-02 Integrated decision making

Planning authorities and responsible authorities must identify the policies applicable to issues before them and give effect to the policies to ensure integrated decision making.

Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

Councils acting as responsible authorities are required to identify the potential for regional impacts in their decision-making.

Development should not compromise achievement of infrastructure and transport network development plans where this would compromise meeting long-term needs if there are reasonable and fair alternatives to the layout or design of a development. Transport network development plans are produced by public agencies and typically outline an approach to meeting future needs without being committed government policy.

01.02-S-03 Integrated strategic planning

The Planning Policy Framework enables land use and development planning and policy to be integrated with transport, environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.

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Planning should anticipate future infrastructure and transport needs. Planning authorities must ensure that land use and development decisions reinforce the function of the designated Principal Transport Networks reflecting the critical nature of transport and land use integration in determining and supporting urban structure. Planning authorities must have regard to the transport system objectives, decision making principles and any statement of policy principles set out in the *Transport Integration Act 2010* when making a decision that is likely to have a significant impact on the transport system. The requirement for planning authorities to have regard to the objectives and principles in the *Transport Integration Act 2010*.

The decision making principles of the *Transport Integration Act 2010* are:

1. Integrated decision making
2. Triple bottom line assessment
3. Equity
4. Transport system user perspective
5. Precautionary principle
6. Stakeholder engagement and community participation
7. Transparency.

Local planning policy should also be informed by municipal public health and wellbeing plans prepared under the *Public Health and Wellbeing Act 2008*.

Councils acting as planning authorities should co-ordinate strategic planning with neighbouring councils and other public bodies to further the objectives of the Planning Policy Framework and make efficient use of planning resources. Strategic plans should address logical planning units having regard to on-the-ground conditions and not artificial boundaries.

01.03 STRUCTURE AND APPLICATION

01.03-S-01 Structure of the Planning Policy framework

State Policy

VC## dd/mm/yyyy

The Planning Policy Framework is dynamic and will be built upon as the needs of the community change.

Clauses 01 to 13 set out the State Planning Policies which apply to all land in Victoria and to particular areas and regions in the State. Regional and local policy applies in addition to statewide policy.

Local policy can also be included in schemes under the relevant headings in the Planning Policy Framework to present consolidated policy settings for a municipality. Local policy in the Planning Policy Framework may refine, but not vary, state or regional policy.

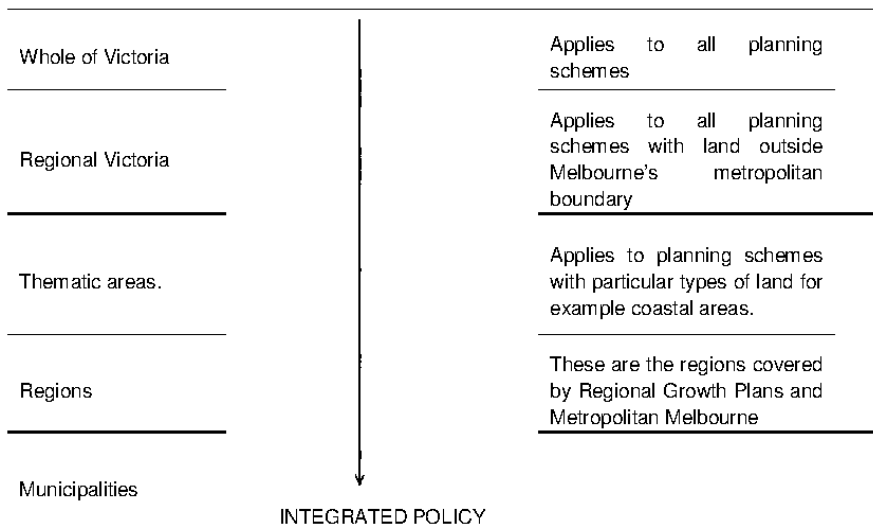
Each subclause can include the following policy elements

1. **Objectives** to be achieved.
2. **Strategies** that outline how the objectives are to be achieved.
3. **Particular provisions** that may be relevant to the policy.
4. **Guidelines for decision makers** (responsible authorities and planning authorities) that provide specific guidance to be considered, in addition to objectives and strategies, in planning decisions.
5. **Strategic planning guidelines** that detail what planning authorities should consider in preparing plans or planning scheme amendments.
6. **Background documents** that provide additional information about the objectives and strategies, and have the same status as reference documents in other parts of the scheme.

The subclause may also contain a context statement if some explanation is required to better understand the policy.

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FIGURE 1: INTEGRATED POLICY FRAMEWORK



The Planning Policy Framework is structured around the following themes:

1. Clause 01 The operation of the Planning Policy Framework
2. Clause 02 Context
3. Clause 03 The planning vision
4. Clause 04 Environmental values
5. Clause 05 Environmental risks
6. Clause 06 Landscape and built environment
7. Clause 07 Heritage
8. Clause 08 Housing
9. Clause 09 Economic development
10. Clause 10 Community development
11. Clause 11 Open space
12. Clause 12 Transport
13. Clause 13 Infrastructure

01.03-S-02 Application of regional policy

State Policy

VC## dd/mm/yyyy

The application of State, regional, area and local policy is shown at 1.03-2: Table 1.

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TABLE 1: APPLICATION OF POLICY

	LOCATION	APPLIES TO THE FOLLOWING PLANNING SCHEMES
S	STATE POLICY	All schemes in Victoria.
RV	REGIONAL VICTORIA	All schemes included in R1 to R8 below plus metropolitan fringe planning schemes: Brimbank, Cardinia, Casey, Frankston, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maroondah, Melton, Mornington, Nillumbik, Whittlesea, Wyndham and Yarra Ranges.
A01	COASTAL AREAS	Bass Coast, Bayside, Cardinia, Casey, Colac-Otway, Corangamite, East Gippsland, Frankston, French Island and Sandstone Island, Glenelg, Greater Geelong, Hobsons Bay, Kingston, Mornington Peninsula, Moyne, Port Phillip, Port of Melbourne, Queenscliffe, South Gippsland, Surf Coast, Warrnambool, Wellington and Wyndham,
A02	THE GREAT OCEAN ROAD AREA	Colac-Otway, Corangamite, Moyne, Surf Coast and Warrnambool.
A03	PORT ENVIRON AREAS	Glenelg, Greater Geelong, Hobsons Bay, Maribyrnong, Melbourne, Port of Melbourne and Port Phillip.
A04	ALPINE AREAS	Alpine, Alpine Resorts, Baw Baw, East Gippsland, Mansfield, Murrindindi, Towong and Wellington.
A05	BUSHFIRE AREAS	All schemes included in R1 to R8 below plus Cardinia, Casey, Frankston, Knox, Manningham, Melton, Mornington Peninsula, Nillumbik, Whittlesea and Yarra Ranges.
A06	MELBOURNE'S PERI-URBAN AREA	Bass Coast, Baw Baw, Cardinia, Casey, Golden Plains, Greater Geelong, Hepburn, Hume, Macedon Ranges, Melton, Mitchell, Moorabool, Mornington Peninsula, Mt Alexander, Murrindindi, Nillumbik, Queenscliffe, South Gippsland, Surf Coast, Whittlesea, Wyndham, Yarra Ranges.
A07	MELBOURNE'S GREEN WEDGE MUNICIPALITIES	Brimbank, Cardinia, Casey, Frankston, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maroondah, Melton, Mornington Peninsula, Nillumbik, Whittlesea, Wyndham, Yarra Ranges.
A08	GROWTH AREAS	Casey, Cardinia, Hume, Melton, Mitchell, Whittlesea, Wyndham.
M00	METROPOLITAN MELBOURNE	All schemes included in M1 to M5 below plus Mitchell.
M01	CENTRAL SUBREGION	Melbourne, Stonnington, Maribyrnong, Port of Melbourne, Port Phillip, Yarra.
M02	WESTERN SUBREGION	Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham.
M03	NORTHERN SUBREGION	Banyule, Darebin, Hume, Moreland, Nillumbik, Whittlesea.

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	LOCATION	APPLIES TO THE FOLLOWING PLANNING SCHEMES
M04	EASTERN SUBREGION	Boroondara, Knox, Manningham, Maroondah, Monash, Whitehorse, Yarra Ranges.
M05	SOUTHERN SUBREGION	Bayside, Cardinia, Casey, Frankston, Glen Eira, Greater Dandenong, Kingston, Mornington Peninsula.
R01	CENTRAL HIGHLANDS REGION	Ararat, Ballarat, Golden Plains, Hepburn, Moorabool and Pyrenees.
R02	G21 REGION	Colac Otway, Golden Plains, Greater Geelong, Queenscliffe and Surf Coast.
R03	GIPPSLAND REGION	Alpine Resorts, Bass Coast, Baw Baw, East Gippsland, French Island and Sandstone Island, Latrobe, South Gippsland and Wellington.
R04	GREAT SOUTH COAST REGION	Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool.
R05	HUME REGION	Alpine, Alpine Resorts, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga.
R06	LODDON MALLEE NORTH REGION	Buloke, Campaspe, Gannawarra, Mildura and Swan Hill.
R07	LODDON MALLEE SOUTH REGION	Greater Bendigo, Central Goldfields Shire, Loddon Shire, Macedon Ranges Shire and Mount Alexander Shire.
R08	WIMMERA SOUTHERN MALLEE REGION	West Wimmera, Horsham, Yarriambiack, Northern Grampians and Hindmarsh.
B01	BELLARINE LOCALISED PLANNING STATEMENT	Greater Geelong, Queenscliffe.
B02	MACEDON RANGES LOCALISED PLANNING STATEMENT	Macedon Ranges.
B03	MORNINGTON PENINSULA LOCALISED PLANNING STATEMENT	Mornington Peninsula.
B04	YARRA RANGES LOCALISED PLANNING STATEMENT	Yarra Ranges.
gnut	INDIVIDUAL PLANNING SCHEME	Each planning scheme will have a unique four letter identifier.

02 CONTEXT

02.01 STATE CONTEXT

02.01-S-01 Overview

State Policy

VC## dd/mm/yyyy

Before settlement of Melbourne 178 years ago, Aboriginal people occupied the land that is now called Victoria for at least 40,000 years. Since Melbourne was sealed, Victoria has undergone a series of growth-led transformations. Each one of these transformations has left lasting impacts on the state's landscape, structure and identity.

A growing state

Victoria is Australia's most densely populated state and its second-most populous state. Victoria had a population of 5.5 million at the last census in 2011, being about 25 per cent of Australia's population.

Victoria's population has increased by 15 per cent, from 4.8 million in 2001 to 5.5 million in 2011.

With Victoria's population projected to rise to 8.4 million by 2051, regional cities will need to take a greater share of population growth. This will enable regional cities to offer more opportunities to their residents and mitigate some of the population pressure on Melbourne. For Regional Victoria, this increases importance of the good connections between Melbourne and the five regional centres. For Metropolitan Melbourne, this results in around 20.5 million trips expected in metropolitan Melbourne every day by 2050.

02.01-S-02

Place

State Policy

VC## dd/mm/yyyy

A great place to live

Victoria is internationally recognised as a great place to live. Victoria is a relatively compact state and, with improving transport and communication links, our regional cities are increasingly within commuting distance of Melbourne.

Victoria's economy and liveability are based on strong connections between Melbourne, its peri-urban and green wedge areas, and the state's regional and rural population centres.

This settlement pattern provides many benefits to Victorians. Many regionally-based people and businesses have good access to metropolitan-based business, health, educational, cultural and sporting facilities and opportunities including access to national road, rail, port and airport gateways.

A changing geography for Melbourne

The future will see a significant shift in growth from the south-east of Melbourne to the north and west of the city. This growth provides an opportunity to consider development in the north and west in a new light.

02.01-S-03

Environmental context

State Policy

VC## dd/mm/yyyy

Diverse environment

Victoria is a state of variety and biodiversity is a feature of the environment. Victoria's regions vary from Gippsland's coastal plains and the High Country in the east, to the open plains of the Mallee in the north, the Wimmera in the west and the coastal cliff country in the south-west.

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Internationally significant wildlife habitat

Victoria hosts a number of significant wetlands which are protected under international agreements.

A changing climate

Our climate is constantly changing, due to a wide range of human and natural factors. Over its history, Victoria has seen frequent bushfires, heatwaves, flooding and storms and these are projected to increase in intensity and frequency. Planning needs to take account of these changes.

02.01-S-04

Economic context

State Policy

VC## dd/mm/yyyy

A changing economy

Economic activity across the State is changing in scope and location, and the planning and transport systems will need to support this changing economic structure.

Globalisation will bring challenges and opportunities for Victoria's competitive strengths in freight and logistics, education, science and research, health and aged services, tourism, manufacturing, high-end business services, creative industries and agriculture.

The economy of Victoria will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the State's population expected to age as well as grow.

Diverse regions

Victoria's regions are home to the state's agricultural and horticultural industries and associated agribusiness services and manufacturing. They have our major environmental and tourism-related services and assets such as the Goldfields region, the Great Ocean Road, the Gippsland Lakes and High Country and the Murray River. They are also resource-rich areas, with significant resources of brown coal, oil, gas, mineral sands and timber; and have many of the state's energy, water and transport infrastructure assets.

Changing transport task

Transport and the transport system play a critical role in Victoria's modern, spatially distributed economy and increasing the efficiency and capacity of the network is critical to the future economic growth and competitiveness of the economy.

The effectiveness of Victoria's future transport system will depend on how well it accommodates population growth, economic change and changes in land use.

02.01-S-05

Community context

State Policy

VC## dd/mm/yyyy

A compact state

Victoria is home to about 25 per cent of the Australian population yet accounts for only 3 per cent of its land area. About 89 per cent of the Victorian population lives within 150 kilometres of Melbourne's Central City.

Population growth has been concentrated in Melbourne's established suburbs and growth area councils, which together have accounted for 86 per cent of the state's growth. Population growth in regional Victoria has been predominantly located in regional cities and Melbourne's peri-urban region.

This settlement pattern means the future of Victoria's regions and Melbourne are as intertwined as more obvious 'city states' such as Singapore.

A large growing metropolis

Melbourne is a large metropolis of 4.25 million people and home to nearly three-quarters of all Victorians. By 2050, Melbourne's population is likely to reach between 5.6 and 6.4 million.

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A greater proportion of smaller households

The demographic changes that Melbourne will face in the years ahead are profound: the percentage of the population over 65 years of age will increase from 14 per cent today to 22 per cent by 2050, and there will be a greater proportion of lone-person and couple only households.

Areas close to the city less affordable

As competition for housing increases, areas close to the city have become increasingly unaffordable for middle- and low-income households wanting to buy or rent. In future, we will need to provide a better range and supply of affordable housing options close to the Central City and other major areas of employment.

02.01-S-06

Improving the planning system

State Policy

VC## dd/mm/yyyy all Schemes

The Victorian planning system is recognised as the best in Australia. The result for the State has been a level of economic activity and diversity, liveability and protection of environmental and cultural features that provides an important competitive advantage, helping the State to weather economic cyclical fluctuations and manage future economic, social and environmental change.

The vision is for Victoria to have the most responsive and efficient regulatory system in Australia. This recognises that the time and resources businesses and the community spend dealing with regulatory requirements prevents them from getting on with more productive priorities that can create new jobs and investment which in turn leads to a better physical, social and economic environment for all Victorians.

The integrated land use and development policy to deliver this vision is outlined in this Planning Policy Framework element of the planning scheme:

1. to further strengthen Victoria's planning system to encourage investment, and facilitate jobs and economic growth
2. remove unnecessary controls
3. to accelerate and streamline planning and environmental approval processes
4. to increase certainty for businesses seeking to invest in Victoria.

Victoria's reputation continues to be built through numerous actions and planning reforms. Recent actions include:

Developing a suite of integrated strategic plans to guide growth and development across the State

There are eight Regional Growth Plans, *Plan Melbourne* (the Metropolitan Planning Strategy) and *Victoria – The Freight State* (the Victorian Freight and Logistics Plan) which will together ensure that future decisions about land use, transport, housing, employment, investment, community services and infrastructure are made in a coordinated way to support the growth and liveability of Victoria.

Establishing a clear framework for consideration of unsolicited private sector proposals for investment

A key element of the planning reform agenda for a more-commercial focus to infrastructure procurement is to provide a framework for considering unsolicited proposals. The private sector has the capacity and desire to invest in key pieces of economic infrastructure but generally wants its intellectual property protected.

02.02 LOCAL CONTEXT

02.02-gnut-01 Gumnut

Local policy: Gumnut

C## dd/mm/yyyy

Local context tailored for each municipality can be inserted here if required.

03 THE PLANNING VISION

03.01 A VISION FOR VICTORIA

03.01-S-01 A vision for Victoria

State Policy

VC## dd/mm/yyyy

Victoria will continue to grow and deliver choice and opportunity across the state and within metropolitan Melbourne. Regional Victoria will host a greater share of Victoria's growth, building on regional competitive advantages while maintaining environmental values and managing environmental risks.

Regional cities and state significant employment and activity areas in Metropolitan Melbourne serviced by well-defined transport networks will drive prosperity.

The central city of Melbourne will continue to grow as the core of a vibrant global city.

Areas will be identified for urban renewal, and local planning will respond to changing local economic circumstances to maintain opportunities for investment and employment.

The unique characteristics of neighbourhoods will be emphasised and growth targeted to defined areas to meet local housing needs, support healthy local communities, foster social and economic inclusion and create 20-minute neighbourhoods that offer good access to a range of services and facilities in walking or cycling distance.

Careful attention to good design and heritage will deliver quality buildings, landscapes, public spaces and open space networks.

Objectives and strategies

Objective 1 To maximise the potential of Victoria.

Strategy 1.1 Create a State of cities to deliver choice, opportunity and global competitiveness.

Strategy 1.2 Support an increased share of Victoria's population growth in regional Victoria.

Strategy 1.3 Improve the use of existing and proposed state infrastructure.

Strategy 1.4 Improve Victoria's competitive advantages.

Strategy 1.5 Support development consistent with Victoria's Settlement Framework Plan.

03.01-S-02 A State of Cities

State Policy

VC## dd/mm/yyyy

Plan Melbourne and eight Regional Growth Plans have been prepared to provide land use strategies to show how population growth will be planned and accommodated. Plan Melbourne is set within a 50 year time horizon and the Regional Growth Plans are set within a 20–30 year time horizon and set out how each region of the state can accommodate a greater share of the state's growth

Objectives and strategies

Objective 1 To develop Melbourne as a global city of opportunity and choice.

Strategy 1.1 Protect the suburbs.

Strategy 1.2 Facilitate development in defined areas close to services and infrastructure.

Strategy 1.3 Plan to rebalance growth between Melbourne and regional Victoria.

Strategy 1.4 Support an investment and infrastructure pipeline.

Objective 2 To develop regional cities to provide a high level of service to regional Victoria.

Strategy 2.1 Facilitate urban growth in the regional cities.

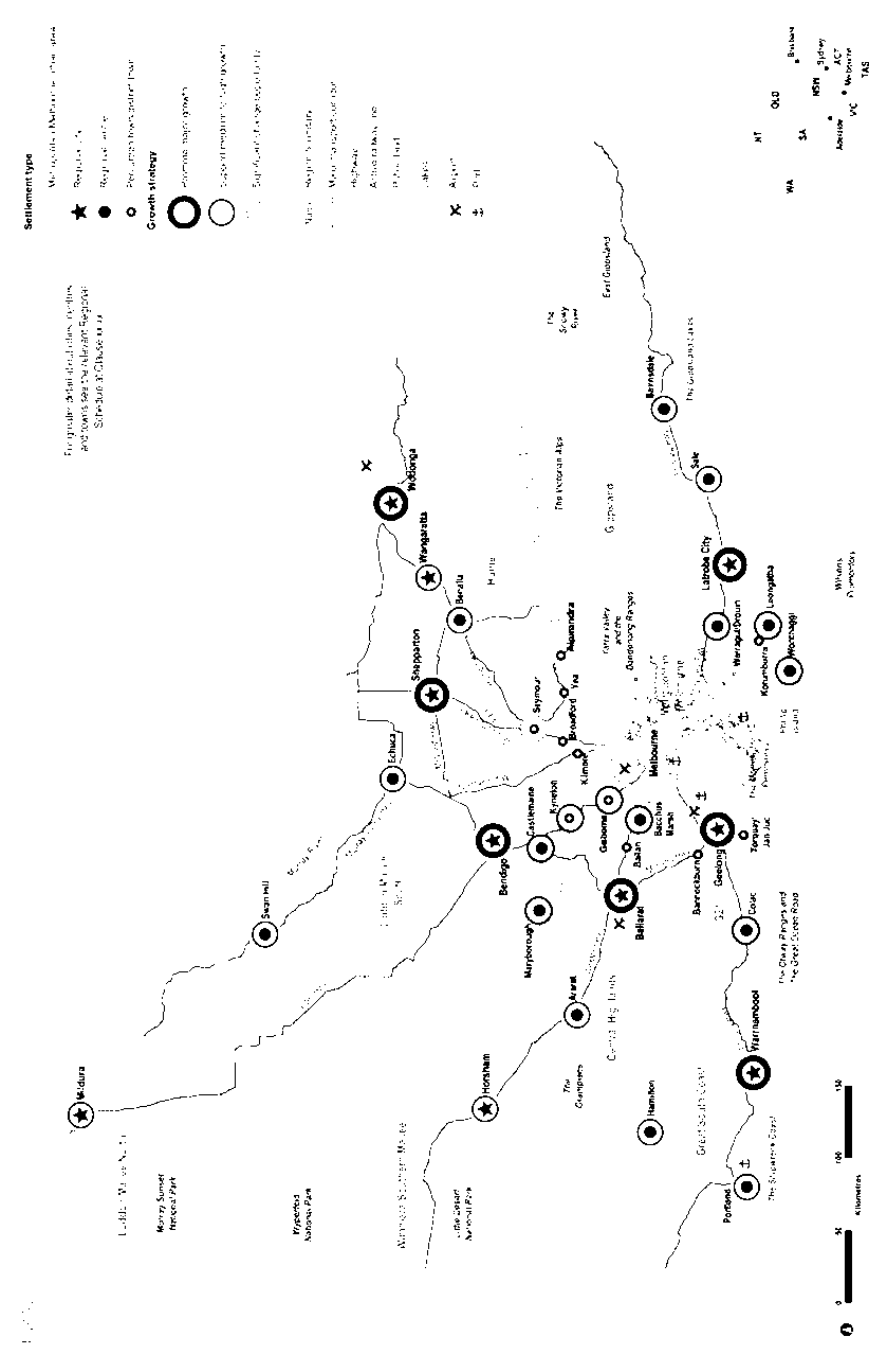
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03.01-S-03

Victoria's Settlement Framework

State Policy

VC## dd/mm/yyyy



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03.01-gnut-01 Gumnut

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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03.02 PLANNING FOR GROWTH**03.02-S-01 Supply of land and infrastructure provision**

State Policy

VC## dd/mm/yyyy

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, mixed use, recreation and open space, commercial, health and community uses. In achieving this, planning should reinforce the principal transport network and reflect the importance of the availability of existing infrastructure and identify infrastructure requirements. Effective planning will seek to maintain the cost competitiveness of land and buildings and maximise the benefits of infrastructure investment.

Planning should ensure that the effects of incremental growth and change are managed to achieve goals or objectives for an area over the long term.

Objectives and strategies**Objective 1 To avoid the urban development of Melbourne outside the permanent metropolitan urban boundary**

Strategy 1.1 Use a permanent urban development boundary around Melbourne.

Objective 2 To ensure a sufficient supply of land and development opportunities is available across Victoria to:

- meet needs for residential, commercial, retail, mixed use, industrial, recreational, institutional and other community uses,
- minimise increases in land values,
- make best use of existing infrastructure.

Strategy 2.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions.

Strategy 2.2 Provide clear direction on locations where growth should occur.

Strategy 2.3 Facilitate the efficient use of land.

Strategy 2.4 Provide sufficient land and development opportunities to meet forecast demand.

Strategy 2.5 Require the timely development of land or action on development approval.

Strategy 2.6 Support the temporary use of land and buildings.

Strategy 2.7 Protect uses and infrastructure with off-site effects from the encroachment of sensitive uses.

Strategy 2.8 Plan for growth in a balanced, consistent and collaborative way.

Objective 3 To integrate development with infrastructure delivery and transport network planning.

Strategy 3.1 Plan to meet projected growth in demand for transport and infrastructure services.

Strategy 3.2 Plan the location of development that generates intensity of movement to support effective public transport services and reinforce the function of the principal public transport, cycling and walking networks.

Strategy 3.3 Provide infrastructure to support sustainable urban development.

Strategy 3.4 Facilitate development that supports efficient delivery of transport services and reinforces the principal and local transport networks.

Strategy 3.5 Avoid development that cannot be adequately serviced.

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- Strategy 3.6 Avoid compromising the cost-efficient delivery or improvement of transport services, network improvements or infrastructure delivery.
- Strategy 3.7 Maintain options for the delivery of identified transport network improvements or infrastructure services.
- Strategy 3.8 Plan development to anticipate potential access improvements and amenity impacts from proposed transport services.

Strategic planning guidelines

Strategic planning should:

1. Monitor development trends and land supply and demand for housing retail, commercial, industry, community uses and open space.
2. Use Victorian Government demographic profiles, population projections and land supply estimates.
3. Plan to accommodate projected population and employment growth over at least a 15 year period. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
4. Consider plausible alternative growth scenarios where the regions begin to capture a greater share of Victoria's overall population growth.
5. Use the most appropriate zones to support areas designated for significant change.
6. Consider opportunities for the consolidation, redevelopment and intensification of existing urban areas when planning for urban growth.
7. Identify uses and infrastructure with off-site effects that sensitive uses require separation from.
8. Identify regional city growth corridors connecting to Melbourne consistent with Regional Growth Plans.
9. Use inclusive engagement processes to create a balanced, transparent and consistent approach to planning and growth.

03.02-S-02

Development sequence

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To manage the sequence of development so that services are available from early in the life of new communities.

- Strategy 1.1 Facilitate land release in a timely fashion to support coordinated and cost-efficient provision of local and regional infrastructure.
- Strategy 1.2 Improve the alignment between development sequencing and the timely funding and delivery of essential local infrastructure identified in development contributions plans.
- Strategy 1.3 Support opportunities to co-locate facilities.
- Strategy 1.4 Provide timely local community infrastructure using:
- a) infrastructure sequencing plans,
 - b) development contribution expenditure,
 - c) local government-funded works,
 - d) works-in-kind delivery of infrastructure.
- Strategy 1.5 Recognise the importance of water supply, sewerage and drainage works in early planning for new developments.

03.02-S-03

Infrastructure levies

State Policy

VC## dd/mm/yyyy

Development contributions help pay for infrastructure in new and growing communities. The preferred framework for a new local development contributions system is based on standard levies. The levies will be tailored to align with different development settings in metropolitan

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and non-metropolitan areas for residential, retail, commercial and industrial development. Certain levies will be able to be varied, depending on specific circumstances.

The Growth Areas Infrastructure Contribution (GAIC) applies to growth areas around Melbourne to provide essential community infrastructure and to support development in Melbourne's newest suburbs.

Objectives and strategies

Objective 1 To facilitate the timely and cost effective provision of infrastructure to communities.

Strategy 1.1 Require new development to contribute to the provision of infrastructure such as open space, community facilities, regionally significant cultural and sporting facilities and transport networks.

Strategy 1.2 Support development bonuses for the delivery of public infrastructure.

Strategic planning guidelines

Strategic planning should:

1. Prepare Development Contributions Plans, under the *Planning and Environment Act 1987*.
2. Use the development contributions system to provide certainty in the provision of local open space in growth areas.

03.02-gnut-01 Gumnut

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

03.03 PLANNING FOR REGIONS

03.03-S-01 Planning for regions

State Policy

VC## dd/mm/yyyy

Regional Victoria has been divided into eight regional areas for the purposes of growth planning. These are:

1. Central Highlands
2. G21 – the Geelong Region
3. Gippsland
4. Great South Coast
5. Hume
6. Loddon Mallee North
7. Loddon Mallee South
8. Wimmera Southern Mallee

Objectives and strategies

Objective 1 To grow and develop regional Victoria.

Strategy 1.1 Facilitate the sustainable growth and development of regional Victoria.

Strategy 1.2 Facilitate investment in regional Victoria that responds to the potential impacts of climate change.

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03.03-RV-01

Planning for regions

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objective 1 To grow and develop regional Victoria.

Strategy 1.1 Facilitate the sustainable growth and development of regional Victoria as identified in the relevant Regional Growth Framework Plan included in a regional policy section in this Clause. Table 3.03-1 explains the elements in the Regional Growth Framework Plans.

Strategy 1.2 Recognise and plan for variable rates of growth and population change expected across the region.

Objective 2 To promote liveable regional settlements and healthy communities.

Strategy 2.1 Support the growth and development of distinctive and diverse regional settlements.

Strategy 2.2 Avoid inappropriately dispersed urban activities in rural areas.

Strategy 2.3 Require the restructure of old and inappropriate subdivisions to:
a) maximise agricultural and rural efficiencies,
b) improve development standards, or
c) reduce development impacts on coastal environments.

Strategy 2.4 Avoid urban sprawl and direct growth into existing settlements, promoting and capitalising on opportunities for urban renewal and redevelopment.

Strategy 2.5 Protect the potential of land that may be required for future urban expansion.

Strategy 2.6 Reinforce the function of the principal transport networks.

Strategy 2.7 Improve open space networks within and between settlements.

Strategy 2.8 Protect and improve native habitat.

Strategy 2.9 Support innovative ways to maintain equitable service delivery to settlements that have limited or no capacity for further growth, or that experience population decline.

Strategy 2.10 Support resilience of small towns by building on local opportunities.

Strategy 2.11 Create communities that offer local jobs and services.

Strategy 2.12 Plan for new growth areas in accordance with the location of existing and proposed infrastructure.

Objective 3 To create unique and connected communities.

Strategy 3.1 Support key district towns across the region providing services to surrounding areas.

Strategy 3.2 Provide for settlement breaks between towns to maintain their unique identities.

Strategy 3.3 Improve transport connections within and outside the region to enable communities to connect more effectively.

Strategy 3.4 Improve links to other centres and regions.

Strategy 3.5 Support shared facilities and improved transport access between closely linked settlements.

Objective 4 To protect critical agricultural land, energy and earth resources required to support a growing population.

Strategy 4.1 Support a productive, robust and self sustaining region by harnessing existing energy and natural resources.

Strategy 4.2 Protect and improve farming and natural assets.

Strategy 4.3 Support development in existing township areas and direct growth to towns which provide rural services.

Objective 5 To allow communities to live, work and participate locally.

Strategy 5.1 Support industries that utilise skills within the region.

Strategy 5.2 Support increased employment diversity.

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Strategy 5.3 Support key district towns providing key services to surrounding areas.

Objective 6 To strengthen regional economies, increasing diversity and resilience.

Strategy 6.1 Support greater economic self-sufficiency for the region.

Strategy 6.2 Facilitate economic development opportunities based on the emerging and existing strengths of the region.

Strategy 6.3 Support growth through the development of employment opportunities in towns identified for population growth.

Strategy 6.4 Support growth through the development of employment opportunities in towns identified for population growth.

Strategy 6.5 Create vibrant and prosperous town centres that provide commercial and service activities that respond to changing population and market conditions.

Strategy 6.6 Support diverse employment opportunities, including growth in healthcare, retail and professional and technical services.

Strategy 6.7 Support the development of industry sectors with strong prospects for increased employment, particularly knowledge industries, tourism, agricultural land resources, economic, social and natural assets professional services and industries focussed on growing Asian and other international markets.

Objective 7 To build the regional economies.

Strategy 7.1 Maintain a region's traditional strengths through new investment, innovation and value-adding.

Strategy 7.2 Provide sufficient land, employment land, infrastructure, skills and education facilities to respond to growth and support changes in a region's economy.

Objective 8 To strengthen regional economies through increased industry diversification, innovation and development.

Strategy 8.1 Support higher value-add and diversification of the economy and opportunities for investment in infrastructure, innovation and research.

Guidelines for decision makers

Guidelines:

1. New low density rural residential development should not compromise future development at higher densities.

Strategic planning guidelines

Strategic planning should:

1. Identify local transport networks that reinforce the principal transport networks.
2. Identify a clear settlement boundary around coastal settlements.

TABLE1: REGIONAL GROWTH PLAN ELEMENTS

LOCATION	DEFINITION
Regional city	A city with the highest level of population, usually higher than 20,000, and employment outside metropolitan Melbourne. Regional cities include urban areas that encompass a variety of residential opportunities and housing densities, with a Central Business District and smaller activity centres serving suburbs. They provide the highest level of goods and services in regional Victoria with at least one major retailing centre and may include the head offices of major regionally based firms, major retail firms, universities, regional hospitals and headquarters for policing and fire services. Regional cities provide strong arts and cultural precincts, act as freight and logistics hubs, and provide all major utility services, often through large systems.

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LOCATION	DEFINITION
Regional centre	A town that has a large, diverse population, generally between 8,000 and 20,000, and a significant employment base. Regional centres have access to a good range of health services (including hospitals), all forms of education facilities, has well defined commercial and industrial precincts, provides a wide range of arts and cultural facilities, and all major utility services. Depending on the location, regional centres may act as freight and logistics hubs.
Town	Has a moderately diverse population and housing base with retailing, moderate employment and good access to services, including some higher order services such as medical / hospital services and a variety of education facilities. Towns have access to all utility services, with some larger towns having access to reticulated gas. Towns provide an important subregional goods and services role, serving small town and rural and coastal district needs. For those towns located closer to Melbourne, their role may be more associated with lifestyle commuting or retirement living. Towns may have strong employment relationships with higher order settlements nearby.
Small Town	Has a low population level and access to services such as a small primary school and general store with postal facilities, connection to reticulated water and, in tourist areas, a low level of visitor accommodation.
Rural Settlement	Characterised by small rural dispersed population with some small concentrations of housing and minimal services, for example, sole general store and primary school, reliant on adjoining towns for a full range of services.
Settlement break	Areas between settlements which play important roles in water supply, agriculture and long term food security; accommodating recreational pursuits; economic activities including tourism, airfields, stone and mineral resource extraction and opportunities for alternative energy sources and carbon farming; accommodating landscape and geological features and natural resources; framing settlements and creating the distinctive character and settings valued by the community.
Rural areas	Includes areas outside urban areas. They can be farming and non-farming land uses, such as rural, residential, extractive industry and open space.
Tourism assets	Significant tourism places, hubs or precincts, including strategic tourism investment areas.
Productive agricultural areas	Consistent with rural land use strategies, including opportunities for broadacre cropping and livestock, intensive livestock and horticulture, irrigated agriculture, forestry and emerging agricultural activities.
Freight and logistics precincts	Places where large volumes of freight are received, stored and dispatched. These precincts may support port, airport or rail and road intermodal terminals, and may include manufacturing activity, warehouses and distribution centres within the broader precinct of complementary freight and freight related activities.
Irrigation district	Area of land irrigated for the purpose of supporting horticulture and dairy production

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LOCATION	DEFINITION
Inter-regional connections	<p>Important transport linkages between regional cities, regional centres, towns and places external to the region that may also function as growth corridors. Includes road, rail, air and sea networks.</p> <p>These are also referred too on regional maps as 'key relationships', 'strategically driven growth', 'improved regional connections' and 'networks supporting movement and access'</p>
Primary growth corridor	<p>Supports higher economic and population growth within the corridor by capitalising and building on existing connections, strengths and infrastructure. Population growth is directed to existing towns, utilises existing residential land supply and enhances connections, services and infrastructure. Supports increased prosperity and a diverse economy thorough the provision of employment land, industry, education, innovation and productivity.</p>

03.03-R01-01 Planning for Central Highlands

Regional Policy: Central Highlands

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To plan for population growth in sustainable locations throughout the region.

- Strategy 1.1 Strategy 1.1 Support Ballarat as the main centre for regional growth, services and employment with major growth focussed to the west.
- Strategy 1.2 Maintain Ballarat's CBD as the primary focus for commercial, retail and service activity in the city and region.
- Strategy 1.3 Support urban consolidation, particularly in Ballarat's CBD.
- Strategy 1.4 Support the development of Ararat and Bacchus Marsh as the key service centre for each end of the region.
- Strategy 1.5 Provide local and sub-regional services at Avoca, Ballan, Beaufort, Clunes, Creswick, Daylesford and Smythesdale to support ongoing growth.
- Strategy 1.6 Minimise the outward growth of Daylesford to protect environmental assets and avoid natural hazards.

Objective 2 To strengthen the region's economy, increasing diversity and resilience.

- Strategy 2.1 Support the growth of key regional employment assets including the Ballarat University/Technology Park, Ballarat Central Business District and Ballarat West Employment Zone.

Objective 3 To capitalise on the region's close links with other regions and cities.

- Strategy 3.1 Support ongoing improvements to transport infrastructure to enhance access to Ballarat and other major centres.

Objective 4 To create sustainable and vibrant communities supported by enhanced access to key services.

- Strategy 4.1 Plan for growth by directing it to well serviced settlements with good access to Melbourne or Ballarat, particularly Bacchus Marsh, Ballan, Creswick, Clunes, Beaufort and Smythesdale.

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Objective 5 To integrate planning for growth with the provision of infrastructure.

Strategy 5.1 Support infrastructure investment where it will support business investment, including Stage 1 of the Ballarat Western Link Road which will improve access to the Ballarat West Employment Zone.

Objective 6 To recognise the importance of cultural heritage and landscapes as economic and community assets.

Strategy 6.1 Maintain a clear settlement break between metropolitan Melbourne and the Central Highlands.

Strategic planning guidelines

Strategic planning should:

1. Identify land for primary production and agriculture, including intensive agriculture. Land should allow for flexibility in terms of the types of rural activities that can occur and support the ongoing viability of agriculture.
2. Identify clear urban boundaries and maintain distinctive breaks and open rural landscapes between settlements.
3. Identify and protect buffer areas for industry from the encroachment of sensitive uses.
4. Identify tourism precincts and regionally important locations for tourism and infrastructure required to support tourism opportunities.
5. Monitor residential, industrial and commercial land supply to ensure early identification of the need for additional supply, and provide sufficient land to satisfy forecast population and employment growth.
6. Prepare plans that direct growth to areas where it will make the most efficient use of existing infrastructure and identify requirements for the expansion of existing facilities or the development of new infrastructure.
7. Prepare development contributions plans to fund infrastructure to support growth.

Background documents

Central Highlands Regional Growth Plan (December 2013)

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03.03-R01-02 Central Highlands Regional Growth Framework

Regional Policy: Central Highlands

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.03-R02-01 Planning for G21 – Geelong Region Alliance

Regional Policy: G21 – Geelong Region Alliance

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To optimise infrastructure and consolidate growth.

Strategy 1.1 Maximise capacity and leverage of existing infrastructure and services, particularly close to central retail and transport nodes.

Strategy 1.2 Support the role of Geelong as the regional city and Victoria's second city.

Strategy 1.3 Support the growth of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks.

Strategy 1.4 Plan for Colac and Winchelsea as new targeted growth nodes.

Strategy 1.5 Support the proposed national freight and logistics employment hub and recognise greater connection to the Werribee growth corridor and Melbourne.

Strategy 1.6 Provide for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.

Objective 2 To build and support diversity, knowledge and innovation.

Strategy 2.1 Create a resilient and robust region that seeks, and is open to, new opportunities and lifelong learning.

Strategy 2.2 Support growth of education and research hubs at Waurn Ponds and Central Geelong with Deakin, CSIRO, The Gordon and Barwon Health.

Objective 3 To create unique and connected communities.

Strategy 3.1 Maintain a significant settlement break between the region and Melbourne.

Objective 4 To secure food, water and energy resources.

Strategy 4.1 Support new opportunities in farming, fisheries and energy in a changing climate.

Objective 5 To allow communities to live, work and participate locally.

Strategy 5.1 Facilitate infill development in Central Geelong and West Fyans and around activity areas within urban Geelong and district towns.

Objective 6 To build the region's economy.

Strategy 6.1 Recognise and develop a national freight and logistics hub to the north of Geelong, connecting Avalon Airport, Geelong Port and the Geelong Ring Road Employment Precinct.

Strategy 6.2 Facilitate growth in a range of employment sectors, including health, education and research.

Strategy 6.3 Facilitate revitalising and strengthening Central Geelong as a regional city.

Objective 7 To provide a range of accessible transport choices.

Strategy 7.1 Support improved transit and access within Geelong and the wider region.

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Strategic planning guidelines

Strategic planning should:

1. Identify the need for diversity and growth in employment, including health, education, freight and logistics.
2. Prepare plans for the expansion of industrial employment areas at Colac and Winchelsea.
3. Review open space and environmental management strategies.
4. Review and identify how transport networks and services, including pedestrian and cycling networks, can be improved across the region.
5. Prepare, review and implement structure plans for the regional city, the seven district towns and Winchelsea consistent with directions of the G21 Regional Growth Plan.
6. Identify infrastructure planning necessary to support a national transport and logistics precinct focussed on developing the role of Avalon Airport, Geelong Port and the Geelong Ring Road Employment Precinct as key national and regional economic assets.
7. Prepare urban design frameworks for Ocean Grove and Drysdale/Clifton Springs town centres.
8. Prepare master plans for small towns, including Beecac, Alvie and Cororooke, consistent with growth potential identified in the Colac Otway Rural Living Strategy (December 2011).
9. Review the growth potential of Beech Forest, Forrest and Gellibrand considering effluent management and bushfire risk.
10. Prepare an outline development plan for Messmate Road growth area in Torquay.
11. Review options for redevelopment of the Surf City precinct.

Background documents

G21 Regional Growth Plan (April 2013)

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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03.03-R02-02 G21 – Geelong Regional Alliance Regional Growth Framework

Regional Policy: G21 – Geelong Region Alliance

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.03-R03-01 Planning for Gippsland

Regional Policy: Gippsland

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen economic resilience.

- Strategy 1.1 Reinforce the region's traditional strengths through new investment, innovation and value-adding.
- Strategy 1.2 Support diverse employment opportunities, including growth in healthcare, retail and professional and technical services.
- Strategy 1.3 Support the development of industry sectors with strong prospects for increased employment, particularly knowledge industries, tourism, professional services and industries focussed on growing Asian and other international markets.
- Strategy 1.4 Avoid loss of areas of strategic significance (agriculture and forestry).
- Strategy 1.5 Support production and processing facilities that add value to local agricultural, forestry and fisheries products.
- Strategy 1.6 Protect productive land and irrigation assets, including the Macalister Irrigation District, that help grow the state as an important food bowl for Australia and Asia.
- Strategy 1.7 Support development of coal-to-products industries such as diesel, fertiliser and gas, for both domestic and export markets.
- Strategy 1.8 Facilitate and manage access to earth resources where appropriate, including sand and stone, minerals and renewable energy potential.
- Strategy 1.9 Support continuing production from the region's oil and gas fields.
- Strategy 1.10 Support development of the region's research and development capacity in places with an established presence including Churchill and Ellimbank.
- Strategy 1.11 Facilitate opportunities within aviation-related industries.
- Strategy 1.12 Improve Gippsland's capacity in advanced manufacturing and engineering with particular reference to Latrobe Valley industries.
- Strategy 1.13 Support Gippsland's fishing industry by maintaining ports and enabling development of fishing operations at Lakes Entrance, Mallacoota, Port Welshpool, San Remo, Port Franklin and Port Albert.

Objective 2 To promote a healthy environment.

- Strategy 2.1 Reinforce Gippsland's environmental and heritage assets, and minimise the region's exposure to natural hazards and risks.
- Strategy 2.2 Protect significant inland and coastal landscapes, and cultural heritage assets, and reduce the impact of urban growth on high value coastal and waterway assets at Gippsland Lakes, Corner Inlet, Anderson Inlet, Mallacoota Inlet and their source rivers.

Objective 3 To develop sustainable communities.

- Strategy 3.1 Support a settlement framework comprising major urban centres offering residents convenient access to jobs, services, infrastructure, and community facilities.

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- Strategy 3.2 Support urban growth in Latrobe City as Gippsland's regional city, at Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi as regional centres, and the sub-regional networks of towns.
- Strategy 3.3 Plan for increased demand on services and infrastructure in towns with high holiday home ownership.
- Strategy 3.4 Support streetscape and redevelopment initiatives in commercial centres that will be subject to significant growth (Traralgon, Morwell Mid Valley, Warragul, Wonthaggi, Leongatha, Sale and Bairnsdale) to improve their attractiveness and usability.
- Strategy 3.5 Facilitate the release of additional industrial zoned land in Warragul, Leongatha, Sale, Lakes Entrance, Paynesville and Mallacoota.
- Objective 4 To deliver timely and accessible infrastructure that meets regional needs for transport, utilities and community facilities.**
- Strategy 4.1 Support improvements to the road, rail and public transport networks within and beyond Gippsland as population and economic growth increases to improve access to services and employment.
- Strategy 4.2 Plan for improved rail and road connections to the Port of Hastings and other freight and logistic precincts.
- Strategy 4.3 Support development of freight and logistics precincts at Morwell and Bairnsdale and improve key transport links.
- Strategy 4.4 Facilitate efficient and reliable access to markets, including to ports, airports and interstate road networks, to support future agricultural, industrial and natural resource-based export opportunities.

Guidelines for decision makers

Guidelines:

1. Proposals for non-agricultural or non-forestry uses in areas of strategic significance (agriculture and forestry) should be critically assessed and informed by expert agribusiness advice.
2. Tourism development should be located within an existing urban settlement in identified strategic tourism investment areas, except where proposals:
 - (a) support nature-based tourism or are farm-based
 - (b) do not include a permanent residential component
 - (c) avoid or manage natural hazards
 - (d) are likely to be of regional significance
 - (e) are high quality and significantly add value to the tourism experience of the area, or
 - (f) do not detract from the environmental or landscape values of the area in which they are located.

Strategic planning guidelines

Strategic planning should:

1. Prepare a new Gippsland Coalfields Planning and Investment Framework.
2. Monitor, assess and act on potential impacts of climate change.
3. Prepare land use strategies and structure plans to accommodate growth over the next 20 to 30 years.
4. Prepare a strategic energy plan that identifies and protects the region's established and emerging energy resources.
5. Prepare integrated infrastructure and services plans for sub-regional networks.
6. Prepare strategic infrastructure plans to provide utility servicing infrastructure to growth areas, linked to development contribution plans.
7. Prepare housing strategies that identify opportunities to achieve diverse and affordable housing.
8. Prepare a strategy for the long-term growth of Latrobe City as a single urban system.

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9. Prepare a 20-year tourism strategy for Phillip Island, which emphasises high quality and sophisticated experiences, nature-based tourism investment, and includes an environmental capacity statement for the island.
10. Prepare a sustainable development plan for the Gippsland Lakes and foreshore.
11. Review the Regional Sand Extraction Strategy – Lang Lang to Grantville 1996 and associated planning scheme provisions.

Background documents

Gippsland Regional Growth Plan (December 2013)

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
VERSION FOR PUBLIC COMMENT

03.03-R03-02 Gippsland Regional Growth Framework

Regional Policy: Gippsland

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.03-R04-01 Planning for Great South Coast

Regional Policy: Great South Coast

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen the region's economy through increased industry diversification, innovation and development

- Strategy 1.1 Support agriculture as a primary source of economic prosperity and increase the region's contribution to the nation's food production.
- Strategy 1.2 Support growth and economic opportunities throughout the region, especially along the north-south and east-west corridors.
- Strategy 1.3 Support higher economic and population growth along the east-west primary growth corridor by capitalising and building on existing connections, strengths and infrastructure.
- Strategy 1.4 Support rural production and associated economic development opportunities including rural industry, rural sales, accommodation and tourism.
- Strategy 1.5 Plan for and sustainably manage the cumulative impacts of alternative energy development.

Objective 2 To enhance liveability through improved health, education and standards of living.

- Strategy 2.1 Facilitate the development and expansion of the medical, railway station and education precincts at Warrnambool.

Objective 3 To build on the network of towns and the roles played by them.

- Strategy 3.1 Plan for a network of settlements based around Warrnambool, Hamilton, Portland and district towns drawing on proximity to services, affordable living and a variety of lifestyle opportunities.
- Strategy 3.2 Support the role of Warrnambool as the key population and employment centre for the region with key links to Geelong and Melbourne and facilitate major development in designated growth areas.
- Strategy 3.3 Support Hamilton to service the region's north-west and surrounding areas with expanded research and development, processing and logistics businesses.
- Strategy 3.4 Support Portland to service the region's south-west and for the Port of Portland to be a national and international gateway for exports.
- Strategy 3.5 Support growth and redevelopment of the Hamilton, Portland and Warrnambool CBDs.
- Strategy 3.6 Facilitate the district towns of Allansford, Camperdown, Casterton, Cobden, Coleraine, Dunkeld, Heywood, Koroit, Mortlake, Port Campbell, Port Fairy, Terang and Timboon to support local communities, industry and services.

Objective 4 To sustainably manage natural, cultural and environmental assets.

- Strategy 4.1 Provide for the sustainable management of regionally significant tourism attractions such as the Great Ocean Road, Great Southern Touring Route, national parks, major inland waterways such as Lake Corangamite, key coastal assets including Discovery Bay, and cultural heritage sites.

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Objective 5 To strengthen connections to other regions.

- Strategy 5.1 Support connections to adjacent regional cities and regional centres, including Mt Gambier, Horsham, Ballarat, Colac and Geelong.
- Strategy 5.2 Improve road and rail connections between Warrnambool and Geelong and Melbourne to facilitate growth and support increased visitors to the region.

Objective 6 To ensure that the land and infrastructure needed to support growth is identified and appropriately planned.

- Strategy 6.1 Maintain and enhance key infrastructure, including the Port of Portland, and direct transport links from production, processing and markets.
- Strategy 6.2 Support the Port of Portland's expansion through appropriate land use planning and overlay controls.

Guidelines for decision makers

Guidelines:

1. Require the protection and proper maintenance of infrastructure and assets, including local roads, during the development and construction of energy projects.

Consider as appropriate when considering proposals within key transport corridors:

1. Great South Coast Transport Strategy 2013
2. Green Triangle Freight transport.

Strategic planning guidelines

Strategic planning should:

1. Identify land surrounding key educational and health institutions to support co-location, clustering and collaboration with industry.
2. Undertake a full audit and assessment of existing marine infrastructure and assets and utilise existing studies, including the Western Boating Coastal Action Plan and the Victorian Coastal Strategy.
3. Develop and implement tourism strategies that identify attractions and opportunities for the region, including its environment and heritage assets and its large and small towns.
4. Identify strategically important agricultural and primary production land across the region and use land use planning mechanisms to sustainably manage its use for these purposes and protect it from encroachment from urban expansion, rural residential and other potentially incompatible uses.
5. Undertake research and develop a climate change adaptation plan to understand and model climate change impacts on agricultural areas and associated smaller settlements and settlement networks.
6. Monitor the supply of rural residential land to better understand the needs of various settlement networks and sub-regions.
7. Undertake coastal hazard assessments to determine the location and severity of existing and future erosion and inundation hazards, and the subsequent impacts on environmental and built assets.
8. Develop a housing strategy that addresses the impacts on housing affordability and accessibility as a result of the influx of key workers on major projects such as wind farms, mining and forestry developments.
9. Identify regional priorities and appropriate land for improved and future waste management and resource recovery infrastructure.

Background documents

Great South Coast Regional Growth Plan (December 2013)

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03.03-R04-02 Great South Coast Regional Growth Framework

Regional Policy: Great South Coast

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Regional Growth Plan map to be inserted here.

03.03-R05-01 Planning for Hume Region

Regional Policy: Hume Region

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To develop a more diverse regional economy while managing and enhancing key regional economic assets.

Strategy 1.1 Support opportunities for nature-based tourism throughout the region, including those arising from the restoration of the Winton Wetlands and other wetlands of national and regional value such as the Barnah Forest and the lower Ovens River.

Objective 2 To protect environmental and heritage assets, and maximise the regional benefit from them, while managing exposure to natural hazards and planning for the potential impacts of climate change.

Strategy 2.1 Protect the Murray River corridor as a key environmental (scenic, biodiversity, riverine), cultural and economic asset.

Objective 3 To focus growth and development to maximise the strengths of existing settlements.

Strategy 3.1 Facilitate growth and development specifically in the regional cities of Shepparton, Wangaratta and Wodonga, and in Benalla.

Strategy 3.2 Facilitate and strengthen the economic role of Seymour, while supporting population growth.

Objective 4 To improve people and freight movements and plan strategically for future infrastructure needs.

Strategy 4.1 Support improved east-west transport links including those into Gippsland.

Strategy 4.2 Support the region's network of tracks and trails and activities that complement and extend their use.

Strategy 4.3 Facilitate coordinated development of areas identified for growth to ensure required land, infrastructure and services, including education and health services, are provided in a timely manner.

Guidelines for decision makers

Guidelines:

1. Consider the directions in the Hume Regional Rural Land Use Study (2012) when planning for land use in rural areas.
2. Consider the potential impact on the long-term agricultural productivity of the Hume Region when planning for the establishment of extractive industries.
3. Decisions relating to areas in or adjacent to public land should recognise the environmental and economic value of public land and seek to minimise risks to this asset.
4. Consider the risks related to wastewater, and the individual and cumulative implications of development on groundwater and surface water uses.
5. A precautionary approach will be adopted directing growth and development to areas of low flood hazard. Where development in flood hazard areas is unavoidable, suitable building and infrastructure controls should be implemented to protect life and property, while considering environmental assets.

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6. Development should occur in sympathy with environmental and heritage assets and to occur in balance with natural hazards to enable protection of significant environment and heritage assets and appropriate risk mitigation.

Strategic planning guidelines

Strategic planning should:

1. Identify strategic directions for vegetation and clearing and enable permanent protection of native vegetation in new public reserves.
2. Plan for growth to consider the impacts of the Murray-Darling Basin Plan and irrigation modernisation, the influence of larger settlements outside the region such as Melbourne and Albury, as well as directions included in the draft Murray River Settlement Strategy.
3. Prepare a regional retail and commercial strategy considering factors such as the use of improved technology, online purchasing and the preferred design and location of commercial areas.
4. Undertake a regional study to identify future opportunities for the sustainable development of resource opportunities such as extractive industries and energy generation including renewable energy.
5. Undertake a detailed investigation of settlements for latent and undeveloped commercial and industrial capacity.
6. Identify existing rural land use and strategic agricultural land of local significance, based on a consistent methodology, for use by local government to inform local rural land use planning.
7. Plan for the establishment of strategic clusters of intensive rural industries, including intensive agricultural production, by identifying locations where these uses are encouraged from a regional perspective.
8. Prepare an integrated, regional cultural landscape study that identifies and documents cultural landscapes, integrates scenic preference and visual exposure, considers the economic value of landscapes and makes recommendations for the protection and management of these landscapes.
9. Prepare a strategic regional native vegetation offset plan to identify opportunities to utilise offset plantings to enhance vegetation corridor connectivity across the region and consider implementation mechanisms for such an approach.
10. Identify minimum setbacks to guide the use and development of land along major waterways and around key water bodies to protect buildings and works, to make allowance for natural variance in beds and banks and to protect important regional natural features.
11. Identify areas that are affected by salinity and incorporate this information into planning schemes.
12. Prepare a detailed framework plan for Seymour and surrounds to guide the development of this area as a sub-regional employment hub.
13. Prepare a regional accommodation strategy.
14. Identify opportunities to establish or improve publicly accessible, regional and sub-regional open space linkages.
15. Prepare a consistent set of regional criteria that build on statewide guidance to be used when undertaking local planning for rural residential uses.
16. Undertake a study to consider the potential economic benefits of improved road and rail passenger transport in the region.
17. Develop a model and guidelines for the provision of social infrastructure as part of a co-locational and integrated approach to the design, development and delivery of community facilities.
18. Prepare a regional infrastructure plan to identify and prioritise key social and physical infrastructure needed to support economic and population growth in the region.

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Background documents

Hume Regional Growth Plan (December 2013)

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03.03-R05-02 Hume Region Regional Growth Framework

Regional Policy: Hume Region

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.03-R06-01 Planning for Loddon Mallee North

Regional Policy: Loddon Mallee North

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies**Objective 1 To realise opportunities to strengthen and diversify the economy.**

Strategy 1.1 Support growth and adaptation of agriculture.

Strategy 1.2 Support production and processing that adds value to local agricultural and other primary products.

Strategy 1.3 Support investment in infrastructure, freight and logistics and increased availability of natural gas.

Strategy 1.4 Support emerging and potential growth sectors such as nature-based tourism, mining and renewable energy generation and protect these activities from urban encroachment.

Objective 2 To support and manage rural landscapes.

Strategy 2.1 Facilitate ongoing agricultural productivity and investment in high value agriculture.

Strategy 2.2 Protect and maintain productive land and irrigation assets necessary to help grow the region as an important food bowl for domestic and international exports.

Objective 3 To manage the region's environmental and cultural heritage assets and minimise exposure to natural hazards.

Strategy 3.1 Protect the region's environmental assets and values, particularly those associated with significant wetlands and the Murray River.

Objective 4 To protect and provide local sense of place.

Strategy 4.1 Facilitate growth of Mildura as the regional city, through planned development incorporating the nearby settlements of Red Cliffs, Irymple and Merbein, and encourage urban consolidation, particularly in the Central Business District.

Strategy 4.2 Avoid growth and development in Mildura that may compromise the future operation or potential for expansion of Mildura Airport.

Strategy 4.3 Plan for and facilitate growth of Echuca and Swan Hill as regional centres and important tourism destinations while considering population change and settlement planning in New South Wales.

Strategy 4.4 Support incremental expansion of Swan Hill and the provision of infrastructure to facilitate growth, including improvements to transport infrastructure to service regional industries.

Strategy 4.5 Provide opportunities for economic growth in Ouyen by supporting infrastructure improvements for the expansion of mineral sands mining, agriculture, tourism and other economic diversification opportunities.

Strategy 4.6 Plan strategically for the most appropriate locations for rural residential growth in the hinterland areas of Mildura, Swan Hill and Echuca.

Objective 5 To develop a living network of towns.

Strategy 5.1 Support stronger relationships between the region and communities of interest in southern New South Wales, South Australia and adjoining Victorian regions.

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Strategy 5.2 Support the role of rural settlements to act as commuter towns within the wider network and for neighbouring regions.

Objective 6 To retain, renew and build infrastructure to support growth and enable healthy and supportive communities.

Strategy 6.1 Support the supply of natural gas to Mildura and other centres and towns.

Guidelines for decision makers

Guidelines:

1. Planned development should consider access to water for emergency response and fire fighting.

Strategic planning guidelines

Strategic planning should:

1. Incorporate information on environmental and cultural heritage assets and natural hazards into planning schemes.
2. Undertake planning for areas under pressure for rural residential development to protect nearby environmental assets and values.
3. Identify regional, cross-border and inter-regional relationships and include measures to manage pressures, opportunities or constraints associated with these relationships and influences.
4. Plan for changing population needs, social infrastructure requirements and consider broader climate change impacts on communities.
5. Identify social infrastructure needs for the region and target facilities to particular settlements where needs are greatest or there is a strategic need.
6. Identify key regional priorities and land use requirements for improved utilities, energy and telecommunications infrastructure.
7. Review planning controls and guidance relating to separation distances for solid waste and resource recovery facilities.
8. Identify and set aside land to provide corridors for future strategic road and rail linkages.
9. Identify, manage and facilitate access to locally sourced natural resources where appropriate, including sand and stone, minerals, timber and renewable energy.

Background documents

Loddon Mallee North Regional Growth Plan (December 2013)

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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03.03-R06-02 Loddon Mallee North Regional Growth Framework

Regional Policy: Loddon Mallee North

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.03-R07-01 Planning for Loddon Mallee South

Regional Policy: Loddon Mallee South

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To manage population growth and settlements.

- Strategy 1.1 Support Bendigo as the regional city and the major population and economic growth hub for the region, offering a range of employment and services.
- Strategy 1.2 Manage and support growth in Castlemaine, Gisborne, Kyneton and Maryborough as employment and service hubs that reinforce the network of communities within the region.
- Strategy 1.3 Support sustainable growth and expansion in Inglewood, Bridgewater, Marong and Harcourt to capitalise on their proximity to Bendigo.
- Strategy 1.4 Facilitate increased commercial and residential densities, mixed use development and revitalisation projects for underutilised sites and land in Bendigo.

Objective 2 To strengthen and diversify the economy.

- Strategy 2.1 Facilitate greater employment and investment outcomes from growth sectors such as health, education and professional services.
- Strategy 2.2 Support and develop emerging and potential growth sectors such as tourism, renewable energy, resource recovery and other green industries.
- Strategy 2.3 Facilitate new manufacturing and food processing industries that build on supply chains and take advantage of well located and affordable land.
- Strategy 2.4 Support the development and expansion of tourism infrastructure in Bendigo.

Objective 3 To improve infrastructure.

- Strategy 3.1 Minimise the impact of urban development on the current and future operation of major infrastructure of national, state and regional significance, including highways, railways, airports, communication networks and energy generation and distribution systems.
- Strategy 3.2 Support upgrades at Bendigo Airport that improve access and infrastructure to support emergency services.
- Strategy 3.3 Maintain and strengthen passenger and freight transport networks and explore opportunities to develop freight-related activities in Marong and Maryborough.

Objective 4 To protect and enhance the natural and built environment.

- Strategy 4.1 Protect and improve the condition of the region's important environmental assets such as forests, wetlands and rivers.
- Strategy 4.2 Support the designation of Castlemaine Diggings National Heritage Park as a World Heritage place to underpin tourism.

Objective 5 To ensure food, water and energy security.

- Strategy 5.1 Facilitate ongoing productivity and investment in high value agriculture.

Guidelines for decision makers

Guidelines:

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1. Planning decisions should prioritise human life and respond to the following principles with regard to bushfire risk management:
 - (a) Direct development to locations of lower bushfire risk.
 - (b) Carefully consider development in locations where there is significant bushfire risk that cannot be avoided.
 - (c) Avoid development in locations of extreme bushfire risk.
 - (d) Avoid development in areas where planned bushfire protection measures may be incompatible with other environmental objectives.

Strategic planning guidelines

Strategic planning should:

1. Prepare regional catchment strategies and other suitable tools to support the sustainable use of rural land.
2. Provide adequate zoned and serviced commercial and industrial land for employment in the regional city and regional centres/towns.
3. Identify emerging agribusinesses and location clusters including the equine industry, and intensive animal industries such as cattle feed lots, piggeries and poultry farms.
4. Identify agribusiness and tourism clusters in the region and implement appropriate land use measures to facilitate agricultural tourism activities.
5. Develop a regional approach to manage small lot subdivision and development.
6. Prepare a regional food, freight and energy strategy that identifies strategically important agricultural land, land use clusters and links to processing, manufacturing and freight opportunities.
7. Prepare a carbon action plan working cooperatively with catchment management authorities.
8. Monitor, assess and act on the potential impacts and opportunities of climate change across the region and collaborate with other climate change adaptation planning activities to inform future land use planning decisions.
9. Consider the impact of activity and development on open potable water supplies.
10. Use detailed bushfire analysis and behaviour studies to inform settlement planning.
11. Identify and recognise the values of waterways and wetlands across the region and apply appropriate planning tools.
12. Consider planning policies and initiatives to manage and reduce the impacts of dams on water yield and the health of river systems.
13. Prepare a precinct plan for future revitalisation of land around the Bendigo railway station and plan for the long-term upgrade of the station's facilities.
14. Prepare an Integrated Transport and Land Use Strategy for Bendigo.
15. Prepare a Precinct Plan for the Bendigo Hospital precinct that provides for housing and mixed use developments.
16. Prepare appropriate plans to guide future growth and development for Bridgewater, Castlemaine, Harcourt, Inglewood, Kyneton, Maryborough, Riddells Creek and Woodend.
17. Prepare Development Contribution Plans to fund infrastructure.
18. Review the economic and social opportunities provided by improved telecommunications and potential land use implications.
19. Prepare flood maps and implement flood overlays into the Greater Bendigo, Loddon, Mount Alexander and Central Goldfields planning schemes.

Background documents

Loddon Mallee South Regional Growth Plan (Date to be inserted)

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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03.03-R07-02 Loddon Mallee South Regional Growth Framework

Regional Policy: Loddon Mallee South

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.03-R08-01 Planning for Wimmera Southern Mallee

Regional Policy: Wimmera Southern Mallee

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of the draft Regional Growth Plan and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To encourage growth throughout the region and create a network of integrated and prosperous settlements.

Strategy 1.1 Recognise the close relationship between Stawell and Ararat and plan for these towns as a cohesive sub-regional cluster of housing, employment and services.

Objective 2 To manage population change and access to services by making key centres a focus.

Strategy 2.1 Support the role of Horsham as the key population and employment centre for the region.

Strategy 2.2 Support the ongoing growth and development of Edenhope, Hopetoun, Nhill, St Arnaud, Stawell and Warracknabeal as the key service hubs within their sub-regional communities of interest.

Strategy 2.3 Support the regional role of Horsham central activities district in providing higher order commercial and retail services.

Strategy 2.4 Provide local and some sub-regional services in Dimboola, Kaniva and Murtoa.

Strategy 2.5 Provide an ongoing supply of infill and greenfield residential land, particularly in Horsham and district towns.

Strategy 2.6 Support investment in higher order services and facilities at Horsham that cater for a regional catchment.

Strategy 2.7 Support regeneration of Horsham North through better access, community infrastructure and housing.

Objective 3 To protect key agricultural resources, maintain productivity and support the development of industry.

Strategy 3.1 Protect and manage environmental assets as cropping expands in the southern parts of the region.

Objective 4 To use the region's assets to facilitate the diversification of the economy and build a resilient community.

Strategy 4.1 Facilitate diversification of the regional economy and capitalise on economic development opportunities through building on the region's assets, particularly agriculture, energy, mining and tourism.

Strategy 4.2 Create a regional freight and industry gateway in and around Horsham to capitalise on the Wimmera Intermodal Freight Terminal and value adding from the agricultural industry.

Strategy 4.3 Provide an ongoing supply of industrial land, particularly in Horsham and district towns.

Strategy 4.4 Facilitate further development of tourism related to the wine industry at Great Western and nature-based tourism around key attractions such as the Grampians National Park, Little Desert National Park, major lakes and cultural heritage sites.

Strategy 4.5 Support the development of Halls Gap as a resort town and tourism focal point for the region.

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Objective 5 To support planning for adaptation to changes in climate.

- Strategy 5.1 Provide for flexible approaches to rural land use and infrastructure which support a transition of agricultural activities over time.
- Strategy 5.2 Support the development of locally generated renewable energy, including bioenergy clusters.
- Strategy 5.3 Facilitate the use of secure water supplies to develop the region's economy.

Objective 6 To support development of distinct settlements to create healthy, attractive and liveable communities.

- Strategy 6.1 Provide for easy access to housing, education, employment and community facilities, particularly in Horsham and district towns.

Objective 7 To identify infrastructure required to support growth.

- Strategy 7.1 Facilitate local energy generation, including bioenergy clusters, to help diversify the local economy and improve sustainability outcomes.

Guidelines for decision makers

Guidelines:

1. Consider the environmental values of ephemeral wetlands, watercourses and floodplains when making decisions about land use changes or development.
2. Consider implications for soil health when assessing development proposals or designating areas for land use change and apply appropriate measures to manage potential impacts.

Strategic planning guidelines

Strategic planning should:

1. Identify and protect the region's valued urban character and cultural heritage assets
2. Monitor the supply of residential and industrial land and provide for additional land as required
3. Plan for rural residential development on a regional scale and direct it to appropriate locations
4. Identify strategically important agricultural land that requires protection from encroachment by urban or other incompatible uses.
5. Prepare criteria for determining whether land use change to a mix of agricultural and other uses is appropriate in agricultural areas.
6. Identify housing, transport and infrastructure needs associated with mining at mineral sand deposits near Horsham and Donald and plan to manage any impacts in advance of the commencement of mining.
7. Prepare a landscape assessment study for those parts of the region not covered by the South West Landscape Assessment study.
8. Prepare heritage assessments across all local government areas in the region and ensure significant heritage places are identified and protected.
9. Prepare floodplain studies to better inform decisions regarding growth including for the complex floodplain of the Wimmera River at Horsham and towns in the upper catchment where risks of flash flooding are greatest.
10. Prepare a regional housing strategy with a focus on choice, availability and affordability.
11. Prepare a strategic growth plan to direct Horsham's future development.
12. Consider opportunities for expansion of the industrial area at Horsham Airport.
13. Prepare investment strategies to enhance the regional significance of Horsham's central activities district
14. Monitor the supply of rural residential development land to better understand the needs in various parts of the region.
15. Identify key regional priorities for improved utilities, energy and telecommunications infrastructure.

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16. Prepare a development contributions scheme to fund infrastructure necessary to support growth.
17. Identify social infrastructure needs for the region and target facilities to particular settlements where the need is greatest or planning identifies a strategic need.

Background documents

Wimmera Southern Mallee Regional Growth Plan (Date to be inserted)

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03.03-R08-02 Wimmera Southern Mallee Regional Growth Framework

Regional Policy: Wimmera Southern Mallee

VC## dd/mm/yyyy

Regional Growth Plan map to be inserted here.

03.04 PLANNING FOR RURAL AREAS

03.04-S-01 Planning for rural areas

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To build the prosperity and maintain the natural values of rural areas.

- Strategy 1.1 Facilitate agriculture and rural production.
- Strategy 1.2 Maintain the environmental health and productivity of landscapes.
- Strategy 1.3 Protect sensitive landscape areas.
- Strategy 1.4 Avoid development that detracts from natural quality.
- Strategy 1.5 Protect and improve natural key features.
- Strategy 1.6 Recognise the natural landscape for its aesthetic value and as a fully functioning system.
- Strategy 1.7 Protect coastal areas and their foreshores and the Alpine areas and ensure that new development does not detract from their landscape quality.
- Strategy 1.8 Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

03.04-RV-01 Planning for rural areas

Regional Policy: Regional Victoria

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Objective 1 To protect productive farmland that is of strategic significance in the local or regional context.

- Strategy 1.1 Avoid the unplanned loss of productive agricultural land due to permanent changes of land use.
- Strategy 1.2 Support the re-structure of inappropriate subdivisions on productive agricultural land.
- Strategy 1.3 Avoid the spread of plant and animal pests into agricultural areas.
- Strategy 1.4 Recognise the economic importance for the agricultural production and processing sectors when assessing a proposal that would result in the permanent removal of productive agricultural land from the State's agricultural base.
- Strategy 1.5 Balance the following issues when assessing a proposal to subdivide, develop or rezone agricultural land:
 - a) The desirability and impacts of removing the land from primary production, given its agricultural productivity.
 - b) The impacts of the proposed subdivision or development on the continuation of primary production on adjacent land, with particular regard to land values and to the viability of infrastructure for such production.
 - c) The compatibility between the proposed or likely development and the existing uses of the surrounding land.
 - d) Assessment of the land capability.

Objective 2 To support rural residential development at strategic locations

- Strategy 2.1 Plan for rural residential development at strategic locations which:
 - a) Minimise exposure to natural hazards.
 - b) Protect regionally significant assets.

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- c) Support existing settlements, and
- d) Make best use of infrastructure and services

03.04-gnut-01 Planning for rural areas

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

03.05 PLANNING FOR IDENTIFIED DISTINCTIVE AREAS

03.05-S-01 Localised Planning Statements

State Policy

VC## dd/mm/yyyy

The distinctive areas of the Bellarine Peninsula, Macedon Ranges, Mornington Peninsula and Yarra Valley have significant geographic and physical features which contribute to the quality of life for Victorians and are a distinctive part of our State. These areas play an important role in the State as tourist destinations and have strong economic bases driven by tourism, agribusiness and lifestyle, with all areas linking strongly with Melbourne.

Because of their attractiveness, accessibility and proximity to metropolitan Melbourne these areas are increasingly coming under pressure for growth and change. This could potentially undermine the long-term natural or non-urban uses of land in these areas and needs to be carefully managed.

Objective 1 To protect and enhance the valued attributes of identified distinctive areas.

Strategy 1.1 Recognise the significant geographic and physical features of the following identified distinctive areas:

- a) Bellarine Peninsula
- b) Macedon Ranges
- c) Mornington Peninsula
- d) Yarra Valley

Strategy 1.2 Protect the identified key values and activities of identified distinctive areas.

Strategy 1.3 Support uses and development where they enhance the valued characteristics of identified distinctive areas

Strategic planning guidelines

Strategic planning should:

1. Prepare localised planning statements for distinctive regions including Mornington Peninsula, the Yarra Valley, Macedon Ranges and the Bellarine Peninsula.
2. Ensure localised planning statements for Mornington Peninsula, Bellarine Peninsula, Macedon Ranges and Yarra Ranges acknowledge areas that are important for food production.

03.06 PLANNING FOR CITIES

03.06-S-01 City structure and productivity

State Policy

VC## dd/mm/yyyy

Together, land use and transport determine Victoria's spatial structure. Effective integration of these elements require more than co-ordinated action. Transport and land use integration recognises the interaction of urban elements over time, and the potential to influence desired settlement patterns, land uses and travel behaviours and patterns.

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Objectives and strategies

Objective 1 To create city structures that drive productivity, support innovation and create more jobs.

- Strategy 1.1 Improve the distribution of employment land and provide more equitable access to employment opportunities.
- Strategy 1.2 Plan urban areas to make better use of infrastructure and support economic growth.
- Strategy 1.3 Facilitate development and transport network improvements that reinforce an integrated transport system connecting people to jobs and services, and goods to market, and reduces the extent of travel needed.
- Strategy 1.4 Plan development to reinforce the role and function of the principal and local transport networks to enable the safe, efficient and reliable movement of people and freight
- Strategy 1.5 Protect natural assets and better plan our water, energy and waste management systems to create sustainable cities.

03.06-M00-01 City structure and productivity

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To develop a global city of opportunity and choice.

- Strategy 1.1 Facilitate a diversity of housing in defined locations that cater for different households and are close to jobs and services, including high-density residential development in Melbourne's expanded Capital City Zone.
- Strategy 1.2 Facilitate development that reinforces the function of the principal transport networks to support a more-productive Central City.
- Strategy 1.3 Facilitate the growth and development of Melbourne as identified in the Metropolitan Melbourne Framework.
- Strategy 1.4 Facilitate development consistent with the Metropolitan Melbourne Elements included in this Clause.

Strategic planning guidelines

Strategic planning should:

1. Consider unsolicited bids for changes in planning controls and zones that will create development that furthers the objectives of the Planning Policy Framework.
2. Prepare a framework plan for growth in the Central Subregion and structure plans for the expanded Central City.
3. Use planning provisions in designated precincts in the expanded Capital City Zone that provide the market with flexibility to maximise development opportunities.
4. Prepare structure plans for state-significant projects of transit-orientated urban renewal.
5. Prepare structure plans and infrastructure plans for Metropolitan Activity Centres to accommodate forecast growth and identify sequencing requirements (including infrastructure provision, connections and public realm improvements).
6. Use planning provisions in and around Metropolitan Activity Centres that ensure they are investment-ready.
7. Prepare structure plans and a long-term governance framework to guide the growth and development of National Employment Clusters in an appropriate regulatory framework.

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TABLE 1: METROPOLITAN MELBOURNE ELEMENTS

LOCATION	STRATEGIC DIRECTION
EXPANDED CENTRAL CITY	To allow the continued location and growth of knowledge-intensive and high skilled firms in the Central City while continuing to be a major area for tourism, retail, residential, entertainment, sporting and cultural activities.
NATIONAL EMPLOYMENT CLUSTERS	To improve access to a diversity of employment opportunities, including knowledge jobs in designated precincts around Melbourne. To improve the growth of business activity (and therefore jobs) of national significance. To improve the ability of businesses to leverage off their export and innovation potential to grow jobs in other industry sectors. They are mixed-use centres and, with the exception of Dandenong South, will include residential development.
METROPOLITAN ACTIVITY CENTRES	To maximise access to goods and services in a limited number of major centres with good public transport networks. These centres will play a major service delivery role, including government health, justice and education services, providing a diverse range of jobs, activities and housing for a subregional catchment.
STATE –SIGNIFICANT INDUSTRIAL PRECINCTS	To ensure there is sufficient strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways. They will be protected from inappropriate development to allow continual growth in freight, logistics and manufacturing investment.
TRANSPORT GATEWAYS	To secure adequate gateway capacity for moving passengers and freight in and out of Victoria by designating ports, airports and interstate terminals. They will be protected from incompatible land uses but adjacent complementary uses will be encouraged.
ACTIVITY CENTRES	To provide access to a wide range of goods and services in centres that are planned and managed by local government. The centres will have jobs and vibrant local economies. Some will serve larger subregional catchments.
NEIGHBOURHOOD CENTRES	To provide neighbourhood access to local goods and services, and fulfil a retail, residential and mixed-use role.
HEALTH AND EDUCATION PRECINCTS	To improve access to health and education services and to improve job choices in these industries for Melburnians. As significant generators of activity and visitation, these precincts will support ancillary health and education, retail, commercial, accommodation, services, housing and public transport. They may anchor Activity Centre development, particularly in growth areas. In growth areas, Activity Centres will be the priority location for these facilities.
URBAN RENEWAL SITES INCLUDING TRANSIT-ORIENTED DEVELOPMENT	To take advantage of under-utilised land close to jobs, services and public transport infrastructure to provide new housing, jobs and services.

03.06-gnut-01 City structure and productivity

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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03.07 PLANNING FOR PERI-URBAN AREAS AND GREEN WEDGE AREAS**03.07-S-01 Peri-urban areas and green wedge areas**

State Policy

VC## dd/mm/yyyy

Peri-urban regions and areas are the areas of land surrounding the built up urban areas of regional cities and centres. They are generally characterised by a mixture of urban and non-urban land uses and have a strong relationship with the settlement they surround.

Green wedge land is defined in the Planning and Environment Act 1987 as land that is described in a metropolitan fringe planning scheme as being outside an urban growth boundary.

Objectives and strategies

Objective 1 To conserve the values of peri-urban regions and areas and Melbourne's green wedges.

Strategy 1.1 Protect the green wedges of Metropolitan Melbourne and peri-urban regions and areas from inappropriate development.

03.07-A06-01 Peri-urban areas

Regional Policy: Melbourne's peri-urban area

VC## dd/mm/yyyy

Melbourne's peri-urban region is the land surrounding Melbourne's built up urban area that is characterised by a mix of urban and non-urban land uses, its strong relationship to the city due to its proximity and accessibility, and the significant pressure for growth and change experienced in these locations. It is generally an open landscape containing state significant assets (including environmental, cultural, infrastructure and resource land use values), scattered urban settlements and townships (some with urban growth boundaries around them) that have become popular places offering residents lifestyle choice within commuting distance to jobs and services in Melbourne.

Objectives and strategies

Objective 1 To improve the management of Melbourne's peri-urban region.

Strategy 1.1 Support development in selected discrete settlements within Melbourne's peri-urban region having regard to complex ecosystems, landscapes, environmental risks, agricultural and recreational activities in the area.

Strategy 1.2 Protect the future operation of major transport facilities that serve the wider Victorian community, including airports and ports and their associated access corridors.

Strategy 1.3 Avoid development that encroaches on significant resources of stone, sand and other mineral resources for extraction purposes.

Strategy 1.4 Minimise the adverse impacts of natural hazards.

Particular provisions

1. Clause 53 – Upper Yarra Valley and Dandenong Ranges Region

Strategic planning guidelines

Strategic Planning should:

1. Identify settlement growth boundaries to existing settlements in green wedges and peri urban areas.

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2. Prepare peri-urban area region and area policy statements including identifying potential peri-urban growth centres.

Prepare peri-urban town plans to increase the supply of land for housing and attract population growth out of Melbourne. Potential towns include: Ballan, Bacchus Marsh, Kilmore, Broadford, Warragul-Drouin, Wonthaggi.

03.07-A07-01 Green wedge areas

Regional Policy: Melbourne's Green Wedge Areas

VC## dd/mm/yyyy

The Planning and Environment Act 1987 defines green wedge land as land that is described in a metropolitan fringe planning scheme as being outside an urban growth boundary.

Objective 1 To protect green wedge areas from urban encroachment.

Strategy 1.1 Avoid development in the green wedge unless it provides for:

- a) agriculture,
- b) environmental protection,
- c) historic, landscape, recreational, tourism opportunities, or
- d) mineral or stone resources.

Strategy 1.2 Support consolidated residential development within existing settlements in green wedges.

Strategy 1.3 Protect important productive agricultural areas at Werribee South, the Maribyrnong River flats, the Yarra Valley, Westernport and the Mornington Peninsula.

Strategy 1.4 Avoid development that encroaches on significant resources of stone, sand and other mineral resources for extraction purposes.

Particular provisions

1. Clause 53 – Upper Yarra Valley and Dandenong Ranges Region
2. Clause 57 – Metropolitan Green Wedge Land

03.07-gnut-01 Peri-urban areas and green wedge areas

Local policy: Gumnut

C## dd/mm/yyyy

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03.08 PLANNING FOR URBAN GROWTH AREAS

03.08-S-01 Planning urban growth areas

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To create affordable, liveable and sustainable communities to support healthy lifestyles.

Strategy 1.1 Facilitate development that:

- a) Creates a sense of place and community.
- b) Supports the cultural development of the community.
- c) Provides a broad range of local business activities and employment opportunities.
- d) Creates greater housing choice, diversity and affordable places to live.

- e) Create highly accessible and vibrant activity centres.
- f) Reinforces the principal transport networks and provides for local transport networks.
- g) Supports adaptation to climate change and improves environmental sustainability.

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h) Provides accessible, integrated and adaptable community infrastructure.

Strategy 1.2 Prepare Growth Corridor Plans that identify the long term pattern of urban growth for an area.

Strategy 1.3 Prepare Precinct Structure Plans.

Strategic planning guidelines

Strategic Planning should:

1. Identify growth areas that are:
 - (a) Close to transport corridors and services.
 - (b) Provide efficient and effective infrastructure.
 - (c) Create benefits for sustainability and liveability.
 - (d) Protect primary production, major sources of raw materials and valued environmental areas.
 - (e) Served by high-capacity public transport.

Consider as relevant:

1. The Precinct Structure Planning Guidelines (Growth Areas Authority, 2013)
2. Any approved Integrated Transport and Landuse Guidelines.
3. Ministerial Direction No. 12 – Urban Growth Areas (Minister for Planning, 2008) in the preparation and assessment of planning scheme amendments that provide for urban growth.
4. Public Transport Guidelines for Land Use and Development (Department of Transport, 2008).

03.08-A08-01 Planning urban growth areas

Regional Policy: Growth Areas

VC## dd/mm/yyyy

Melbourne's growth areas are located in the municipalities of Casey, Cardinia, Hume, Melton, Mitchell, Whittlesea and Wyndham.

Objectives and strategies

Objective 1 To develop growth areas as progressive, affordable and excellent places to live and work.

Strategy 1.1 Facilitate development identified in Growth Corridor Plans.

Strategy 1.2 Facilitate public and private sector investment in growth area employment, especially in health and education.

Strategy 1.3 Facilitate development that supports transport infrastructure and services in newer suburbs.

Strategy 1.4 Protect land for future rail extensions, stations and supporting land use support in the urban growth areas and outer suburbs.

Strategy 1.5 Plan the overall average residential densities in the growth areas to be a minimum of 18 dwellings per net developable hectare.

Strategy 1.6 Require the use of the Small Lot Housing Code and Residential Growth Zone around existing and proposed rail stations.

Strategy 1.7 Minimise the adverse impacts of natural hazards.

Strategy 1.8 Protect proposed and existing waste management and resource recovery facilities from the encroachment or intensification of sensitive uses.

Strategy 1.9 Facilitate new water service infrastructure that balances:

- a) Future capital investment and operational costs.
- b) Water supply resilience and reliability for the long term.
- c) Liveability created by more water for open space and street trees.
- d) Improved quality and reduced volume of water to achieve waterways ensuring better waterway ecology.

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Strategic planning guidelines

Strategic Planning should:

1. Prepare Growth Corridor Plans that:
 - (a) Provide objectives for each growth area.
 - (b) Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
 - (c) Consider and refine the Biodiversity Conservation Strategy in Melbourne's growth corridors.
 - (d) Support the Small Lot Housing Code and Residential Growth Zone.
 - (e) Identify the boundaries of individual communities, landscape values and as appropriate the need for discrete urban breaks and how land uses in these breaks will be managed.
 - (f) Identify principal and local transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
 - (g) Identify the reservation of land for future arterial roads and upgrades in the urban growth areas and outer suburbs.
 - (h) Identify sufficient land to enable flexible responses to future transport demand.
 - (i) Plan for expanded bus services in growth areas with land use densities to support services.
 - (j) Improve access to existing stations and plan for possible new stations and rail extensions in growth areas.
 - (k) Identify the location of open space to be retained for recreation, biodiversity protection, flood risk reduction or stormwater management purposes guided and directed by regional biodiversity conservation strategies.
 - (l) Identify significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection, flood risk reduction or stormwater management purposes.
 - (m) Identify appropriate uses for areas described as constrained, including quarry buffers.
2. Prepare Precinct Structure Plans consistent with the *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2013)

03.08-gnut-01 Planning urban growth areas

Local policy: Gumnut

C## dd/mm/yyyy

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03.09 PLANNING FOR URBAN RENEWAL AREAS

03.09-S-01 Urban renewal

State Policy

VC## dd/mm/yyyy

Under-utilised land around existing and future transport hubs presents a significant opportunity for mixed-use transit oriented development. As brownfield locations, these precincts often need a level of intervention to facilitate their redevelopment (as they are generally non-residential areas), including providing additional community infrastructure to ensure they become liveable communities.

Objectives and strategies

Objective 1 To unlock the capacity of urban renewal precincts for higher-density, mixed-use development.

Strategy 1.1 Facilitate urban renewal on large-scale sites or precincts where there is an opportunity to create more productive and liveable places.

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- Strategy 1.2 Facilitate local area diversity and choice including land use mix, housing choice, employment and business opportunities, built form and urban design.
- Strategy 1.3 Facilitate tourism development.
- Strategy 1.4 Support the development of health precincts.
- Strategy 1.5 Create a high quality and safe public realm, with opportunities for community uses and interaction
- Strategy 1.6 Plan walking, cycling and public transport as the priority transport modes
- Strategy 1.7 Create local access to and functional integration with the existing urban area.
- Strategy 1.8 Support coordinated development on clusters of sites in renewal areas.
- Strategy 1.9 Support local area place-making to reinforce local distinctive features.
- Strategy 1.10 Support the adaptive and flexible reuse of buildings and spaces.

Guidelines for decision makers

New development should make a financial contribution to the provision of infrastructure.

Strategic planning guidelines

Strategic planning should:

1. Prepare Strategic Framework Plans that include vision and strategic directions, together with infrastructure plans, development concepts, design guidelines and Developer Contributions Plans.
2. Identify contaminated land and groundwater, the likely rate of remediation and streamlined clean-up and development approval processes.

03.09-M00-01 Urban renewal

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To establish a pipeline of metropolitan urban renewal precincts.

- Strategy 1.1 Support urban renewal around existing and planned railway stations.
- Strategy 1.2 Plan the development sequence of major urban renewal precincts around Melbourne to optimise the use of existing and planned infrastructure.

Strategic planning guidelines

Strategic Planning should:

1. Monitor the supply of urban renewal opportunities across the metropolitan area.
2. Identify priority urban renewal sites and prepare structure plans for under-utilised industrial land near train stations.
3. Rezone land around railway stations and train corridors to facilitate residential and mixed-use development.
4. Identify possible urban renewal precincts in metropolitan Melbourne.
5. Identify urban renewal opportunities associated with upgrades to interchanges and grade separations.
6. Identify areas for strategic redevelopment.

03.09-gnut-01 Urban renewal

Local policy: Gumnut

G## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

03.10 PLANNING FOR LOCAL AREAS**03.10-S-01 20-minute neighbourhoods****State policy**

VC## dd/mm/yyyy

A 20-minute neighbourhood is about 'living locally'. It is about planning and developing areas at the local level so that people can access a range of local services and facilities, ideally within 20 minutes of home. 20-minute neighbourhoods need to offer good access to a range of services and facilities including shops, cafés and restaurants, early years centres, primary and secondary schools, parks and sporting fields, medical centres and public transport.

Objectives and strategies**Objective 1 To create healthy, liveable and sustainable communities.**

- Strategy 1.1 Plan development, land use and transport to create neighbourhoods where people can reach a wide range of local services and activities within 20 minutes by walking or cycling.
- Strategy 1.2 Facilitate land use densities and development that supports local facilities and activities.
- Strategy 1.3 Plan for, and facilitate mixed use development.
- Strategy 1.4 Facilitate a network of centres that
- Comprises a range of centres that differ in size and function.
 - Is a focus for business, shopping, leisure and community facilities.
 - Provides different types of housing, including forms of higher density housing.
 - Is connected by public transport, walking and cycling networks.
 - Maximises choices in services, employment and social interaction.
 - Supports larger activity centres on the Principal Public Transport Network.
- Strategy 1.5 Facilitate development that reinforces the principal transport networks and provides for local transport networks.
- Strategy 1.6 Create pedestrian friendly neighbourhoods and provide easy pedestrian movement within and between neighbourhoods.
- Strategy 1.7 Create a range of open spaces to meet a variety of needs with links to open space networks and regional parks where practicable.
- Strategy 1.8 Plan neighbourhoods to support whole of water cycle management.
- Strategy 1.9 Facilitate the logical and efficient provision of infrastructure and use of existing infrastructure and services.
- Strategy 1.10 Require the separation of incompatible land uses.

Guidelines for decision makers

Consider as relevant:

- Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005).
- Safer Design Guidelines for Victoria (Crime Prevention Victoria and the Department of Sustainability and Environment, 2005).
- Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2005).
- Any approved Integrated Transport and Landuse Guidelines.
- Public Transport Guidelines for Land Use and Development (Department of Transport, 2008).

Strategic planning guidelines

Strategic planning should:

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1. Prepare a hierarchy of structure plans or precinct structure plans that provide the broad planning framework for an area as well as the more detailed planning requirements for neighbourhoods and precincts, where appropriate.
2. Prepare, in consultation with groups that promote walking and healthy living, design guidelines to promote walking in new and existing neighbourhoods.

03.10-RV-01 20-minute neighbourhoods

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To maximise accessibility to facilities and services.

Strategy 1.1 Create compact urban areas based around activity centres.

Objective 2 To strengthen the economic and social performance and amenity of regional city CBDs.

Strategy 2.1 Support increased business and residential densities as well as social, civic and cultural facilities.

Strategy 2.2 Create urban renewal and infill opportunities in regional cities and centres that optimise infrastructure investment and the use of surplus government land.

Strategic planning guidelines

Strategic planning should:

1. Identify potential state and regionally significant employment precincts in regional cities.

03.10-M00-01 20-minute neighbourhoods

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee’s interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To create liveable and sustainable communities.

Strategy 1.1 Create healthy and active neighbourhoods and maintain Melbourne’s identity as one of the world’s most liveable cities.

Strategy 1.2 Improve the landscape and vegetation cover of metropolitan Melbourne.

Strategic planning guidelines

Strategic planning should:

1. Review the subregional network of Activity Centres to determine the need for new Activity Centres and identify possible new locations of Activity Centres.

TABLE 1: ACTIVITY CENTRES IN METROPOLITAN MELBOURNE

SUBREGION	ACTIVITY CENTRES
CENTRAL	Balaclava, Braybrook-Central West, Carlton-Lygon Street, Chadstone, Fitzroy-Brunswick Street, Fitzroy-Smith Street, Malvern/Armadale, Maribyrnong-Highpoint, Port Melbourne-Bay Street, Prahran/South Yarra, Richmond-Bridge Road, Richmond-Swan Street, Richmond-Victoria Street, South Melbourne, St Kilda, Toorak Village.

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SUBREGION	ACTIVITY CENTRES
WESTERN	Airport West, Altona, Altona North, Ascot Vale-Union Road, Boardwalk, Brimbank, Caroline Springs, Deer Park, Flemington-Racecourse Road, Hopkins Road, Hoppers Crossing, Laverton, Manor Lakes, Melton, Melton-Woodgrove and Coburns Road, Moonee Ponds, Niddrie-Keilor Road, North Essendon, Plumpton, Point Cook, Riverdale, Rockbank North, Rockbank South, St Albans, Sydenham, Tarneit, Werribee, Werribee Plaza, Williamstown.
NORTHERN	Beveridge, Brunswick, Coburg, Craigieburn, Craigieburn Town Centre, Diamond Creek, Eltham, Gladstone Park, Glenroy, Greensborough, Heidelberg, Ivanhoe, Mernda, Mickleham, Northcote, Preston-High Street, Preston-Northland, Reservoir, Roxburgh Park, South Morang, Sunbury, Sunbury South, Wallan, Wollert.
EASTERN	Bayswater, Boronia, Brandon Park, Burwood East-Tally Ho, Burwood Heights, Camberwell Junction, Chirnside Park, Clayton, Croydon, Doncaster East-The Pines, Doncaster Hill, Forest Hill Chase, Glen Waverley, Hawthorn-Glenferrie Road, Kew Junction, Lilydale, Mount Waverley, Mountain Gate, Nunawading, Oakleigh, Rowville-Stud Park, Wantirna South-Knox Central.
SOUTHERN	Bentleigh, Berwick, Brighton-Bay Street, Brighton-Church Street, Carnegie, Casey Central, Caulfield, Chelsea, Cheltenham, Cheltenham-Southland, Clyde, Clyde North, Cranbourne, Elsterwick, Endeavour Hills, Glenhuntly, Hampton, Hampton Park, Hastings, Karingal, Mentone, Moorabbin, Mordialloc, Mornington, Noble Park, Officer, Pakenham, Keysborough-Parkmore, Rosebud, Sandringham, Springvale.

03.10-gnut-01 20-minute neighbourhoods

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

04 ENVIRONMENTAL VALUES

04.01 BIODIVERSITY

04.01-S-01 Biodiversity

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To conserve Victoria's biodiversity, including important habitat for Victoria's flora and fauna and other strategically valuable biodiversity sites.

Strategy 1.1 Plan to avoid and minimise significant impacts on biodiversity from land-use and development.

Strategy 1.2 Use strategic planning as the primary mechanism to identify high value biodiversity to be conserved.

Strategy 1.3 Recognise the indirect or off-site impacts of land-use changes and developments that may affect the biodiversity value of adjoining national parks and conservation reserves or nationally and internationally significant sites.

Strategy 1.4 Plan to protect and help the management of sites containing high value biodiversity, including those which are under-represented in conservation reserves.

Strategy 1.5 Facilitate greater connectivity between areas of medium to high natural value.

Objective 2 To ensure that permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria's biodiversity.

Strategy 2.1 Use the risk-based approach to managing native vegetation as set out in *Permitted clearing of native vegetation – Biodiversity assessment guidelines*, as follows:

- a) Avoid the removal of native vegetation that makes a significant contribution to Victoria's biodiversity.
- b) Minimise impacts on Victoria's biodiversity from the removal of native vegetation.
- c) Where native vegetation is permitted to be removed, ensure it is offset in a manner that makes a contribution to Victoria's biodiversity that is equivalent to the contribution made by the native vegetation to be removed.

Particular provisions

1. Clause 52.16 – Native Vegetation Precinct
2. Clause 52.17 – Native Vegetation

Guidelines for decision makers

Consider as relevant:

1. Permitted clearing of native vegetation; Biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013).
2. The Victorian Government's *Native Vegetation Information System*, maintained by the Department of Environment and Primary Industries.

Strategic Planning Guidelines

Strategic Planning should:

1. Use statewide biodiversity information to identify high value biodiversity.
2. Recognise the impacts of land use and development on Victoria's high value biodiversity.

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3. Plan to minimise cumulative impacts of land use and development on Victoria's biodiversity
4. Consider impacts on the habitat values of wetlands identified under international treaties and agreements, including:
 - (a) Convention on Wetlands of International Importance (the Ramsar Convention).
 - (b) The Japan-Australia Migratory Birds Agreement (JAMBA).
 - (c) The China-Australia Migratory Birds Agreement (CAMBA).
5. Identify links between isolated habitat remnants that contain high value biodiversity.

04.01-A04-01 Biodiversity**Regional Policy: Alpine areas**

VC## dd/mm/yyyy

The Victoria's Alpine areas covers over 3000 square kilometres of land above 1200 m in altitude. The Alpine area includes Alpine Resorts, National and State Parks and freehold land.

Objectives and strategies

Objective 1 To ensure development conserves, protects and seeks to enhance alpine biodiversity and ecological values.

Strategy 1.1 Protect and manage significant environmental features and ecosystems, taking into account the sensitive and fragile nature of the alpine environment.

Strategy 1.2 Minimise disturbance of indigenous flora and fauna and sensitive landscape in both construction and operation of all developments.

04.01-gnut-01 Gumnut**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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04.02 WATERWAYS AND COASTS**04.02-S-01 Waterways and coasts****State Policy**

VC## dd/mm/yyyy

The Victorian Waterway Management Strategy provides the framework for government, in partnership with the community, to maintain or improve the condition of rivers, estuaries and wetlands so that they can continue to provide environmental, social, cultural and economic values for all Victorians. The framework is based on regional planning processes and decision-making, within the broader system of integrated catchment management in Victoria.

Objectives and strategies

Objective 1 To ensure healthy waterways, water bodies, wetlands, and marine environment.

Strategy 1.1 Consider the impacts of development on downstream water quality and freshwater, coastal and marine environments.

Strategy 1.2 Minimise nutrient contributions to waterways and water bodies and the potential for the development of algal blooms.

Strategy 1.3 Minimise contaminated runoff or wastes to waterways.

Strategy 1.4 Avoid sediment discharges from construction sites.

Strategy 1.5 Maintain a vegetated buffer zone along each side of a natural drainage corridors or waterway to:

- a) maintain the natural drainage function, stream habitat and wildlife corridors and landscape values

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b) minimise erosion of stream banks and verges and to reduce polluted surface runoff from adjacent land uses.

Strategy 1.6 Avoid blocking public access along stream banks and foreshores by development.

Guidelines for decision makers

Guidelines:

1. Vegetated buffer zones along each side of a natural drainage should be at least 30m wide unless the topography of the site or other constraints make an alternative width more appropriate.
2. Works at or close to waterways should protect and improve the environmental qualities of waterways.

Consider as relevant:

1. The Victorian Waterway Management Strategy (Department of Environment and Primary Industries, 2013)
2. Any relevant regional river health program, river and wetland restoration plans or waterway and wetland management works programs approved by a catchment management authority.
4. Any special areas or management plans under the *Heritage Rivers Act (1992)*.
5. Any Action Statements and management plans prepared under the *Flora and Fauna Guarantee Act 1988*.
6. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905)
7. State Environment Protection Policy (Ground waters of Victoria) (Environment Protection Authority, 1997 – Publication S160).
8. State environment protection policy (Prevention and Management of Contaminated Land) (Environment Protection Authority, 2002 – Publication S95)
9. Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills (Environment Protection Authority, 2010 - Publication 788.1)

Background documents

Construction Techniques for Sediment Pollution Control (Environmental Protection Authority, 1991).

Doing it Right on Subdivisions: Temporary Environment Protection Measures for Subdivision Construction Sites (Environmental Protection Authority, 2004 - Publication 960).

Environmental Guidelines for Major Construction Sites (Environmental Protection Authority, 1996 - Publication 480).

04.02-A01-01 Waterways and coasts

Regional Policy: Coastal areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To conserve coastal biodiversity and ecological values.

Strategy 1.1 Balance long-term needs for the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas.

Strategy 1.2 Avoid unsustainable use of natural coastal resources.

Strategy 1.3 Support revegetation of cleared land abutting coastal reserves.

Strategy 1.4 Conserve the natural drainage patterns, water quality and biodiversity within and adjacent to coastal estuaries, wetlands and waterways.

Guideline for decision makers

Guidelines:

1. Development on the coast should be located within existing modified and resilient environments where the impact can be managed.

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2. Development on coastal foreshore Crown land should:
 - (a) Protect local environmental and social values.
 - (b) Demonstrate need and coastal dependency.
 - (c) Be located within a defined activity or recreation node.

Consider as relevant:

1. The purpose for which land is reserved under the *Crown Land (Reserves) Act 1978*.
2. Any relevant coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*.
3. Any relevant coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*.

Strategic planning guidelines

Strategic planning should:

1. Consider the requirements of the Coastal Management Act 1995.
2. Consider the Victorian Coastal Strategy 2008.
3. Identify areas of environmental significance.
4. Plan the future sustainable use of the coast, including the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas.
5. Identify suitable areas and opportunities for improved facilities.

04.02-M00-01 Waterways and coasts

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To protect the values of Melbourne's waterways, Port Phillip and Western Port.

Strategy 1.1 Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port.

Strategic planning guidelines

Strategic planning should:

1. Use mandatory controls to protect Melbourne's waterways from inappropriate development.
2. Protect the coastlines and waters of Port Phillip Bay and Western Port.
3. Use height controls for medium- and high-density development in sensitive locations around Port Phillip Bay.

04.02-gnut-01 Waterways and coasts

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

04.03 POTABLE WATER CATCHMENTS AND GROUNDWATER**04.03-S-01 Potable water catchments and groundwater****State Policy**

VC## dd/mm/yyyy

Many catchments supplying water for domestic, irrigation or other purposes within Victoria are protected under the *Catchment and Land Protection Act 1994*. These catchments have significant values as a source of water supply, both for domestic and for stock and domestic use

Objectives and strategies

Objective 1 To ensure the continued availability of clean, high-quality drinking water.

Strategy 1.1 Protect water catchments and water supply facilities from potential contamination.

Strategy 1.2 Protect reservoirs, water mains and local storage facilities from potential contamination.

Strategy 1.3 Avoid incompatible land uses in potable water catchments.

Objective 2 To protect groundwater.

Strategy 2.1 Avoid the establishment of incompatible land uses in aquifer recharge or and saline discharge areas.

Strategy 2.2 Reduce impact on groundwater from new landfills.

Guidelines for decision makers

Guidelines:

1. Consider the siting, design, operation and rehabilitation of landfills to reduce impact on groundwater.

Consider as relevant:

1. Any special area plans approved under the *Catchment and Land Protection Act 1994*.
2. Any special water supply catchment areas declared under the *Water Act 1989*.
3. The Safe Drinking Water Act 2003 and Safe Drinking Water Regulations 2005.
4. Guidelines for planning permit applications in open, potable water supply catchment areas (Department of Sustainability and Environment, 2012).
5. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905)
6. State Environment Protection Policy (Ground waters of Victoria) (Environment Protection Authority, 1997 – Publication S160).
7. Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills (Environment Protection Authority, 2010 - Publication 788.1)
8. Mapped information available from the Department of Sustainability and Environment to identify the beneficial uses of groundwater resources and have regard to potential impacts on these resources of proposed land use or development.

Strategic planning guidelines

Strategic planning should:

1. Consider the activities of catchment management authorities.

04.03-gnut-01 Potable water catchments and groundwater**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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05 ENVIRONMENTAL RISKS

05.01 BUSHFIRE

05.01-S-01 Bushfire

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen community resilience to bushfire.

Strategy 1.1 Use the precautionary principle in planning and decision-making when assessing the risk to life, property and community infrastructure from bushfire.

05.01-A05-01 Bushfire

Regional Policy: Bushfire areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen community resilience to bushfire.

Strategy 1.1 Recognise that the protection of human life is more important than other policy objectives in planning and decision-making in areas at risk from bushfire.

Strategy 1.2 Plan settlements to strengthen community resilience to bushfire.

Strategy 1.3 Support bushfire management and prevention and emergency services actions and activities

Particular provisions

1. Clause 52.47 – Bushfire Protection: Planning Requirements
2. Clause 52.48 – Bushfire Protection: Exemptions

Guidelines for decision makers

Guidelines:

1. In areas identified in the planning scheme as being affected by the bushfire hazard, require a site-based assessment to be undertaken to identify appropriate bushfire protection measures for development that has the potential to put people, property or community infrastructure at risk from bushfire.
2. Development should not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.
3. Development should not proceed unless bushfire protection measures, including the siting, design and construction of buildings, vegetation management, water supply and access and egress can be readily implemented and managed within the property.
4. Development should not proceed if the risk to existing residents, property and community infrastructure from bushfire is increased.
5. When assessing a planning permit application for a single dwelling in an established urban or township residential area, consider the need for a localised response to the bushfire risk and consider any relevant existing or planned State or local bushfire management and prevention actions that may affect the level of on-site response needed.

Consider as relevant:

1. Any relevant approved State, regional and municipal fire prevention plan
2. Construction of Buildings in Bushfire-prone Areas – AS 3959 (Standards Australia, 2009).

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3. Building in bushfire-prone areas - SAA HB36-1993 (CSIRO & Standards Australia, 1993).

Strategic planning guidelines

Planning schemes must not prevent the removal and management of vegetation to create required defensible space around existing development.

Strategic planning should:

1. Identify in planning schemes areas where the bushfire hazard requires that:
 - (a) Consideration needs to be given to the location, design and construction of new development and the implementation of bushfire protection measures.
 - (b) Development should not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.
2. Identify the risk to life, property and community infrastructure from bushfire at a regional, municipal and local scale.
3. Use the best available science to identify vegetation, topographic and climatic conditions that create a bushfire hazard.
4. Consider the views of the relevant fire authority early in the strategic and settlement plan making process and implement appropriate bushfire protection measures.
5. Consider the following when planning to create or expand a settlement in an area at risk from bushfire:
 - (a) Addresses the risk at both the local and broader context.
 - (b) Reduces the risk to future residents, property and community infrastructure from bushfire to an acceptable level.
 - (c) Ensures any biodiversity and environmental objectives specified in the planning scheme are compatible with planned bushfire protection measures.
 - (d) Ensures the risk to existing residents, property and community infrastructure from bushfire will not increase as a result of future land use and development.
 - (e) Ensures future residents can readily implement and manage bushfire protection measures within their own properties

05.01-gnut-01 Bushfire

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.02 FLOODING AND COASTAL INUNDATION

05.02-S-01 Flooding and coastal inundation

State Policy

VC## dd/mm/yyyy

Land affected by flooding is land inundated by the 1 in 100 year flood event or as determined by the floodplain management authority.

Objectives and strategies

Objective 1 To assist the protection of:

- Life, property and community infrastructure from flood hazard.
- The natural flood carrying capacity of rivers, streams and floodways.
- The flood storage function of floodplains and waterways.
- Floodplain areas of environmental significance or of importance to river health.

Strategy 1.1 Minimise the impact on emergency and community facilities from flooding.

Strategy 1.2 Avoid intensifying the impacts of flooding through inappropriately located uses and developments.

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Strategy 1.3 Avoid development in areas susceptible to coastal inundation or erosion.

Guidelines for decision makers

Guidelines:

1. Emergency and community facilities (including hospitals, ambulance stations, police stations, fire stations, residential aged care facilities, communication facilities, transport facilities, community shelters and schools) should be located outside the 1 in 100 year floodplain and, where practicable, at levels above the height of the probable maximum flood.
2. Developments and uses that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewage treatment plants) should not be located on floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain.

Consider as relevant:

1. State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905)
2. Any flood plain management policy, manual or guidelines adopted by the relevant flood plain manager.
3. Guidelines for Development in Flood-Prone Areas (Melbourne Water, 2007)
4. Guidelines for Coastal Catchment Management Authorities, Assessing Development in Relation to Sea Level Rise (Department of Sustainability and Environment, 2012).
5. Planning for Sea Level Rise, Assessing Development in Areas Prone to Tidal Inundation from Sea Level Rise in Port Phillip and Westernport Region (Melbourne Water, 2012)

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes land affected by flooding, including floodway areas, as verified by the relevant floodplain management authority

Background documents

Victoria Floodplain Management Strategy (Department of Natural Resources and Environment, 1998).

Floodplain Management in Australia, Best Practice Principles and Guidelines (Agriculture and Resource Management Council of Australia and New Zealand, Standing Advisory Committee on Agriculture and Resource Management, 2000)

05.02-A01-01 Flooding and coastal inundation

Regional Policy: Coastal areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure that development is not at risk from coastal inundation.

Strategy 1.1 Plan for long term sea level rise.

Strategy 1.2 Recognise the risks associated with climate change in decision making.

Strategy 1.3 Recognise the combined effects of tides, storm surges, coastal processes and local conditions such as topography and geology when assessing risks associated with climate change.

Guidelines for decision makers

Guidelines:

1. Development should anticipate:
 - (a) A sea level rise of 0.2 metres over current 1 in 100 year flood levels by 2040 for new development in close proximity to existing development (urban infill).

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- (b) A sea level rise of 0.8 metres by 2100 elsewhere, including new greenfield development outside of town boundaries.
2. Works seeking to respond to coastal hazard risks should avoid detrimental impacts on coastal processes.
- Consider as relevant:
1. Victorian Climate Change Adaptation Plan (State Government of Victoria, 2013)
 2. Any relevant coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*.
 3. Victorian Coastal Strategy (Victorian Coastal Council, 2008).

05.02-gnut-01 Flooding and coastal inundation

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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05.03 EROSION AND LANDSLIDE**05.03-S-01 Erosion and landslide**

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To protect areas prone to erosion, landslide or other land degradation processes.

Strategy 1.1 Avoid inappropriate development in unstable areas or areas prone to erosion.

Strategy 1.2 Support vegetation retention, planting and rehabilitation in areas prone to erosion and land instability.

Objective 2 To ensure that development does not exacerbate coastal erosion.

Strategy 2.1 Avoid development in areas susceptible to coastal erosion.

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to erosion or instability.

05.03-gnut-01 Erosion and landslide

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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05.04 SALINITY**05.04-S-01 Salinity**

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To minimise the impact of salinity and rising watertables on land uses, buildings, infrastructure and areas of environmental significance, and reduce salt loads in rivers.

Strategy 1.1 Avoid inappropriate development in areas affected by groundwater salinity.

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Strategy 1.2 Support vegetation retention and replanting in aquifer recharge areas contributing to groundwater salinity problems.

Guidelines for decision makers

Consider as relevant:

1. Any special area plans approved under the *Catchment and Land Protection Act 1994*.

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to salinity.

05.04-gnut-01 Salinity

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.05 CONTAMINATED AND ACID SULFATE SOILS

05.05-S-01 Acid sulfate soils

State Policy

VC## dd/mm/yyyy

Acid sulfate soil (ASS) is the common name given to soils and sediments containing iron sulfides, the most common being pyrite. When exposed to air due to drainage or disturbance, these soils can produce sufficient sulfuric acid to dissolve rock and concrete, corrode metal, and release toxic quantities of, aluminium and heavy metals.

Objectives and strategies

Objective 1 To reduce the impact of acid sulfate soils on human health, the environment and on development.

Strategy 1.1 Minimise adverse impacts from the intensification of use and development in areas with the potential to contain acid sulfate soils.

Strategy 1.2 Use a risk-based approach to managing the impacts of acid sulfate soils, as follows:

- a) Avoid disturbing acid sulfate soils.
- b) Minimise the cumulative effect of use and development.
- c) Remediate detrimental effects arising from past and current disturbances.

Strategy 1.3 Require use and development close to or on potential acid sulfate soils to demonstrate that it will avoid any disturbance.

Guidelines for decisions makers

Consider as relevant:

1. The Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils (Victorian Coastal Acid Sulfate Soils Implementation Committee and Department of Sustainability and Environment, 2010).
2. Victorian Government coastal acid sulphate soil maps (Department of Environment and Primary Industries).

Strategic planning guidelines

Strategic planning should:

1. Identify in planning schemes areas subject to acid sulphate soils.

Background document

The Victorian Coastal Acid Sulfate Soils (CASS) Strategy (Department of Sustainability and Environment, 2009).

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05.05-S-02

Contaminated and potentially contaminated land

State Policy

VC## dd/mm/yyyy

In the past, certain industrial and commercial processes have contaminated land, and that contamination could pose a risk to human health or the environment or both. Contamination has occurred through discharge by leaks, spills or dumping of a contaminant onto the soil at the site, by importing contaminated fill, or more indirectly through contaminated groundwater.

Objectives and strategies

Objective 1 To avoid adverse impacts on human health and the environment from contaminated land.

Strategy 1.1 Require potentially contaminated land to be suitable for its intended future use and development.

Strategy 1.2 Require the safe use of contaminated land.

Strategy 1.3 Facilitate the remediation of contaminated land, particularly on sites in developed areas with potential for residential development.

Guidelines for decision makers

Guidelines:

1. Require applicants to provide adequate information on the potential for contamination to have adverse effects on the future land use, where the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel.

Consider as relevant:

1. State Environment Protection Policy (Prevention and Management of Contamination of Land) (Environment Protection Authority, 2002 - Publication S95)

Strategic planning guidelines

Strategic planning should:

1. Consider Ministerial Direction No. 1 – Potentially contaminated land when rezoning land used or known to have been used for industry, mining, or the storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of the land).

Background documents

on Managing Risks associated with Land Contamination - Guidance for Councils (Department of Health, 2006).

National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 2013)

Contaminated Environments Strategy (Environment Protection Authority, 2008 -Publication 1511)

05.05-gnut-01 **Contaminated and acid sulfate soils**

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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05.06**NOISE**

05.06-S-01

Noise

State Policy

VC## dd/mm/yyyy

Many aspect of urban life generate noise. Planning can ensure that land use and development that will be unduly effected by urban noise are not located close to existing and potential noise sources. State Environment Protection Policy sets standards on the amount of noise that industry, commerce, trade or entertainment facilities can emit. New sensitive uses moving into an area

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may experience amenity impacts if noise sources are not recognised and steps taken in the new development to reduce the noise impacts.

Objectives and strategies

Objective 1 To reduce the adverse impacts of noise.

Strategy 1.1 Minimise adverse noise effects on sensitive land uses.

Strategy 1.2 Maintain amenity using a range of permit conditions, building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Strategy 1.3 Design sensitive uses that may be adversely affected by existing or planned noise sources, to include acoustic attenuation measures.

Guidelines for decision makers

Consider as relevant:

1. State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (Environment Protection Authority, 1989 - Publication S43).
2. State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (Environment Protection Authority, 1989 - Publication S31).
3. Noise from Industry in Regional Victoria (NIRV) (Environment Protection Authority, 2011 - Publication 1411)
4. A Guide to the Reduction of Traffic Noise (VicRoads, 2003).
5. Passenger Rail Infrastructure Noise Policy (State Government of Victoria, 2013)

05.06-gnut-01 Noise

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

05.07 AIR QUALITY

05.07-S-01 Air quality

State Policy

VC## dd/mm/yyyy

State Environment Protection Policy sets standards for ambient air quality and emissions from industrial and commercial activities to ensure that amenity, public health and the environment are protected, but new sensitive uses moving into an area may experience amenity impacts if located too close to an odour or dust source.

Objectives and strategies

Objective 1 To improve air quality.

Strategy 1.1 Require, wherever possible, suitable separation between land uses that reduce amenity and sensitive land uses.

Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Consider as relevant:

1. State Environment Protection Policy (Air Quality Management) (Environment Protection Authority, 2001 – Publication S40)

Background document

Recommended Separation Distances for Industrial Residual Air Emissions (Environment Protection Authority, 2013 - Publication 1518)

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05.07-gnut-01 Air quality

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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05.08 HAZARDOUS FACILITIES**05.08-S-01 Hazardous facilities**

State Policy

VC## dd/mm/yyyy

Worksafe Victoria sets standards to ensure that industrial operations are carried out in a safe manner, but it is prudent to limit sensitive uses close to hazardous facilities to reduce any adverse outcomes should an accident occur.

Objectives and strategies

Objective 1 To limit adverse impacts on people from adverse events at hazardous facilities.

Strategy 1.1 Require, wherever possible, suitable separation between hazardous facilities and sensitive land uses.

Strategy 1.2 Protect hazardous facilities from the unplanned encroachment of sensitive uses.

Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Guidelines:

1. The use and intensity of development should not expose people to unacceptable health or safety risks and consequences associated with an existing Major Hazard Facility.

Consider as relevant:

1. Any comments from the Victorian WorkCover Authority on requirements for industrial land use or development under the *Dangerous Goods Act 1985* and associated legislation and the *Occupational Health and Safety (Major Hazard Facilities) Regulations 2000*.

Background documents

Land use planning near a major hazardous facility: Guidance Note (Worksafe Victoria, 2010).

Recommended Separation Distances for Industrial Residual Air Emissions (Environment Protection Authority, 2013 - Publication 1518).

05.08-gnut-01 Hazardous facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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06 LANDSCAPE AND BUILT ENVIRONMENT

06.01 REGIONAL LANDSCAPE QUALITY

06.01-S-01 Regional landscape quality

State Policy

VC## dd/mm/yyyy

The varying landscapes around and throughout Victoria reflect the different natural conditions of geology, soil and rainfall. These landscapes are fundamental to an area's identity. Regional landscapes can be valued for their cultural or natural values.

Objectives and strategies

Objective 1 To reinforce regional landscape as the foundation of the character and identity of places.

Strategy 1.1 Protect sensitive landscapes.

Strategy 1.2 Avoid development that detracts from landscape quality or key natural features.

Strategy 1.3 Recognise the natural landscape for its aesthetic value and as a fully functioning system.

Strategy 1.4 Protect the landscape quality of national parks, waterways, coastal areas and their foreshores and the Alpine areas.

Strategy 1.5 Improve landscape qualities and open space linkages in green wedges, conservation areas and non-urban areas.

Strategy 1.6 Protect environmentally sensitive areas with significant recreational value such as the Dandenong and Macedon Ranges, the Upper Yarra Valley, Western Port and Port Phillip Bays and their foreshores, the Mornington Peninsula, the Yarra and Maribymong Rivers and the Merri Creek, the Grampians, the Gippsland Lakes and their foreshore.

Strategy 1.7 Recognise the potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into natural ecosystems.

06.01-RV-01 Regional landscape quality

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To maintain the attractiveness, character, identity and amenity of towns.

Strategy 1.1 Support high-quality architecture and urban design that respects the heritage, character and identity of settlements.

Strategy 1.2 Improve the scenic amenity, landscape setting and view corridors of settlements.

Objective 2 To protect, restore and enhance a region's unique environment and rural landscapes.

Strategy 2.1 Maintain parks and reserves.

Strategy 2.2 Protect natural assets.

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06.01-A01-01 Regional landscape quality

Regional Policy: Coastal areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To enhance the value of coastal areas to the community.

Strategy 1.1 Protect landscape quality of coastal areas and their foreshores.

Strategy 1.2 Protect significant natural and cultural landscapes.

Strategy 1.3 Balance long-term needs for the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas.

Strategy 1.4 Maintain safe, equitable public access and improves public benefit.

Strategy 1.5 Support sensitively sited and designed development that respects the character of coastal settlements.

Strategy 1.6 Require activities and development on privately owned foreshore to be consistent with the adjoining public land.

Strategy 1.7 Avoid development on ridgelines, primary coastal dune systems and low lying coastal areas.

06.01-A02-01 Regional landscape quality

Regional Policy: The Great Ocean Road area

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To manage the sustainable development of the Great Ocean Road region.

Strategy 1.1 Protect public land and parks and identified significant landscapes.

Strategy 1.2 Maintain the identified landscape character of the area.

Strategy 1.3 Plan the growth of towns to:

a) Conserve the character of coastal towns.

b) Support development that responds to the coastal context of the local area.

c) Support urban growth only in strategically identified areas.

Strategy 1.4 Improve the management of access and transport by:

a) Managing the Great Ocean Road for tourism and regional access.

b) Enhancing the safety and travelling experience of the Great Ocean Road for all transport modes.

c) Improving the safety and operation of the inland routes from the Princes Highway to the Great Ocean Road.

d) Providing travel choices to and within the region.

Background documents

Victorian Coastal Strategy (Victorian Coastal Council, 2008).

The Great Ocean Road Landscape Assessment Study (Department of Sustainability and Environment, 2004).

The Great Ocean Road Region – A Land Use and Transport Strategy (Department of Sustainability and Environment, 2004).

06.01-A04-01 Regional landscape quality

Regional Policy: Alpine areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To facilitate sustainable use and development of Alpine areas for year round use and activity.

Strategy 1.1 Protect the landscape quality of Alpine areas.

Strategy 1.2 Support design that responds to the alpine character of the area.

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Strategy 1.3 Protect heritage places, including Aboriginal cultural heritage and post contact heritage places relating to mining, logging, grazing and recreation activities.

Guidelines for decision makers

Guidelines:

1. Use and development should be generally in accordance with any approved Comprehensive Development Plan and comply with any approved Alpine Resort Environmental Management Plan.

Consider as relevant:

1. Any relevant approved Land Conservation Council or Environment Conservation Council recommendations.
2. The *Memorandum of Understanding in relation to the Co-operative Management of the Australian Alps National Parks*, agreed to by the member states and territories of Victoria, Australian Capital Territory and New South Wales.
3. Any approved management plans and guidelines endorsed by the Minister for Environment and Climate Change.

Background documents

Alpine Resorts Strategic Plan (Alpine Resorts Co-ordinating Council, 2012).

06.01-gnut-01 Regional landscape quality

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06.02 URBAN DESIGN

06.02-S-01 Urban design

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To create a sense of place and cultural identity.

- Strategy 1.1 Recognise distinctive urban forms and layout and their relationship to landscape and vegetation.
- Strategy 1.2 Recognise and maintain cultural identity, neighbourhood character and sense of place.
- Strategy 1.3 Minimise the loss of existing vegetation and revegetation.
- Strategy 1.4 Protect and enhanced landmarks, views and vistas or, where appropriate, created by new additions to the built environment.
- Strategy 1.5 Provide safe, convenient and direct walking and cycling access to facilitate the development of twenty minute neighbourhoods.
- Strategy 1.6 Plan development to be accessible to people with disabilities.

Objective 2 To enhance the public realm.

- Strategy 2.1 Design interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows and architectural detailing, to improve the visual and social experience of the user.
- Strategy 2.2 Design development to contribute to the complexity and diversity of the built environment.
- Strategy 2.3 Create public spaces that are comfortable to be in.
- Strategy 2.4 Minimise the adverse impacts of noise and wind
- Strategy 2.5 Balance sunlight and shade. This balance should not be compromised by undesirable overshadowing or exposure to the sun.

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Objective 3 To improve community safety and encourage design that makes people feel safe.

- Strategy 3.1 The design of the public realm should:
- avoid dark and hidden areas.
 - provide visible and safe access points.
 - integrate an appropriate level of lighting, and
 - show a clear definition between public and private domains.
- Strategy 3.2 Design development to overlook public spaces with clear sight lines.
- Strategy 3.3 Support initiatives that provide safer walking and cycling routes and improved safety for people using public transport.

Objective 4 To achieve architectural outcomes that:

- contribute positively to local character
- minimise detrimental impact on neighbouring properties.

- Strategy 4.1 Require development to respond to its context and reinforce special characteristics of local environment and place by emphasising:
- The underlying natural landscape character.
 - The complexity and rhythm of existing streetscapes.
 - The scale, grain and quality design of the public realm
 - The heritage values and built form that reflect community identity.
 - The values, needs and aspirations of the community.
- Strategy 4.2 Design development to respect, but not simply copy, historic precedents and create a worthy legacy for future generations.
- Strategy 4.3 Avoid designing individual buildings as landmarks unless the site justifies special treatment as a landmark.
- Strategy 4.4 Design service infrastructure such as rooftop plant, lift over-runs, service entries, and communication devices, to be hidden or integrated with the overall design of a building.

Objective 5 To ensure car parking is appropriately designed and located.

- Strategy 5.1 Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.
- Strategy 5.2 Facilitate the efficient provision of car parking through the consolidation of car parking facilities.
- Strategy 5.3 Plan and design car parking to a high standard, creating a safe environment for users and enabling easy and efficient use.
- Strategy 5.4 Support adoption of new technologies and approaches such as car sharing schemes and electric vehicles.

Particular provisions

- Clause 52.06 – Car Parking
- Clause 52.07 – Loading and unloading of vehicles
- Clause 54 – One dwelling on a lot
- Clause 55 – Two or more dwellings on a residential lot
- Clause 56 – Residential Subdivision
- Clause 52.35 – Urban Context report and design response for residential development of four or more storeys.

Guidelines for decision makers

Guidelines:

- Use the Victorian Design Review Panel process, where appropriate, for reviews of:
 - Significant State Government and state-funded projects
 - Significant projects affecting places on the Victorian Heritage Register.

Consider as relevant:

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1. Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of four or more storeys.
2. Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005) in preparing activity centre structure plans and in assessing the design and built form of new development in activity centres.
3. Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005) in assessing the design and built form of new development.
4. Urban Design Charter for Victoria (Department of Planning and Community Development, 2009).

06.02-M00-01 Urban design**Regional Policy: Metropolitan Melbourne**

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objective 1 To protect and enhance the significant river corridors of Metropolitan Melbourne.

Strategy 1.1 Require development respond to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of the Yarra River and Maribyrnong River corridors.

Guidelines for decision makers

Guidelines:

1. New development should be designed and sited to maintain environmental assets, significant views and the landscape along the Yarra River and Maribyrnong River corridors.

Strategic planning guidelines

Strategic planning should:

1. Protect the environmental and cultural values and landscape character of the Yarra River and Maribyrnong River corridors.

Background documents

Review of Policies and Controls for the Yarra River Corridor: Punt Road to Burke Road Consultant Report (Planisphere, June 2005).

Maribyrnong River Valley Design Guidelines (Department of Planning and Community Development, April 2010).

06.02-gnut-01 Urban design**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06.03 LANDSCAPE DESIGN**06.03-S-01 Landscape design****State Policy**

VC## dd/mm/yyyy

Planting vegetation, especially larger trees can help reduce urban heat island effects. Many urban areas in Victoria have extensive gardens, reserves and boulevards; together the trees and greenery in these areas can be thought of as a urban forest.

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Objectives and strategies

Objective 1 To increase vegetation in urban areas.

Strategy 1.1 Improve the landscape and vegetation cover of urban areas including metropolitan Melbourne.

Strategy 1.2 Support the retention and planting of canopy trees including along roads.

Strategy 1.3 Improve the landscape quality of local areas.

Strategy 1.4 Maintain and improve the landscape quality of garden suburbs.

Strategy 1.5 Support innovative greening strategies that add to the urban forest.

Objective 2 To achieve attractive settings through the use of appropriate vegetation.

Strategy 2.1 Design landscaping areas as an integral element of the overall design of buildings and spaces.

Strategy 2.2 Support the use of indigenous plants shrubs and trees in landscaping.

Strategy 2.3 Use deciduous street trees in streetscaping works that are conducive to walking; providing summer shade and maximum winter sun, where appropriate.

Strategy 2.4 Avoid the use of environmental weeds in landscaping.

Strategy 2.5 Design landscape areas to enhance the amenity and aesthetic quality of the public realm.

Guidelines for decision makers

Guidelines:

1. Development should respond to its context in terms of surrounding landscape and climate.

06.03-gnut-01 Landscape design

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06.04 ENVIRONMENTALLY SUSTAINABLE DESIGN

06.04-S-01 Environmentally sustainable design

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

Strategy 1.1 Create environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution.

Strategy 1.2 Plan buildings and subdivision design for improved energy efficiency.

Strategy 1.3 Facilitate energy efficiency building upgrades, and local electricity generation.

06.04-gnut-01 Environmentally sustainable design

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
VERSION FOR PUBLIC COMMENT

06.05 INFRASTRUCTURE DESIGN

06.05-S-01 Infrastructure design

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide cost effective, fit for purpose development infrastructure.

Strategy 1.1 Provide consistent design advice for the delivery of infrastructure.

Strategic planning guideline

Strategic planning should

1. Prepare infrastructure design manuals or guidelines to apply to subdivision and development.

06.05-gnut-01 Infrastructure design

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

06.06 ADVERTISING SIGNS

06.06-S-01 Advertising signs

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide for signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character.

Strategy 1.1 Minimise excessive visual clutter or visual disorder from signs.

Strategy 1.2 Minimise any loss of amenity or adverse affect on the natural or built environment from signs.

Strategy 1.3 Avoid signs that affect the safety or efficiency of a road.

Particular provisions

1. Clause 52.05 – Advertising signs

06.06-gnut-01 Advertising signs

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

07 HERITAGE

07.01 LANDSCAPE AND NATURAL HERITAGE

07.01-S-01 Landscape and natural heritage

State Policy

VC## dd/mm/yyyy

Cultural heritage includes the aesthetic, archaeological, architectural, cultural, historical, scientific or social significance of places. These values are found in all types of places: be they landscapes, buildings, archaeological sites, gardens, natural areas or objects.

Objectives and strategies

Objective 1 To conserve landscapes with heritage significance.

Strategy 1.1 Conserve landscapes of aesthetic, archaeological, cultural, historical, scientific, or social significance, or otherwise of special cultural value.

Strategy 1.2 Maintain elements that contribute to the importance of the heritage landscapes.

Strategy 1.3 Support the conservation and restoration of contributory elements.

Particular provisions

1. Clause 52.37 – Post boxes and drystone walls

Guidelines for decision makers

Consider as relevant:

1. The decisions and recommendations of the Heritage Council of Victoria.

Strategic planning guidelines

Strategic planning should:

1. Review and document landscapes of natural and cultural heritage significance for their inclusion in the planning scheme.
2. Identify in planning schemes landscapes places of natural and cultural heritage significance.

07.01-gnut-01 Landscape and natural heritage

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

07.02 ABORIGINAL CULTURAL HERITAGE

07.02-S-01 Aboriginal cultural heritage

State Policy

VC## dd/mm/yyyy

The *Aboriginal Heritage Act 2006* (the Act) is the Victorian Government's legislation for protecting Aboriginal cultural heritage.

Objectives and strategies

Objective 1 To conserve places of Aboriginal cultural heritage significance.

Strategy 1.1 Conserve pre- and post-contact Aboriginal cultural heritage places.

Guidelines for decision makers

Guidelines:

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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1. Permit approvals should align with recommendations of a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.

Consider as relevant:

1. The *Aboriginal Heritage Act 2006* for all Aboriginal cultural heritage.
2. The findings and recommendations of the Victorian Aboriginal Heritage Council.
3. The findings and recommendations of the Heritage Council of Victoria for post-contact Aboriginal heritage places where relevant.

Strategic planning guidelines

Strategic planning should:

1. Use Aboriginal maps of country.
2. Review and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.
3. Identify in planning schemes places of Aboriginal cultural heritage significance.

07.02-gnut-01 Aboriginal cultural heritage

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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07.03 BUILT HERITAGE

07.03-S-01 Built heritage

State Policy

VC## dd/mm/yyyy

The *Heritage Act 1995* establishes the Victorian Heritage Register to protect the State's most significant heritage places and objects. Other places may be covered by a Heritage Overlay within a planning scheme.

Objectives and strategies

Objective 1 To conserve places of heritage significance.

- Strategy 1.1 Conserve places of aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value.
- Strategy 1.2 Support development that respects places with identified heritage values and creates a worthy legacy for future generations.
- Strategy 1.3 Maintain elements that contribute to the importance of the heritage place.
- Strategy 1.4 Support the conservation and restoration of contributory elements.
- Strategy 1.5 Maintain or improve an appropriate setting and context for heritage places.
- Strategy 1.6 Facilitate adaptive reuse of heritage buildings whose use has become redundant.

Particular provisions

1. Clause 52.37 – Post boxes and drystone walls

Guidelines for decision makers

Consider as relevant:

1. The decisions and recommendations of the Heritage Council of Victoria.

Strategic planning guidelines

Strategic planning should:

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1. Review and document places of cultural heritage significance as a basis for their inclusion in the planning scheme.
2. Identify in planning schemes places of natural and cultural heritage significance as a basis for their inclusion.
3. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites.

07.03-gnut-01 Built heritage

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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08 HOUSING

08.01 LOCATION OF RESIDENTIAL DEVELOPMENT

08.01-S-01 Location of residential development

State Policy

VC## dd/mm/yyyy

The residential zones are a suite of statutory tools for a planning authority to implement state and local policies and strategies for housing and residential growth in their planning scheme to better plan for residential development.

Strategic use of the residential zones can give greater clarity about the type of development that can be expected in a residential area, allow a broader range of activities to be considered and better manage growth.

Objectives and strategies

Objective 1 To increase the supply of housing in existing urban areas.

- Strategy 1.1 Create an adequate supply of redevelopment opportunities within the established urban area to reduce the pressure for fringe development.
- Strategy 1.2 Support higher density housing on sites identified for residential growth.
- Strategy 1.3 Identify areas for increased housing activity, moderate residential growth and predominantly single dwellings.
- Strategy 1.4 Facilitate a mix of private, affordable and social housing in activity centres.
- Strategy 1.5 Facilitate increased housing yield on under-utilised urban land.
- Strategy 1.6 Encourage the development of well-designed medium-density housing which:
- a) Respects the neighbourhood character.
 - b) Improves housing choice.
 - c) Makes better use of existing infrastructure.
- Strategy 1.7 Plan and design housing to integrate with infrastructure and services provision.
- Strategy 1.8 Avoid the unplanned encroachment of residential development on incompatible uses.

Strategic planning guidelines

Strategic planning should:

1. Identify areas where a change in zone would allow for better use of infrastructure or land.
2. Identify opportunities for increased residential densities to help consolidate urban areas.
3. Identify a range of different housing growth areas, including:
 - (a) Mixed use areas with a mix of residential and non-residential development and local neighbourhood centres undergoing renewal and around train stations.
 - (b) Residential growth locations near activities areas, town centres, train stations and other areas suitable for increased housing activity such as smaller strategic redevelopment sites.
 - (c) General residential areas where moderate growth and diversity of housing consistent with existing neighbourhood character is to be provided.
 - (d) Neighbourhood residential areas where single dwellings prevail and change is not identified, such as areas of recognised neighbourhood character, environmental or landscape significance.

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4. Use Residential Zones in accordance with the following criteria with reference to Practice Note 78: Applying the residential zones July 2013:
- (a) Is there identified neighbourhood character to be retained?
 - (b) Is the site identified as an area for growth and change?
 - (c) Are there existing landscape or environmental character/ constraints?
 - (d) Is the risk associated with known hazard high or low?
 - (e) What is the existing or desired level of development activity?
 - (f) Is this a brownfield or urban renewal site or area?
 - (g) Is there an adopted housing and development strategy?
 - (h) Is the site identified in Activities Area structure plan/policy?
 - (i) If not in an Activities Area, is it redevelopment of commercial or industrial land?
 - (j) Is there good access to employment options?
 - (k) Is there good access to local shopping?
 - (l) Is there good access to local community services?
 - (m) Is there good access to transport choices?

08.01-RV-01 Rural residential development

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To reduce adverse economic, social and environmental impacts of residential development.

- Strategy 1.1 Avoid residential growth in areas where tourism developments should be given priority to support the local economy.
- Strategy 1.2 Plan for the consolidation of existing settlements where investment in physical and community infrastructure and services has already been made.

Objective 2 To significantly reduce adverse economic, social and environmental impacts of rural residential development.

- Strategy 2.1 Protect the long-term sustainable use of natural resources including agricultural production, water, mineral and energy resources.
- Strategy 2.2 Protect existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Strategy 2.3 Minimise or avoid property servicing costs carried by local and State governments.
- Strategy 2.4 Avoid development of isolated pockets of rural residential development.
- Strategy 2.5 Support lot consolidation of existing isolated small lots in rural zones.
- Strategy 2.6 Maintain an adequate separation distance between rural residential development and intensive animal husbandry.

Guidelines for decision makers

Guidelines:

1. Rural residential development should not encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.
2. Rural residential development should be located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
3. Rural residential development should be supplied with electricity and water and good quality road access.

Strategic planning guidelines

Strategic planning should:

1. Identify land suitable for rural residential development.

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2. Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.
3. Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

08.01-M00-01 Location of residential development

Regional policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To reduce the cost of living by increasing housing supply near services and public transport.

Strategy 1.1 Facilitate housing close to jobs and transport.

Strategy 1.2 Facilitate high-density residential development in Melbourne's expanded Capital City Zone.

Strategy 1.3 Facilitate greater diversity of housing within significant change areas including family-friendly housing, affordable and social housing, and housing for key workers.

Strategy 1.4 Support lot consolidation in existing suburbs.

Strategy 1.5 Protect unique neighbourhoods from residential densification.

Strategic Planning Guidelines

Strategic planning should:

1. Use municipal housing strategies to address the need to protect neighbourhoods.
2. Use planning controls that allow for increased housing choice within walkable distances of railway stations in the growth areas.
3. Plan to accommodate the majority of new dwellings in established areas within walking distance of the Principal Public Transport Network.
4. Use the Neighbourhood Residential Zone across at least 50 per cent of Melbourne's residential-zoned land.
5. Review policies for the application of the Residential Growth Zone to ensure that well-located neighbourhoods that are walking and cycling-friendly can accommodate an appropriate level of new housing so that more Melburnians can benefit from the healthy lifestyle available.

08.01-gnut-01 Location of residential development

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

08.02 HOUSING DIVERSITY AND AFFORDABILITY

08.02-S-01 Housing diversity and affordability

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide for a range of housing types to meet increasingly diverse needs.

Strategy 1.1 Facilitate housing that matches changing demand, widening housing choice, particularly in the middle and outer suburbs.

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Strategy 1.2 Facilitate a mix of housing types and higher housing densities in growth areas.

Strategy 1.3 Support innovative housing solutions that provide greater flexibility and adaptability in housing stock.

Strategy 1.4 Prepare municipal housing strategies to improve housing choice.

Objective 2 To improve housing affordability in areas close to jobs, transport and services.

Strategy 2.1 Facilitate the supply of affordable housing.

Strategy 2.2 Support land supply strategies that reduce land prices.

Strategy 2.3 Support opportunities for a wide range of income groups to choose housing in well-serviced locations.

Strategy 2.4 Facilitate good housing design to keep down costs for residents.

Strategy 2.5 Support housing that is both water efficient and energy efficient.

Strategy 2.6 Facilitate residential development that is cost-effective in infrastructure provision and encourages public transport use.

Objective 3 To encourage well-designed and appropriately located housing for older people.

Strategy 3.1 Plan to enable older people to live in appropriate housing in their local community.

Strategy 3.2 Facilitate a mix of housing for older people with appropriate access to care and support services.

Objective 4 To facilitate the supply of social housing.

Strategy 4.1 Facilitate the redevelopment and renewal of social housing stock to better meet community needs.

Strategy 4.2 Facilitate the delivery of high quality social housing to meet the needs of Victorians.

Strategy 4.3 Recognise that the provision of social housing is facilitated through a range of funding, delivery and partnership models with external housing providers.

Strategy 4.4 Determine the costs, benefits and opportunities of including social housing in identified urban renewal precincts before beginning structure planning or rezoning land.

Strategy 4.5 Facilitate the renewal of existing social housing sites through planning and development controls.

Particular provisions

1. Clause 52.41 – Government Funded Social Housing

Guidelines for decision makers

Guidelines:

1. Social housing should be located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport or on an existing site with the potential for renewal.
2. Social housing established early in the life of a growth area should be located where there is access to services and public transport.

Strategic planning guidelines

Strategic planning should:

1. Plan for an appropriate quantity, quality and type of social housing in local housing strategies.
2. Consider the provision of social housing in precinct structure plans and activity centre structure plans.
3. Recognise that there are a number of factors, including joint partnerships and existing landholdings that inform the location of social housing.

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08.02-gnut-01 Housing diversity and affordability

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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08.03 DESIGN OF HOUSING**08.03-S-01 Design of housing**

State Policy

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To support well-designed housing.**

Strategy 1.1 Design development to provide good amenity for residents.

Particular provisions

1. Clause 54 – One dwelling on a lot
2. Clause 55 – Two or more dwellings on a residential lot

Guidelines for decision makers

Consider as relevant:

1. Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of four or more storeys.

08.03-RV-01 Design of housing

Regional Victoria: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To support development of distinct settlements to create healthy, attractive and liveable communities.**

Strategy 1.1 Support principles of universal and adaptable design to be incorporated into new housing.

08.03-gnut-01 Design of housing

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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08.04 SPECIAL PURPOSE HOUSING**08.04-S-01 Aged accommodation**

State Policy

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To facilitate the timely development of residential aged accommodation to meet existing and future needs.**

Strategy 1.1 Recognise that residential aged accommodation contribute to housing diversity and choice, and are an appropriate use in a residential area.

Strategy 1.2 Recognise that residential aged accommodation are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

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Guidelines for decision makers

Guidelines:

1. Residential aged accommodation should:
 - (a) Be located in residential areas, activity centres and strategic redevelopment areas, close to services and public transport.
 - (b) Respond to the site and its context.
 - (c) Achieve high urban design and architectural standards.
2. Residential aged accommodation established early in the life of a growth area should be located where they will have early access to services and public transport.

Consider as relevant:

1. Commonwealth Government's ratios for the provision of aged care places under the *Aged Care Act 1997*.

Strategic planning guidelines

Strategic planning should:

1. Plan for an appropriate quantity, quality and type of aged accommodation.
2. Consider aged accommodation in local housing strategies, precinct structure plans, and activity centre structure plans.
3. Identify an adequate supply of land or redevelopment opportunities for residential aged care facilities.

08.04-S-02

Crisis accommodation, community care units and shared housing

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage the establishment of crisis accommodation, community care units and shared housing in residential areas and to ensure that their location is kept confidential.

Strategy 1.1 Facilitate crisis accommodation, community care units and shared housing to meet community needs.

Particular provisions

1. Clause 52.22 Crisis Accommodation
2. Clause 52.23 Shared Housing
3. Clause 52.24 Community Care Unit
4. Clause 52.41 – Government Funded Social Housing

Strategic planning guidelines

Planning Schemes must not require a planning permit for or prohibit crisis accommodation and community care units (with accommodation for no more than 20 clients plus supervisory staff) in areas used mainly for housing.

Planning Schemes must not require a permit for or prohibit shared housing (not less than 4 persons and not more than 12 persons are accommodated on the site) in areas used mainly for housing.

Planning schemes must not identify the site of a community care unit or a dwelling used for crisis accommodation as having that use.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
VERSION FOR PUBLIC COMMENT

08.04-S-03

Caretakers' houses

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To protect industrial areas from the intrusion of residential development in the form of inappropriate Caretaker's Houses.

Strategy 1.1 Require any proposal for a Caretaker's house to demonstrate that the house is essential for operation of the activity to which it is ancillary.

Strategy 1.2 Avoid subdividing a Caretaker's houses from the use or development to which it is ancillary.

08.04-gnut-01 **Special purpose housing**

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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09 ECONOMIC DEVELOPMENT

09.01 LOCATION OF EMPLOYMENT

09.01-S-01 Location of employment

State Policy

VC## dd/mm/yyyy

There is growing recognition that the planning system can play a major role in influencing private sector investment decisions in relation to commercial and industrial development and influence key economic variables, including economic output and employment growth.

The economy of Victoria will continue to change significantly, driven by increasing global competition, changing technology and markets and changing demography, with the State's population expected to age as well as grow.

Economic activity across the State is changing in scope and location, and the planning and transport systems will need to support this changing economic structure.

A strong pipeline of investment will be needed to underpin economic growth and productivity, and greater transport and land use efficiency.

Objectives and strategies

Objective 1 To recognise and respond to the changing needs of different business sectors, and support the growth of existing and new industries.

Strategy 1.1 Recognise major areas of industrial, business and commercial land.

Strategy 1.2 Plan concentrated areas of employment.

Strategy 1.3 Plan infrastructure investment in areas with concentrated employment linked to transport networks to maximise productivity.

Strategy 1.4 Identify large scale industrial and commercial precincts that need protection from encroachment from sensitive uses.

Strategy 1.5 Identify areas that will continue to experience residential and other sensitive uses growth and are not suitable for large scale industrial and commercial development.

09.01-RV-01 Location of employment

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objective 1 To encourage clustering of intensive rural industries.

Strategy 1.1 Support clustering of intensive rural industries to:

- a) Take advantage of locational opportunities, including access to key infrastructure.
- b) Provide maximum separation from sensitive land uses.

09.01-M00-01 Location of employment

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Policy supports the new geography for jobs and productivity, through driving the expansion of the Central City and through helping the growth and development of significant employment nodes across the metropolitan area, in National Employment Clusters, Metropolitan Activity Centres and State-Significant Industrial Precincts.

As Melbourne grows in size and complexity, planning will be needed more often at the subregional level. This will help to achieve a better balance of employment and population growth across the metropolitan area.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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An Integrated Economic Triangle will connect the Hastings–Dandenong corridor with the Hume corridor to the north and the Wyndham–Geelong corridor to the south-west. This Integrated Economic Triangle will encompass the following elements:

1. an expanded Central City
2. the Port of Hastings
3. the East West Link and the North East Link
4. the Melbourne Metro project (that will connect Dandenong and Sunbury)
5. the Outer Metropolitan Ring Road (that will connect Geelong and Avalon with the Hume Freight Corridor).

Objectives and strategies

Objective 1 To create a city structure that drives productivity, supports investment and creates more jobs.

- Strategy 1.1 Facilitate the evolution of an Integrated Economic Triangle running between the Dandenong-Hastings corridor, the Hume corridor and the Wyndham-Geelong corridor.
- Strategy 1.2 Expand the Central City to ensure supply of well-located land for commercial and residential development.
- Strategy 1.3 Improve Metropolitan Activity Centres, activity centres, industrial precincts and transport gateways as places of investment and employment.
- Strategy 1.4 Facilitate investment in Melbourne's growth areas to increase local access to employment, and improve job choices, particularly in growth areas. Increase the competitiveness of employment land by reducing development costs for industry.
- Strategy 1.5 Facilitate the development of National Employment Clusters and support activity centres to accommodate new highly skilled jobs and value-adding industry.

Strategic planning guidelines

Strategic planning should:

1. Use the Mixed Use Zone to create small scale business opportunities to encourage small businesses and start-ups in high-amenity locations in the Central Subregion.
2. Identify priority investigation areas that can provide new employment opportunities on existing or new infrastructure.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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09.01-M00-02 Integrated economic triangle**Regional Policy: Metropolitan Melbourne**

VC## dd/mm/yyyy

Map of Integrated economic triangle

09.01-gnut-01 Location of employment**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.02 AGRICULTURE**09.02-S-01 Agriculture****State Policy**

VC## dd/mm/yyyy

Victoria exports most of the food we grow. The Victorian Government has a clear target to double food and fibre production by 2030 through building the productivity of the food and fibre sector (from farm to market).

Objectives and strategies**Objective 1 To support productive and sustainable food and fibre industries.**

Strategy 1.1 Protect important agriculture areas and food production and delivery infrastructure.

Strategy 1.2 Facilitate new opportunities in agriculture that respond to the potential impacts of climate change.

09.02-RV-01 Agriculture**Regional Policy: Regional Victoria**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To encourage sustainable agricultural land use.**

Strategy 1.1 Support agricultural activities maintain natural resources.

Strategy 1.2 Support innovative approaches to sustainable practices.

Strategy 1.3 Support effective agricultural production and processing infrastructure and rural industry.

Strategy 1.4 Support farm-related retailing and assist genuine farming enterprises to adjust to market changes.

Strategy 1.5 Facilitate cattle feedlots, piggeries, poultry farms and other intensive animal industries in a manner consistent with orderly and proper planning and protection of the environment.

Strategy 1.6 Support emerging agribusinesses and location clusters, including intensive animal industries

Particular provisions

1. Clause 52.26 – Cattle Feedlot
2. Clause 52.31 – Broiler Farm
3. Clause 57 – Metropolitan Green Wedge Land

Guidelines for decision makers

Guidelines:

1. Subdivision of productive agricultural land should not detract from the long-term productive capacity of the land.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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2. Include state, regional and local, issues and characteristics in the assessment of agricultural quality and productivity.
3. In assessing a rural development balance the potential off-site effects of rural land use proposals (such as degradation of soil or water quality and land salinisation) which might affect productive agricultural land against the benefits of the proposals.

Consider as relevant:

1. Victorian Code for Cattle Feedlots (Department of Agriculture, Energy and Minerals, 1995), in assessing proposals for use and development of beef cattle feedlots.
2. Victorian Code for Broiler Farms (Department of Primary Industries, 2009), in considering proposals for use and development of broiler farms.
3. Code of Practice: Piggeries (Health Commission of Victoria and Department of Food and Agriculture, 1992), in assessing proposals for use and development of piggeries.
4. The Victorian Standards and Guidelines for the Welfare of Pigs (Department of Environment and Primary Industries, 2012)
5. Apiary Code of Practice (Department of Planning and Community Development, 2011) and any relevant scientific reports, in assessing proposals for apiculture.
6. Apiculture (beekeeping) on public land policy (State Government of Victoria, 2013).
7. Planning Guidelines for Land Based Aquaculture in Victoria (Department of Primary Industries, 2005), in assessing proposals for land based aquaculture facilities.

09.02-A07-01 Agriculture

Regional policy: Melbourne's green wedge areas

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To enhance the food production capability of Melbourne and its non-urban areas.

Strategy 1.1 Protect high-quality agricultural land in Melbourne's green wedges for food production.

Strategic planning guidelines

Strategic planning should:

1. Identify and protect strategically significant agricultural land.

09.02-gnut-01 Agriculture

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.03 FORESTRY AND TIMBER PRODUCTION

09.03-S-01 Forestry and timber production

State Policy

VC## dd/mm/yyyy

Victoria's timber plantation estate accounts for approximately 20 per cent of Australia's total plantation forest estate. Native forest in Victoria covers approximately 36 per cent of the State.

Objectives and strategies

Objective 1 To provide resource certainty for the timber industry and secure long-term access to native timber supplies.

Strategy 1.1 Support a productive, competitive and sustainable timber industry.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Background document

Victorian Timber Industry Action Plan (December 2011)

09.03-RV-01 Forestry and timber production

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To facilitate the establishment, management and harvesting of plantations, and harvesting of timber from native forests.

Strategy 1.1 Facilitate the establishment of softwood and hardwood plantations on predominantly cleared land and areas subject to or contributing to land or water degradation.

Strategy 1.2 Require timber production in native forests to be conducted in a sustainable manner.

Particular provisions

1. Clause 52.18 – Timber Production

Guidelines for decision makers

Guidelines:

1. Timber production (except agroforestry, windbreaks and commercial plantations of 5 hectares or less) should be conducted in accordance with the *Code of Practice for Timber Production* (Department of Sustainability and Environment 2007).

Consider as relevant:

1. Code of Practice for Timber Production (Department of Sustainability and Environment, 2007).
2. Any relevant Regional Forestry Agreement.

Strategic planning guidelines

Strategic planning should:

1. Identify areas which may be suitably used and developed for plantation timber production.

09.03-gnut-01 Forestry and timber production

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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09.04 RESOURCE EXPLORATION AND EXTRACTION**09.04-S-01 Resource exploration and extraction**

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage exploration and extraction of natural resources in accordance with acceptable environmental standards.

Strategy 1.1 Protect the opportunity for exploration and extraction of natural resources where this is consistent with overall planning objectives and application of acceptable environmental practice.

Strategy 1.2 Protect natural resources.

Strategy 1.3 Provide infrastructure for the exploration and extraction of natural resources.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Strategy 1.4 Provide adequate separation between sensitive uses and quarries to ensure the ongoing operation of the quarry without exposing residents to adverse environmental effects, nuisance or exposure to hazards.

Particular provisions

1. Clause 52.08 – Earth and Energy Resources
2. Clause 52.09 – Stone Extraction and Extractive Industry Interest Area

Guidelines for decision makers

Guidelines:

1. Planning permit applications should clearly define buffer areas appropriate to the nature of the proposed extractive uses, which are to be owned or controlled by the proponent of an extractive industry.
2. Buffer areas between extractive activities and sensitive land uses should be determined on the following considerations:
 - (a) Whether appropriate limits on effects can be met at the sensitive locations using practical and readily available technology.
 - (b) Whether a change of land use in the vicinity of the extractive industry is proposed.
 - (c) Use of land within the buffer areas is not limited by adverse effects created by the extractive activities.
 - (d) Performance standards identified under the relevant legislation.
 - (e) Types of activities within land zoned for public use.

Consider as relevant:

1. Mineral Resources (Sustainable Development) Act 1990.
2. Greenhouse Gas Sequestration Act 2008.
3. Geothermal Energy Resources Act 2005.
4. Petroleum Act 1998.
5. Melbourne Supply Area - Extractive Industry Interest Areas Review -Geological Survey of Victoria Technical Record 2003/2 (Geological Survey of Victoria, 2003).
6. Ballarat Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1997/3 (Geological Survey of Victoria, 1997)
7. Bendigo Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1998/6 (Geological Survey of Victoria, 1998).
8. Geelong Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1999/2 (Geological Survey of Victoria, 1999).
9. La Trobe Supply Area - Extractive Industry Interest Areas – Geological Survey of Victoria Technical Record 1999/4 (Geological Survey of Victoria Technical Record, 1999).
10. Any relevant State Environment Protection Policy.

Strategic planning guidelines

Planning schemes must not create a planning approval process, or impose conditions on the use or development of land that is inconsistent with the *Mineral Resources (Sustainable Development) Act 1990*, the *Greenhouse Gas Sequestration Act (2008)*, the *Geothermal Energy Resources Act (2005)*, or the *Petroleum Act (1998)*.

Strategic planning should:

1. Identify the need to provide infrastructure for the exploration and extraction of natural resources.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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09.04-R03-01 Coal resources

Regional Policy: Gippsland

VC## dd/mm/yyyy

Coal resources are generally defined in *Framework of the Future* (Minister for Industry, Technology and Resources and Minister for Planning and Environment, 1987) and the *Land Over Coal and Buffer Area Study* (Ministry for Planning and Environment, 1988).

Objectives and strategies**Objective 1 To protect the brown coal resource in Central Gippsland.**

- Strategy 1.1 Avoid use and development of land overlying coal resources that would prejudice the winning or processing of coal.
- Strategy 1.2 Require coal-related development to be adequately separated from residential or other sensitive uses and main transport corridors by buffer areas to minimise adverse effects such as noise, dust, fire, earth subsidence, and visual intrusion.
- Strategy 1.3 Avoid development within the buffer areas that is incompatible with uses and development adjacent to these areas.

09.04-gnut-01 Resource exploration and extraction

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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09.05 INDUSTRIAL DEVELOPMENT**09.05-S-01 Industrial development**

State Policy

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To ensure availability of land in suitable locations to meet the needs of industry.**

- Strategy 1.1 Plan industrial areas to facilitate further industrial development.
- Strategy 1.2 Maintain a long-term supply of industrial land in growth areas.
- Strategy 1.3 Protect industrial activity in industrial zones from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability.
- Strategy 1.4 Avoid approving non-industrial land uses activities, which will compromise the availability of land for future industrial requirements, in identified industrial areas.
- Strategy 1.5 Require, wherever possible, that there is suitable separation between industrial land uses that reduce amenity or pose a health or safety risk and sensitive land uses.

Objective 2 To facilitate the sustainable development and operation of industry.

- Strategy 2.1 Plan for the redevelopment of industrial land close to the Principal Public Transport Network for more intensive uses.
- Strategy 2.2 Support industrial uses that meet appropriate standards of safety and amenity to locate within activity centres.
- Strategy 2.3 Minimise inter-industry conflict and encourage like industries to locate within the same area.
- Strategy 2.4 Provide adequate separation between sensitive uses and offensive or dangerous industries to ensure the ongoing operation of the industry without exposing residents to adverse environmental effects, nuisance or exposure to hazards.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Strategy 2.5 Facilitate opportunities for industry development arising from climate change and initiatives to reduce greenhouse gas emissions.

Particular provisions

1. Clause 52.10 – Uses with Adverse Amenity Potential

Guidelines for decision makers

Guidelines:

1. Industrial activities requiring substantial threshold distances should be located in the core of industrial areas.
2. Activities with minimal threshold requirements should be located towards the perimeter of the industrial area.

Consider as relevant:

1. State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (Environment Protection Authority, 1989 - Publication S31) (in metropolitan Melbourne).
2. State Environment Protection Policy (Air Quality Management) (Environment Protection Authority, 2001 - Publication S40)
3. Any comments from the Victorian WorkCover Authority on requirements for industrial land use or development under the *Dangerous Goods Act 1985* and associated legislation and the *Occupational Health and Safety (Major Hazard Facilities) Regulations 2000*.
4. Land use planning near a major hazardous facility: Guidance Note (Worksafe Victoria, 2010)..
5.) Noise from Industry in Regional Victoria (NIRV) (Environment Protection Authority, 2011 - Publication 1411)

Strategic planning guidelines

Strategic planning should:

1. Identify an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.
2. Identify land for industrial development in urban growth areas where:
 - (a) Good access for freight and road transport is available.
 - (b) Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.
3. Identify industrial land close to transport services and social infrastructure that could be rezoned.

Background document

Recommended Separation Distances for Industrial residual Air Emission - Guideline (Environment Protection Authority, 2013 - Publication 1518).

09.05-RV-01 Industrial development

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure industrial uses in the farming zone support rural activities. .

Strategy 1.1 Balance the benefits of the industrial use against the benefits of the land for agricultural purposes in the short and long term.

Strategy 1.2 Support small scale industrial uses that support farming activity.

Strategy 1.3 Facilitate investment in value adding rural industries and industries that are best located in rural areas.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Guidelines for decision makers

Applications for industrial use should be accompanied by an assessment of the agricultural value of the land.

In assessing a proposal to subdivide or develop agricultural land consider:

1. The desirability and impacts of removing the land from primary production, given its agricultural productivity.
2. The impacts of the proposed subdivision or development on the continuation of primary production on adjacent land, with particular regard to land values and to the viability of infrastructure for such production.
3. The compatibility between the proposed or likely development and the existing uses of the surrounding land.
4. Assessment of the land capability.

09.05-M00-01 Industrial development

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To ensure availability of land for freight, logistics and major industrial development.

Strategy 1.1 Protect state significant industrial precincts identified on the Metropolitan Melbourne framework in Clause 03.06 and their access corridors (the Principal Freight Network) from encroachment or fragmentation from incompatible land uses.

09.05-gnut-01 Industrial development

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.06 INNOVATION AND RESEARCH

09.06-S-01 Innovation and research

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Strategy 1.1 Support the development and intensification of business clusters.

Strategy 1.2 Create a physical environment that is conducive to innovation and to creative activities.

Strategy 1.3 Support infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in activity centres and near public transport.

Strategy 1.4 Facilitate opportunities for innovation arising from climate change and initiatives to reduce greenhouse gas emissions

09.06-gnut-01 Innovation and research

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

09.07 COMMERCIAL AND RETAIL USES**09.07-S-01 Commercial and retail uses****State Policy**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To create a competitive framework for the delivery of retail, entertainment, office and other commercial services.**

Strategy 1.1 Create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

Strategy 1.2 Support new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

Strategy 1.3 Support small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Strategy 1.4 Facilitate commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

Strategy 1.5 Support outlets of trade-related goods or services directly serving or ancillary to industry.

Strategy 1.6 Avoid establishing uses that affect the safety and amenity of adjacent, more sensitive uses.

Guidelines for decision makers

Guidelines:

1. A five year time limit for commencement should be attached to the planning approval for all shopping centres or expansions of over 1,000 square metres in floorspace.

Strategic planning guidelines

Strategic planning should:

1. Use, where appropriate, floorspace limits on offices and shops (but not restricted retail premises) in nominated centres in regional areas and growth areas.

09.07-M00-01 Commercial and retail uses**Regional Policy: Metropolitan Melbourne**

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.
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Objectives and strategies**Objective 1 To create a competitive framework for the delivery of retail, entertainment, office and other commercial services.**

Strategy 1.1 Avoid single use retail or commercial outside activity centres.

Strategy 1.2 Create new village café and shopping strips in inner and middle suburbs, including for the expansion of existing village precincts.

Strategy 1.3 Support 'food trucks' that add local diversity to neighbourhood centres.

Guidelines for decision makers

Guidelines:

1. Out-of-centre proposals should deliver net benefit to the community in the region served by the proposal or provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Strategic planning guidelines

Strategic planning should:

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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1. Use the Mixed Use Zone to create small scale business opportunities to encourage small businesses and start-ups in high-amenity locations in the Central Subregion.
2. Review planning provisions to remove retail and commercial floor-space caps in Precinct Structure Plans as Activity Centres are developed.

09.07-gnut-01 Commercial and retail uses

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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09.08 SMALL ENTERPRISES AND HOME BUSINESSES**09.08-S-01 Small enterprises and home businesses**

State Policy

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To support well-located, appropriate and low-cost premises for small scale businesses.**

Strategy 1.1 Use the reformed residential zones to provide for small scale mixed use close to activity areas.

Strategy 1.2 Support working from home.

Particular provisions

1. Clause 52.11 – Home Occupation

09.08-gnut-01 Small enterprises and home businesses

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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09.09 TOURISM**09.09-S-01 Tourism**

State Policy

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To develop the State as a competitive domestic and international tourist destination.**

Strategy 1.1 Facilitate the development of a range of well designed and sited tourist facilities and accommodation.

Strategy 1.2 Support year round use of seasonally dependent tourism facilities.

Strategic planning guidelines

Strategic planning should:

1. Identify strategic tourism locations for private investment.

Background documents

Victoria's 2020 Tourism Strategy (Tourism Victoria, 2013).

Victoria's Regional Tourism Strategy 2013–2016 (Tourism Victoria, 2013).

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09.09-RV-01

Tourism**Regional Policy: Regional Victoria**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To encourage the development of tourism based industries and facilities.**

- Strategy 1.1 Facilitate tourism development that assists small towns facing economic and population challenges.
- Strategy 1.2 Support large commercial tourism uses where located in urban locations or rural areas of lower agricultural value.
- Strategy 1.3 Facilitate tourism development that:
- is near heritage places or natural features
 - assists in the sustainable management or linking of heritage places or natural features.
- Strategy 1.4 Support nature-based tourism compatible with a region's environment and landscape attractions
- Strategy 1.5 Facilitate rural tourism activities that support agricultural enterprises such as cellar door and farm gate sales and accommodation.
- Strategy 1.6 Support tourism development in locations that:
- are near identified strategic tourism investment areas
 - have been identified for sustainable and appropriate development
 - can be managed for risks from natural hazards such as bushfires and flooding
 - have access to settlements, transport infrastructure and other services
 - are compatible with other economic activities, particularly agriculture.
- Strategy 1.7 Plan strategic tourism investment areas to maximise access to infrastructure, services and labour.
- Strategy 1.8 Minimise impacts of tourism development on areas identified as strategic agricultural land.

Guidelines for decision makers

Guidelines:

- Tourism facilities should be compatible with and build upon the assets and qualities of surrounding rural activities and cultural and natural attractions.

Consider as relevant:

- Tourism Investment Opportunities of Significance in National Parks Guidelines (Department of Environment and Primary Industries, 2013).
- Tourism Investment Opportunities of Significance in National Parks Making a Proposal (Department of Environment and Primary Industries, 2013)
- Destination Management Plans for tourism destinations or regions and Victoria's Regional Tourism Strategy 2013-2016 (Tourism Victoria, 2013).

09.09-A01-01

Tourism in coastal areas**Regional Policy: Coastal areas**

VC## dd/mm/yyyy

Objectives and strategies**Objective 1 To encourage suitably located and designed coastal and marine tourism opportunities.**

- Strategy 1.1 Maintain a diverse range of accommodation options and coastal experiences and support sites and facilities accessible to all.
- Strategy 1.2 Minimises impacts on the surrounding natural visual, environmental and coastal character.

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09.09-A02-01 Tourism along the Great Ocean Road

Regional Policy: Great Ocean Road area

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To encourage sustainable tourism and resource use.

Strategy 1.1 Facilitate a network of tourism opportunities throughout the region.

Strategy 1.2 Support tourism activities that provide environmental, economic and social benefits.

Strategy 1.3 Support the land use and transport needs of key regional industries including tourism.

Strategy 1.4 Support the development of tourism accommodation.

Background documents

The Great Ocean Road Region - A Land Use and Transport Strategy (Department of Sustainability and Environment, 2004).

Great Ocean Road Destination Management Plan (Great Ocean Road Regional Tourism Board, 2012).

09.09-A04-01 Tourism in alpine areas

Regional Policy: Alpine areas

VC## dd/mm/yyyy

Victoria has six alpine resorts: Falls Creek, Lake Mountain, Mount Baw Baw, Mount Buller, Mount Hotham and Mount Stirling.

Objectives and strategies

Objective 1 To provide a framework for the planning of the alpine resorts.

Strategy 1.1 Facilitate the sustainable long term planning and management of Victoria's alpine resorts consistent with the strategic directions contained within the Alpine Resorts Strategic Plan 2012.

Strategy 1.2 Support development for active recreation solely at Falls Creek, Lake Mountain, Mt Bullalo, Mt Baw Baw, Mt Buller and Mt Hotham.

Strategy 1.3 Support intensive residential and commercial development at Falls Creek, Mt Baw Baw, Mt Buller and Mt Hotham.

Strategy 1.4 Maintain Mt Stirling as an all season nature based tourist, recreational and educational resource.

Objective 2 To facilitate sustainable use and development of Alpine areas for year round use and activity.

Strategy 2.1 Facilitate the development of consolidated alpine villages, including a diverse range of employment, social and economic opportunities.

Strategy 2.2 Recognise the potential impacts of increases in skier, pedestrian and vehicular activity in the resorts on public safety, the accessibility and capacity of skifields, services, commercial activity and development of trailheads.

Strategy 2.3 Facilitate a mixture of uses and developments to cater for users of the alpine areas in all seasons.

Background documents

Alpine Resorts Strategic Plan 2012 (Alpine Resorts Coordinating Council, 2012)

09.09-M00-01 Tourism

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

PLANNING POLICY FRAMEWORK, INTEGRATION VERSION: MARCH 2014
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Objectives and strategies

Objective 1 To maintain and develop Metropolitan Melbourne as a desirable tourist destination.

- Strategy 1.1 Maintain Metropolitan Melbourne's position as a destination in its own right and as a gateway to regional Victoria by:
- a) Developing high yielding attractions and accommodation
 - b) Supporting major business events
 - c) Developing city precincts and promenades.
 - d) Expanding the retail core of the Central City.
 - e) Nurturing artistic and cultural life.
 - f) Improving public facilities, amenities and access.
 - g) Maintaining city safety.
 - h) Providing information and leisure services.
 - i) Improving transport services and infrastructure.
 - j) Protecting biodiversity.

Objective 2 To develop a network of maritime precincts around Port Phillip and Western Port that serve both local communities and visitors.

- Strategy 2.1 Maintain and expand boating and recreational infrastructure around the bays in maritime precincts at Frankston, Geelong, Hasting, Hobson's Bay, Mordialloc, Mornington, Patterson River, Portarlington, Queenscliff, St Kilda, Station Pier (Port Melbourne), Stony Point/Cowes and Wyndham.
- Strategy 2.2 Provide public access to recreational facilities and activities on land and water.
- Strategy 2.3 Support the development of ecotourism, tourism and major maritime events.
- Strategy 2.4 Support maritime and related industries in appropriate locations.

Strategic Planning guidelines

Strategic planning should:

1. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites.
2. Assess opportunities for short-term accommodation and tourism services, particularly in Fishermans Bend urban renewal precinct and in the finalisation of the implementation of the Melbourne Arts Precinct blueprint.

09.09-gnut-01 Tourism

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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10 COMMUNITY DEVELOPMENT

10.01 DISTRIBUTION OF SOCIAL AND CULTURAL INFRASTRUCTURE

10.01-S-01 Distribution of social and cultural infrastructure

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide fair distribution of and access to social and cultural infrastructure.

- Strategy 1.1 Facilitate social and cultural infrastructure in activity centres.
- Strategy 1.2 Facilitate not-for-profit community services.
- Strategy 1.3 Plan community infrastructure to cater for all faiths.
- Strategy 1.4 Provide regional social and cultural infrastructure in regional cities and regional centres.
- Strategy 1.5 Provide community services to small settlements.
- Strategy 1.6 Provide social infrastructure that is well located, flexible and accessible, including hospitals, aged care and education facilities.
- Strategy 1.7 Facilitate the integration of social and cultural infrastructure with transport services and infrastructure.

Objective 2 To encourage social and cultural infrastructure that is integrated and co-located.

- Strategy 2.1 Plan for the provision of social infrastructure in sequence with new residential development.
- Strategy 2.2 Support co-location of local social infrastructure such as schools, community centres and health services on shared sites and designed as multi-purpose facilities.
- Strategy 2.3 Provide for integrated regional and sub-regional scale community, cultural and recreation facilities.
- Strategy 2.4 Support ongoing upgrades to infrastructure and new integrated, networked models

Objective 3 To provide emergency services in appropriate locations.

- Strategy 3.1 Support the siting of police stations, fire stations, ambulance and emergency services for efficient service delivery.

Strategic planning guidelines

Strategic planning should:

1. Identify and address gaps and deficiencies in social and cultural infrastructure.
2. Review community infrastructure needs (including transport, education, health, justice, arts and human services) for areas that have, or are expected to have, strong population growth.
3. Review the need for additional land for cemeteries and crematoria, including existing cemeteries, and identify possible new locations.

10.01-gnut-01 Distribution of social and cultural infrastructure

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.02 HEALTH FACILITIES

10.02-S-01 Health facilities

State Policy

VC## dd/mm/yyyy

Health-related facilities includes acute health, aged care, disability services and community care facilities.

Objective 1 To integrate health facilities with local and regional communities.

- Strategy 1.1 Provide health facilities to address demographic trends, the existing and future demand requirements and the integration of services into communities.
- Strategy 1.2 Facilitate health precincts for public and private developments including flexibility in use.
- Strategy 1.3 Require hospitals and other large health service facilities to locate in areas highly accessible to public and private transport.
- Strategy 1.4 Protect defined air routes for air ambulances from inappropriate development.

Strategic planning guideline

Strategic planning should:

1. Identify strategic locations for health facilities.
2. Identify air routes for air ambulances to hospitals.

10.02-gnut-01 Health facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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10.03 EDUCATION FACILITIES

10.03-S-01 Education facilities

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To assist the integration of education facilities with local and regional communities.

- Strategy 1.1 Provide education facilities, to address demographic trends, the existing and future demand requirements and the integration of facilities into communities.
- Strategy 1.2 Maximise access by walking and cycling to primary education facilities.
- Strategy 1.3 Support secondary and tertiary education facilities in areas that are highly accessible to public transport.
- Strategy 1.4 Support tertiary education facilities within or adjacent to activity centres.
- Strategy 1.5 Design areas close to education facilities to encourage safe walking and cycling access.
- Strategy 1.6 Facilitate libraries as community based learning centres.

Objective 2 To strengthen communities especially in small towns.

- Strategy 2.1 Plan for facilities and infrastructure needed to deliver education and training that supports growth.

Particular provisions

1. Clause 52.40 – Government Funded Education Facilities

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Strategic planning guideline

Strategic planning should:

1. Identify strategic locations for education facilities.

10.03-M00-01 Education facilities

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Strategic planning guideline

Strategic planning should:

1. Identify opportunities to build tertiary education offerings in the west, focusing on the Sunshine and East Werribee Employment Clusters.

10.03-gnut-01 Education facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.04 COMMUNITY FACILITIES**10.04-S-01 Community facilities**

State Policy

VC## dd/mm/yyyy

Community facilities include schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.

Objectives and strategies**Objective 1 To provide for community facilities to meet the needs of the community**

Strategy 1.1 Support the provision of well-located community facilities that can be adapted for a variety of community uses.

Strategy 1.2 Support the collocation of community facilities.

Strategy 1.3 Maintain social and community facilities in key service centres, particularly district towns

Strategy 1.4 Improve social and community facilities to ensure they are sustainable and can continue to attract new residents

Particular provisions

1. Clause 56 – Residential Subdivision

Strategic Planning Guidelines

Strategic planning should:

1. Prepare regional or local community facility strategies, plans or policies.

10.04-gnut-01 Community facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.05 SPORT AND RECREATION FACILITIES**10.05-S-01 Sport and recreation facilities****State Policy**

VC## dd/mm/yyyy

The provision of sports grounds and venues are important to the health and recreation of Victorians. Stadiums and venues are vital parts of sports infrastructure in the State.

Objectives and strategies

Objective 1 To ensure there are sufficient and appropriate opportunities and spaces for active recreation including shared use of premises, facilities and grounds.

Strategy 1.1 Plan community sports facilities so that they are not detrimental to other park activities.

Guidelines for decision makers**Guidelines:**

1. Exclusive occupation of parkland by community organisations should be consistent with management objectives of the park to maximise broad community access to open space.

Strategic planning guidelines

Strategic planning should

1. Consider short-term accommodation and tourism services when developing or renewing state sporting, cultural and heritage sites.

10.05-gnut-01 Sport and recreation facilities**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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10.06 CULTURAL FACILITIES**10.06-S-01 Cultural facilities****State Policy**

VC## dd/mm/yyyy

The Victorian Commission for Gambling and Liquor Regulation (VCGLR) is an independent statutory authority that administers Victoria's gambling and liquor laws and is responsible for liquor licensing.

Objectives and strategies

Objective 1 To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

Strategy 1.1 Facilitate a wide range of arts, cultural and entertainment facilities including cinemas, restaurants, licensed premises, live music venues and live theatres, in appropriate locations.

Strategy 1.2 Maintain the existing major precincts for arts, sports and major events of state-wide appeal and establish new facilities at locations well served by public transport.

Strategy 1.3 Avoid cinema based entertainment facilities not within or on the periphery of existing or planned activity centres.

Strategy 1.4 Avoid large sports and entertainment facilities of metropolitan, State or national significance in out-of-centre locations unless they are well served by public transport and in locations that are highly accessible to their catchment of users.

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Strategy 1.5 Maintain amenity using a range of permit conditions, building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Strategy 1.6 Recognise the impact of licensed premises on the amenity of the surrounding area.

Particular provisions

1. Clause 52.27 – Licensed Premises

Guidelines for decision makers

Consider as relevant:

1. State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (Environment Protection Authority, 1989 - Publication S43).

10.06-gnut-01 Cultural facilities

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

10.07 GAMING AND BROTHELS

10.07-S-01 Gaming and brothels

State Policy

VC## dd/mm/yyyy

The Victorian Commission for Gambling and Liquor Regulation (VCGLR) is an independent statutory authority that administers Victoria's gambling and liquor laws and is responsible for gambling and liquor licensing.

Consumer Affairs Victoria regulates the legal sex industry through the *Sex Work Act 1994* and the *Sex Work Regulations 2006*.

Objectives and strategies

Objective 1 To ensure that gaming machines are situated in appropriate locations and premises.

Strategy 1.1 Recognise the social and economic impacts of the location of gaming machines.

Strategy 1.2 Avoid gaming machines in specified shopping complexes and strip shopping centres.

Objective 2 To ensure that brothels are situated in appropriate locations and premises.

Strategy 2.1 Require brothels to establish or expand in accordance with the *Sex Work Act 1994*.

Particular provisions

1. Clause 52.28 – Gaming
2. Clause 52.46 – Brothels

10.07-gnut-01 Gaming and brothels

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

11 OPEN SPACE

11.01 PUBLIC OPEN SPACE

11.01-S-01 Public open space

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To provide open space commensurate with the needs of the community.

Strategy 1.1 Provide new open space in residential areas, in growth areas and in areas that have an undersupply of parkland.

Strategy 1.2 Provide open space for

- nature conservation,
- recreation and play,
- formal and informal sport,
- social interaction and
- peace and solitude.

Strategy 1.3 Plan open space networks that:

- Are linked through the provision of walking and cycle trails and rights of way.
- Are integrated with open space from abutting subdivisions.
- Incorporate, where practicable, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest, as well as maintaining public accessibility on public land immediately adjoining waterways and coasts.
- Create walking and cycle links to commercial and community facilities.

Strategy 1.4 Design open space to accommodate people of all abilities, ages and cultures.

Strategy 1.5 Require replacement open space of equal or greater size and quality where existing open space is reduced by a change of use or occupation.

Strategy 1.6 Require land use and development adjoining regional or metropolitan open space, national parks and conservation reserves to complement the open space in terms of visual and noise impacts, treatment of waste water to reduce turbidity or pollution and preservation of vegetation.

Objective 2 To provide for the long term management of public open space.

Strategy 2.1 Avoid buildings and infrastructure not consistent with the management objectives of the open space.

Strategy 2.2 Avoid blocking public access along stream banks and foreshores by development.

Strategy 2.3 Require public land immediately adjoining waterways and coastlines to remain in public ownership.

Particular provisions

1. Clause 52.01 – Public Open Space Contribution and Subdivision

Guidelines for decision makers

Consider as relevant:

1. Any relevant Growth Corridor Plans.

Strategic planning guidelines

Strategic planning should:

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1. Improve the quality and distribution of open space and ensure long-term protection.
2. Ensure major open space corridors are protected and enhanced.

11.01-M00-01 Public open space

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To create a network of metropolitan open space.

- Strategy 1.1 Create continuous open space links and trails along the:
- a) Western Coastal parklands (linking Point Gellibrand, Point Cook and Werribee)
 - b) Merri Creek parklands (extending to Craigieburn)
 - c) Maribyrnong River parklands
 - d) Frankston parklands (linking existing parks from Carrum to Mornington)
- e) Werribee River
f) Kororoit Creek.
- Strategy 1.2 Create open space networks in growth areas, where existing open space is limited and demand is growing, and in the surrounding region of Metropolitan Melbourne including:
- a) Werribee River Regional Park
 - b) Werribee Township Regional Park
 - c) Kororoit Creek Regional Park
 - d) Merri Creek Regional park
 - e) Toolern Creek Regional Park
 - f) Cranbourne Regional Park
- Strategy 1.3 Avoid development that would compromise the Yarra River and Maribyrnong River corridors and other waterways as significant open space, recreation, aesthetic, conservation and tourism assets.
- Strategy 1.4 Maintain the lower Yarra River as a focus for sport, entertainment and leisure.

Strategic planning guidelines

Strategic planning should:

1. Prepare a metropolitan open space strategy.
2. Review ways of increasing open space in local areas.
3. Identify possible new regional open space.
4. Prepare shared-use plans of open space and recreation facilities for all government schools.
5. Protect future metropolitan parklands.

11.01-gnut-01 Public open space

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12 TRANSPORT

12.01 THE TRANSPORT SYSTEM

12.01-S-01 The transport system

State Policy

VC## dd/mm/yyyy

Effective and efficient transport provision for all Victorians is best supported by clustered land use creating concentrated movement demand, clearly defined transport networks and land use that reinforces the functions of those networks. Victoria's transport system includes principal transport networks, comprised of the Principal Public Transport Network (PPTN), Principal Traffic Flow Network (PTFN), Principal Freight Network (PFN), and Principal Bike Network and to enable effective integration of the transport and land use.

Principal Pedestrian Networks and local transport networks cater for more localised movements or provide access to the principal transport networks. The planning, implementation and management of these networks and their interfaces with land use needs to be undertaken with regard to the TIA and interface with the principal transport networks in a way that does not compromise the functionality and efficiency of the principal transport networks.

Objectives and strategies

Objective 1 To ensure use and development responds to and strengthens integrated transport and land use outcomes.

- Strategy 1.1 Recognise the importance of existing infrastructure as a driver of spatial planning decisions.
- Strategy 1.2 Maximise the development opportunities of areas currently well-served by transport infrastructure.
- Strategy 1.3 Facilitate development in growth and urban renewal areas that enables the cost-effective delivery of new transport infrastructure and to serve the development.
- Strategy 1.4 Facilitate use and development that reinforces the functions of the principal transport networks of the:
 - a) Principal Pedestrian Network (PPN)
 - b) Principal Bicycle Network (PBN)
 - c) Principal Public Transport Network (PPTN)
 - d) Principal Traffic Flow Network (PTFN)
 - e) Principal Freight Network (PFN)
- Strategy 1.5 Protect transport corridors.
- Strategy 1.6 Avoid adverse cumulative impacts of use and development in transport corridors to avoid increasing travel times and reducing reliability of public transport.
- Strategy 1.7 Plan road and rail reservations to provide adequate space for flexible response to future transport and service infrastructure needs.
- Strategy 1.8 Improve transport links that strengthen the connections to Melbourne and adjoining regions.
- Strategy 1.9 Facilitate the development of a transport network which supports connectivity and access between settlements

Objective 2 To ensure transport networks planning strengthens integrated transport and land use outcomes.

- Strategy 2.1 Plan and design transport routes to achieve the greatest overall benefit to the community with regard to the Transport Integration Act and considering:
 - a) Making the best use of existing social, cultural and economic infrastructure.
 - b) Minimising impacts on the environment.
 - c) Optimising accessibility, safety, emergency access, service and amenity.

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- d) Minimising disruption of residential communities and their amenity.
- c) Achieving quality urban design outcomes.
- Strategy 2.2 Provide walking and cycling infrastructure in all major new road projects.
- Strategy 2.3 Reduce environmental noise and air quality impacts using a range of transport practices, including regulation, design, construction and management.
- Strategy 2.4 Plan carparking to support the efficient function of the transport system, particularly in locations which will have higher trip intensity.
- Strategy 2.5 Require grade separation at railway crossings (vehicle and pedestrian) except with the approval of the Minister for Transport.
- Strategy 2.6 Facilitate level crossings removal.
- Strategy 2.7 Plan adequate provision for public transport (including public transport stops), including taxi ranks as part of activity centres, employment areas and community infrastructure.
- Strategy 2.8 Plan for expanded bus services within a land use pattern that supports service delivery in growth areas.

Particular provisions

1. Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.
2. Require integrated transport plans or Green Travel Plans for major residential, commercial and industrial developments. Plans should address walking, cycling and public transport and any mitigation works required to protect travel time efficiency and reliability.

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.

Strategic planning guidelines

Strategic planning should:

1. Plan development to reinforce at a regional level the:
 - (a) Principal Bicycle Network (PBN)
 - (b) Principal Public Transport Network (PPTN)
 - (c) Principal Traffic Flow Network (PTFN)
 - (d) Principal Freight Network (PFN)
2. Identify a local level a Principal Pedestrian Network (PPN)
3. Identify safe, convenient and direct walking and cycling access to areas of high trip generation such as activity centres, public transport interchanges and other strategic redevelopment sites.
4. Reserve land for strategic transport infrastructure.
5. Plan or regulate new uses or development of land close to an existing or proposed transport route to avoid detriment to, and where practicable enhance the service, safety and amenity desirable for that transport route in the short and long term.
6. Plan for the cost-effective and integrated grade separation of existing level crossings by protecting land required for future crossings, identifying future development opportunities and managing site access and the local street network on the approaches to the rail crossing.
7. Identify a transport corridor for the Port of Hastings for both road and rail connections.

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12.01-gnut-01 The transport system

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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12.02 WALKING NETWORKS**12.02-S-01 Walking**

State Policy

VC## dd/mm/yyyy

Walking networks need to be planned as part of an integrated transport network.

Objectives and strategies**Objective 1 To ensure use and development promote walking.**

Strategy 1.1 Support development that furthers the development of the Principal Pedestrian Network.

Strategy 1.2 Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways.

Strategy 1.3 Reinforce the function of the Principal Pedestrian Network including providing high quality pedestrian access.

Strategy 1.4 Consider pedestrian crossing opportunities and desire lines through, into and around development.

Strategy 1.5 Require developments to contribute to and facilitate the development of a high quality public realm when located on the Principal Pedestrian Network.

Strategy 1.6 Avoid vehicular crossovers on the Principal Pedestrian Network.

Strategy 1.7 Reduce the number and impact of vehicle crossing points on the Principal Pedestrian Network.

Objective 2 To create a network of higher quality walking environment on key routes to activity centres, employment areas, community facilities, and transport hubs.

Strategy 2.1 Recognise the importance of integrating planning for pedestrian friendly environments with land use and development planning.

Strategy 2.2 Create environments that are safe and attractive for walking, especially on the Principal Pedestrian Network.

Strategy 2.3 Create high quality walking environments that are accessible to footpath-bound vehicles that meet Disability Discrimination Act requirements such as wheelchairs, prams and scooters.

Strategy 2.4 Facilitate walking access to public transport including the provision of direct and safe pathways to stops and stations.

Guidelines for decision makers

Guidelines:

1. Development should provide safe and attractive opportunities for walking.

Consider as relevant:

1. Guide to Road Design, Part 6A: Pedestrian and Cycle Paths – AGRD 06A-09 (Austroads, 2009).

Strategic planning guidelines

Strategic planning should:

1. Identify at a local level the Principal Pedestrian Networks.
2. Plan local networks to support Principal Transport Networks.

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Background documents

Guidelines for the Development of Principal Pedestrian Networks (Department of Transport Planning and Local Infrastructure, 2013)

12.02-M00-01 Walking

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies**Objective 1 To make employment areas pedestrian friendly**

Strategy 1.1 Provide key pedestrian routes and improve pedestrian crossing times in the Central City.

Strategy 1.2 Provide better footpaths, shade trees and reduced delays at pedestrian crossing points in National Employment Clusters, Metropolitan Activity Centres, Activity Centres, urban renewal areas and other job-rich centres.

Strategic planning guidelines

Strategic planning should:

1. Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40 km/h pedestrian zones.
2. Consider walking, cycling and healthy living in urban renewal structure plans.
3. Plan for new links across natural barriers to enhance the walking and cycling capacity of the Central Subregion and inner northern suburbs.

12.02-gnut-01 Walking

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.03 CYCLING NETWORKS**12.03-S-01 Cycling networks**

State Policy

VC## dd/mm/yyyy

Cycling networks need to be planned as part of an integrated transport network.

Objectives and strategies**Objective 1 To create a network of cycle routes that help people cycle for transport.**

Strategy 1.1 Facilitate development that reinforces the Principal Bicycle Network.

Strategy 1.2 Recognise the importance of the Principal Bicycle Network in all stages of transport and land use planning.

Strategy 1.3 Provide separated bike lanes from other incompatible uses, where feasible on the Principal Bicycle Network.

Strategy 1.4 Provide bicycle facilities for all types of cyclists of all ages and abilities.

Strategy 1.5 Avoid vehicular crossovers on the Principal Bicycle Network.

Strategy 1.6 Reduce the number and impact of vehicle crossing points on the Principal Bicycle Network.

Strategy 1.7 Require bicycle parking and related facilities to meet demand.

Particular provisions

1. Clause 52.24 – Bicycle Facilities

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Guidelines for decision makers

Guidelines:

1. Consider the quality of bicycle access to the Principal Bicycle Network.
2. Development should provide safe and attractive opportunities for cycling.

Consider as relevant:

1. Guide to Road Design, Part 6A: Pedestrian and Cycle Paths Paths – AGRD 06A-09 (Austroads, 2009).
2. Any approved Integrated Transport and Landuse Guidelines.

Strategic planning guidelines

Strategic planning should:

1. Identify local cycling networks and new cycling facilities that link to and complement the metropolitan wide network of cycling routes, especially the PBN.

12.03-M00-01 Cycling networks

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To support cycling to the central City.

Strategy 1.1 Plan strategic cycling corridors to provide cyclists with safe and separated cycling access to and around the Central City.

12.03-gnut-01 Cycling networks

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.04 PUBLIC TRANSPORT NETWORKS

12.04-S-01 Public transport networks

State Policy

VC## dd/mm/yyyy

Public transport networks need to be planned as part of an integrated transport network.

Objectives and strategies

Objective 1 To maximise development opportunities in areas that can be well-served by public transport.

Strategy 1.1 Facilitate development that reinforces the function of the Principal Public Transport Network.

Strategy 1.2 Plan for uses that generate significant public transport trips, or rely on public transport, to locate with walking distance of Principal Public Transport Network stops and interchanges.

Strategy 1.3 Improve access to the public transport network by providing direct and safe walking and cycling pathways to stops and stations, including providing direct pathways across development sites.

Strategy 1.4 Plan for long-term corridors and infrastructure for future expansion of the public transport network.

Strategy 1.5 Plan development to support the efficient location of stops and interchanges.

Strategy 1.6 Facilitate urban renewal opportunities associated with upgrades to interchanges.

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Objective 2 To improve the movement, efficiency and reliability of trams and buses.

- Strategy 2.1 Consider opportunities for development to improve the efficiency and reliability of trams and buses, particularly in areas that are expected to undergo significant change or about the Principal Public Transport Network
- Strategy 2.2 Avoid the cumulative impact of delays caused by individual developments, including small scale developments, on light rail, tram and bus routes.
- Strategy 2.3 Avoid access arrangements, car parking and traffic management regimes that adversely affect the efficiency, safety and reliability of public transport services.
- Strategy 2.4 Minimise access points and manage parking on tram and bus routes.

Objective 3 To provide a safe environment around public transport corridors, particularly heavy rail corridors.

- Strategy 3.1 Develop a safe and secure environment at stations and stops and along rail corridors and level crossings.

Particular provisions

1. Clause 52.36 – Integrated Public Transport Planning

Guidelines for decision makers

Guidelines:

1. Development should provide opportunities for public transport.

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.
2. Public Transport Guidelines for Land Use and Development (Department of Transport, 2008).

Background documents

Network Development Plans.

Public Transport Demand Forecasts.

Any relevant public transport strategy published by Public Transport Victoria.

12.04-M00-01 Public transport networks

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To improve transport infrastructure and services.

- Strategy 1.1 Plan for a metro system and identify associated development opportunities, including planning of rail links to Rowville, Doncaster and Melbourne Airport.
- Strategy 1.2 Protect land for future rail extensions and stations in the urban growth areas and outer suburbs.
- Strategy 1.3 Upgrade railway stations and transport interchanges including urban renewal opportunities.
- Strategy 1.4 Upgrade tram routes to light rail standard, where appropriate.
- Strategy 1.5 Improve public transport interchanges and their pedestrian access.
- Strategy 1.6 Upgrade major multi-modal interchanges serving National Employment Clusters.

Strategic planning guidelines

Strategic planning should:

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1. Prepare plans for urban renewal opportunities associated with upgrades to interchanges.
2. Prepare plans with associated development opportunities to remove level crossings.
3. Identify inner-Melbourne tram reliability improvements including a range of measures that give trams greater priority on the road network.
4. Prepare a road-use strategy to ensure trams and buses can operate efficiently alongside other vehicles, particularly as land uses change.
5. Consider extending tramlines, where needed, to support new development sites around inner Melbourne and in clusters including determining the feasibility of a new tramlines to Central City urban renewal areas.

12.04-gnut-01 Public transport networks

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.05 WATER TRANSPORT

12.05-S-01 Water transport

State Policy

VC## dd/mm/yyyy

Water transport networks need to be planned as part of an integrated transport network.

Objectives and strategies

Objective 1 To establish water transport as an integral part of Victoria's transport system.

Strategy 1.1 Facilitate ferry services in the west of Port Phillip Bay.

Strategic planning guidelines

Strategic planning should:

1. Identify potential ferry berth locations.
2. Identify bayside and waterway locations that may sustain a viable water transport service.
3. Consider ways to deliver suitable ferry berths and associated infrastructure.

12.05-gnut-01 Water transport

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.06 ROAD NETWORK

12.06-S-01 Road network

State Policy

VC## dd/mm/yyyy

Traffic flow networks need to be planned as part of an integrated transport network.

Objectives and strategies

Objective 1 To manage the road network and abutting land uses to achieve an efficient and safe network, making the most of existing infrastructure.

Strategy 1.1 Plan and design road space to complement land use and meet community and business needs.

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- Strategy 1.2 Avoid vehicle access arrangements and car parking regimes and traffic management that adversely affect the efficiency, safety and reliability of the principal transport networks including Principal Traffic Flow Network and declared arterial roads.
- Strategy 1.3 Consider options for development on the Principal Traffic Flow Network and Principal Public Transport Network to gain access from local roads where practicable.
- Strategy 1.4 Plan and design transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.
- Strategy 1.5 Improve the use of existing roads to more efficiently move people and freight by separating incompatible road uses where practicable.
- Strategy 1.6 Upgrade the national road network connecting key regional centres to export gateways.

Particular provisions

1. Clause 52.29 – Land Adjacent to A Road Zone, Category 1, or a Public Acquisition Overlay for a category 1 road.
2. Clause 52.30 – Freeway Service Centre

Guidelines for decision makers

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.
2. A Guide to the Reduction of Traffic Noise (VicRoads, 2003).
3. Any Local SmartRoads Network Operating Plans.
4. Safe System Approach (Guide to Road Safety Part 1: Road Safety Overview (Austroads, 2013).
5. Guidelines for Access Management (Guide to Traffic Management Part 5 Section 2.1) (Austroads, 2008).

12.06-M00-01 Road network

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs.

- Strategy 1.1 Maintain the protection of the Outer Metropolitan Ring Road/E6 Transport Corridor reservation and its links to the proposed Western Interstate Freight Terminal.
- Strategy 1.2 Improve access to jobs and services in Melbourne's suburbs by improving the road network, including bridges, interchange upgrades and road extensions.

Strategic planning guidelines

Strategic planning should:

1. Identify options for a North East Link connecting the M80 Ring Road to the Eastern Freeway/EastLink.
2. Review options for improved access to the La Trobe Employment Cluster and adjacent business parks as part of North East Link planning.

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12.06-gnut-01 Road network

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.07 FREIGHT AND LOGISTICS**12.07-S-01 Freight and logistics**

State Policy

VC## dd/mm/yyyy

Road and rail freight networks need to be planned as part of an integrated transport network.

Objectives and strategies**Objective 1 To provide adequate capacity at key freight gateways and freight precincts of State and national significance in a timely manner.**

Strategy 1.1 Facilitate adequate freight capacity gateway at ports, airports and interstate rail and road terminals in line with demand in international and domestic freight markets.

Strategy 1.2 Protect the effective and competitive operation of freight gateways and key freight precincts.

Objective 2 To improve the efficiency and productivity of the freight network and key freight links.

Strategy 1.3 Support the development of the Long-Term Freight Regional Network Vision included in this clause.

Strategy 2.1 Facilitate development that reinforces the function of the Principal Freight Network and freight precincts.

Strategy 2.2 Provide improved freight efficiency and productivity on the existing Principal Freight Network.

Strategy 2.3 Support upgrades to network capacity to meet State and national demands.

Strategy 2.4 Improve access for freight users to the Principal Freight Network and precincts where production and logistics activities are concentrated.

Objective 3 Manage land development close to freight gateways and precincts and the Principal Freight Network to:

- be compatible with freight operations
- provide reasonable amenity expectations.

Strategy 3.1 Reduce adverse impacts of freight movements and their community interfaces.

Strategy 3.2 Protect freight gateways, freight precincts and the Principal Freight Network from encroachment by sensitive use and development incompatible with their freight and logistics operations.

Strategy 3.3 Plan the environs of freight gateways and freight precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations.

Particular provisions

1. Clause 52.33 – Shipping Container Storage

Guidelines for decision makers

Guidelines:

1. Any use or development of land for freight gateways or freight precincts and the Principal Freight Network should minimise impacts of their development and operations on other urban development.

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2. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should not prejudice their efficient and curfew-free operations.
3. Any use or development within the environs of freight gateways, freight precincts and the Principal Freight Network should take into account planning for those facilities and the network.

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.

Strategic planning guidelines

Strategic planning should:

1. Plan to integrate freight infrastructure and operations with broader transport and land use planning.
2. Identify and protect future freight gateways, freight precincts and corridors, and the Principal Freight Network to accommodate projected growth.
3. Plan the land around freight gateways and precincts to accommodate uses that depend upon or gain significant advantage from proximity to freight and logistics operations.
4. Use buffers to protect state-significant freight facilities and precincts from encroachment of sensitive use and development incompatible with their freight and logistics operations.

Background documents

Victoria: The Freight State, The Victorian Freight and Logistics Plan (State Government of Victoria, 2013).

National Land Freight Strategy: A place for freight (Standing Council on Transport and Infrastructure, Commonwealth of Australia, 2012)

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12.07-S-02 Long-Term Regional Freight Network Vision

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

12.07-RV-01 Freight and logistics

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the roles of freight gateways, freight precincts and the Principal Freight Network in regional Victoria within the State's economic and transport infrastructure.

Strategy 1.1 Upgrade the national network connecting key regional centres to export gateways, including Princes Highway West, Calder Freeway, Western Highway and Princes Highway East.

Strategy 1.2 Upgrade regional freight networks consistent with industry drivers and supply chain trends

12.07-M00-01 Freight and logistics

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen the roles of metropolitan freight gateways, freight precincts and the Principal Freight Network within the State's economic and transport infrastructure.

Strategy 1.1 Support the development of the Principal Freight Network and Long-Term Freight Metropolitan Network Vision included in this clause.

Objective 2 To increase the volume of freight carried on rail.

Strategy 2.1 Facilitate port rail shuttle operations by the private sector as part of a Metropolitan Intermodal System.

Strategy 2.2 Plan a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains, in conjunction with planning for a rail connection.

Strategy 2.3 Support new interstate freight terminals in the west and north of Melbourne.

Strategic planning guidelines

Strategic planning should:

1. Identify a transport corridor for the Port of Hastings along the Western Port Highway corridor for both road and rail connections.
2. Plan for and protect the potential long-term role of the Beveridge precinct as an interstate freight gateway.
3. Identify the long-term economic freight and logistics opportunities related to Avalon Airport.

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12.07-M00-02 Long-Term Regional Freight Network Vision**Regional Policy: Metropolitan Melbourne**

VC## dd/mm/yyyy

Principal Freight Network and Long-Term Regional Freight Network Vision map to be inserted here.

12.07-gnut-01 Freight and logistics**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.08 PORTS**12.08-S-01 Ports****State Policy**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 Support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels.

Strategy 1.1 Provide for the ongoing development of ports in accordance with approved Port Development Strategies.

Strategy 1.2 Plan for an increase in container capacity at the Port of Melbourne.

Strategy 1.3 Plan the Port of Hastings to supplement the capacity of the Port of Melbourne from the mid-2020s.

Strategy 1.4 Minimise the impact of vibration, light spill, noise and air emissions from commercial trading port activities and any related industrial development on nearby sensitive uses.

Guidelines for decision makers

Consider as relevant:

1. Any approved Integrated Transport and Landuse Guidelines.

Strategic planning guidelines

Strategic planning should:

1. Identify and protect key transport corridors linking ports to the broader transport network.

12.08-A03-01 Port environ areas**Regional Policy: Port environ areas**

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To plan for and manage land in the environs of commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Strategy 1.1 Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Strategy 1.2 Manage land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port's operations.

Strategy 1.3 Maintain industrially zoned land within the environs of a commercial trading port to support the role of the port.

Strategy 1.4 Protect key transport corridors linking ports to the broader transport network.

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Guidelines for decision makers

Guidelines:

1. Any new use or development within the environs of a commercial trading port should not prejudice the efficient and curfew free operations of the port.
2. The use and intensity of development should not expose people to unacceptable health or safety risks and consequences associated with an existing Major Hazard Facility.
3. Use or development within port environs should be consistent with policies for the protection of the environment.
4. Use or development within port environs should take into account planning for the port.

Strategic planning Guidelines

Strategic planning should:

1. Plan land in the port environs to accommodate uses that depend on or gain significant economic advantage from proximity to the port's operations.

Background documents

Victoria: The Freight State, The Victorian Freight and Logistics Plan (State Government of Victoria, 2013).

Port Development Strategy 2035 Vision (Port of Melbourne Corporation, 2009).

Port of Geelong- Port Land Use Strategy (Victorian Regional Channels Authority, 2009).

Port of Hastings Land Use and Transport Strategy (Port of Hastings Corporation, 2009).

Port of Portland - Port Land Use Strategy (Port of Portland Pty Limited, 2009).

National Ports Strategy Infrastructure for an economically, socially and environmentally sustainable future (Infrastructure Australia and National Transport Commission, 2011)

12.08-gnut-01 Ports and port environ areas

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

12.09 AIRPORTS, AIRBASES AND AIRFIELDS

12.09-S-01 Airports and airfields

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the economic, defence and social roles of Victoria's airports, airbases and airfields within the State's economic and transport infrastructure and protect their ongoing operations.

Strategy 1.1 Facilitate the development of new and existing airports and airfields.

Strategy 1.2 Support activities that complement the tourism, transport and logistics roles of an airport and enable the operator to develop the airport to be efficient, functional and contributes to the aviation needs of the State.

Strategy 1.3 Plan for associated businesses that depend on or gain significant economic advantage from proximity to an airport, airbase or airfield.

Strategy 1.4 Provide good, well-integrated connections to the land-based transport networks required to serve airports and airfields.

Objective 2 To safeguard airports and aviation operations.

Strategy 2.1 Protect the safety, efficiency and operational integrity of airports.

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- Strategy 2.2 Plan airports as an integral part of local and regional land use and transport planning.
- Strategy 2.3 Balance and protect both airport/aviation operations and community safety and amenity expectations.
- Strategy 2.4 Protect operational airspace around airports in the interests of both aviation and community safety.
- Strategy 2.5 Manage the adverse impacts of aircraft noise.
- Strategy 2.6 Use land use-buffers to protect airports from incompatible land uses and development.
- Objective 3 To plan for and strengthen the roles of Melbourne Airport and Avalon Airport as Victoria's major airports serving both international and domestic passenger and freight.**
- Strategy 3.1 Protect the curfew free status of Melbourne Airport and Avalon Airport
- Strategy 3.2 Support the effective and competitive operation of Melbourne Airport and Avalon Airport at both national and international levels.
- Strategy 3.3 Avoid use or development that would prejudice the ultimate development of Melbourne Airport and Avalon Airport. The ultimate development of an airport is expressed in the current airport master plan approved by the Commonwealth Government.

Particular provisions

1. Clause 52.15 – Heliport

Guidelines for decision makers

Guidelines:

1. Where land is affected by aircraft flight paths or the prescribed airspace associated with an airport, airbase or airfield, the visual amenity and impact of any use or development of should be consistent with the status of the airport, airbase or airfield.

Consider as relevant:

1. Melbourne Airport Master Plan (Australia Pacific Airports (Melbourne) Pty Ltd, 2008).
2. Melbourne Airport Strategy (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated Final Environmental Impact Statement in relation to planning decisions affecting land in the vicinity of the Melbourne Airport.
3. Avalon Airport Strategy (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts.
4. Avalon Airport Master Plan (2001).

Strategic planning guidelines

Strategic planning should:

1. Identify and protect appropriate land-use buffers.
2. Provide for businesses that support airport operations.
3. Plan land in the environs of airports, airbases and to be compatible with airport operations and provide reasonable amenity expectations.

Background documents

National Airports Safeguarding Framework (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012).

Victoria – The Freight State: The Victorian Freight and Logistics Plan (State Government of Victoria, 2013)

Australian Standard 2021-2000: Acoustics—Aircraft noise intrusion—Building siting and construction - AS2021-2000 (Standards Australia, 2000)

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12.09-RV-01

Airports and airfields

Regional Policy: Regional Victoria

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To strengthen the role of airports and airfields as focal points within the State's economic and transport infrastructure.

Strategy 1.1 Recognise the location of airports and airfields, existing and potential development nearby, and the land-based transport system required to serve them as an integrated operation.

Strategy 1.2 Avoid the development of new airports or airfields in areas which have greater long-term value to the community for other purposes.

Guidelines for decision makers

Guidelines:

1. Consider the detrimental effects of aircraft operations (such as noise) in regulating and restricting the use and development of affected land.
2. The visual amenity and impact of any use or development of land on the approaches to an airfield should be consistent with the status of the airfield.
3. Use or development which could prejudice the safety or efficiency of an airfield should be precluded from area around the airfield.
4. Use or development which could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield should be avoided.

12.09-M00-01

Airports and airfields

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To strengthen the role of airports, airbases and airfields within the State's economic and transport infrastructure and protect their ongoing operation.

Strategy 1.1 Recognise Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment precinct that builds on the current functions.

Strategy 1.2 Recognise Moorabbin Airport as an important regional and State aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the airport and support opportunities to extend activities at the airport that improve access to regional Victoria.

Strategy 1.3 Recognise RAAF Williams Point Cook Airbase as an operating airport and as a site of national heritage significance.

Strategic planning guidelines

Strategic planning should:

1. Identify long-term options for a new general aviation airport to serve the aviation needs of south-east Metropolitan Melbourne and Gippsland and ensure urban development does not encroach on possible sites, buffer zones or flight paths.
2. Identify future transport network options for access to Melbourne Airport.

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12.09-R02-01 Airports and airfields**Regional Policy: G21 – Geelong Region Alliance**

VC## dd/mm/yyyy

Strategic planning guidelines

Strategic planning should:

1. Identify and protect a transport corridor to Avalon Airport when planning the Melbourne – Geelong corridor.

12.09-gnut-01 Airports and airfields**Local policy: Gumnut**

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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13 INFRASTRUCTURE

13.01 ELECTRICITY GENERATION AND DISTRIBUTION

13.01-S-01 Electricity generation and distribution

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To support the development and expansion of energy supply infrastructure and energy facilities across Victoria.

Strategy 1.1 Facilitate the development of energy facilities where they take advantage of existing infrastructure and provide benefits to the regional community.

Strategy 1.2 Facilitate renewable energy development in appropriate locations.

Strategy 1.3 Recognise that economically viable wind energy facilities require locations with consistently strong winds over the year.

Objective 2 To support local electricity generation.

Strategy 2.1 Support cogeneration and trigeneration plants.

Strategy 2.2 Support renewal and sustainable energy generation.

Objective 3 To support economic growth.

Strategy 3.1 Support the strategic upgrade of power supplies in rural areas to promote economic growth.

Strategy 3.2 Support co-location of allied and non-sensitive industries on or close to waste and energy precincts.

Objective 4 To ensure a safe, cost effective electricity distribution network that minimises its impact on urban landscapes.

Strategy 4.1 Protect energy infrastructure against competing and incompatible uses.

Strategy 4.2 Provide appropriate infrastructure to meet community demand for energy services.

Strategy 4.3 Provide land for future energy infrastructure.

Strategy 4.4 Support the cost-effective development of the high voltage transmission and distribution network and substations.

Strategy 4.5 Minimise the adverse impact of electricity easements on neighbourhoods and provide for the positive use of easements where appropriate.

Strategy 4.6 Minimise the impact of the local distribution network on streetscapes and urban vegetation.

Particular provisions

1. Clause 52.32 – Wind Energy Facility
2. Clause 52.42 – Renewable Energy Facility (Other than wind Energy Facility and geothermal energy extraction).

Guidelines for decision makers

Guidelines:

1. Balance the economic and environmental benefits to the broader community of renewable energy generation with the need to minimise the effects of a proposal on the local community and environment.

Consider as relevant:

1. State environment protection policy (Air Quality Management) (Environment Protection Authority, 2001 - Publication S40)

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2. Policy and planning guidelines for Development of Wind Energy Facilities in Victoria (Department of Planning and Community Development, 2012).
- 3.

13.01-gnut-01 Electricity generation and distribution

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

13.02 WHOLE OF WATER CYCLE MANAGEMENT

13.02-S-01 Whole of water cycle management

State Policy

VC## dd/mm/yyyy

Traditionally the elements of the water cycle have been planned separately: water supply, wastewater–sanitation, stormwater and rainwater, waterway management, groundwater, and greening our suburbs and managing our parks. A fragmented approach to planning the water cycle does not allow the interactions within the connected system to be fully considered.

Objectives and strategies

Objective 1 To manage water resources in Melbourne and Victoria's regional cities and towns in an integrated way to:

- decrease pressures on potable supplies and water infrastructure,
- protect public health,
- secure water supplies into the future in an efficient and sustainable way,
- protect the environmental health of urban waterways and bays, and
- support liveable and sustainable communities.

Strategy 1.1 Prepare whole of water cycle plans for sub-regions, cities and towns that:

- a) provide secure water supplies in an efficient and sustainable way
- b) reduce potable water demand and wastewater discharges
- c) enable action to achieve whole of water cycle management objectives to be taken at the level (site, local area or catchment) where this is likely to be most cost effective
- d) provide for the local infiltration and reuse of stormwater to help in sustaining local vegetation and contribute to urban liveability.

Strategy 1.2 Require whole of water cycle management approaches in the development of new urban areas and green spaces wherever this is cost effective.

Strategy 1.3 Facilitate the use of alternative water sources such as rainwater tanks, stormwater and recycled water by governments, developers and households.

Strategy 1.4 Facilitate the re-use of wastewater including urban run-off, treated sewage effluent and run-off from irrigated farmland.

Strategy 1.5 Design developments to manage stormwater to:

- a) protect and enhance natural water systems
- b) integrate stormwater treatment into the landscape
- c) protect water quality
- d) reduce run-of and peak flows
- e) minimise drainage and infrastructure costs

Strategy 1.6 Protect the environment of waterways and bays by:

- a) reducing the impervious areas directly connected to waterways and ensuring that all subdivisions meet stormwater runoff standards so as to improve the quality of runoff entering waterways and reduce peak stormwater flows to as close as practical to pre-development levels
- b) ensuring stormwater and groundwater entering wetlands do not have a detrimental effect on wetlands and estuaries
- c) supporting integrated management of stormwater quality through a mix of on-site measures and development contribution

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d) mitigating stormwater pollution from construction sites.

- Strategy 1.7 Provide sewerage services that efficiently and effectively meet state and community needs and protect the environment including by:
- a) providing for sewerage at the time of subdivision, or ensuring that lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.
- Strategy 1.8 Protect areas with potential to recycle water for forestry, agriculture or other uses that can use recycled water of an appropriate quality.

Guideline for decision makers

Consider as relevant:

1. Any relevant approved whole of water cycle plan or strategy.
2. Guidelines for Environmental Management: Code of Practice – Onsite Wastewater Management (Publication 891.3(Environment Protection Authority, 2013) .
3. State Environment Protection Policy (Waters of Victoria) (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905).
4. Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).
5. Victorian Litter Strategy 2012-14 (Environment Protection Authority, 2013)
6. Any relevant Environment Protection Authority guidelines or protocols.

Strategic Planning Guidelines

Strategic planning should:

1. Consider adjacent municipalities and take into account the catchment context.
2. Plan urban stormwater drainage systems to:
 - (a) Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters.
 - (b) Prevent, where practicable, the intrusion of litter.

Background documents

Victorian Litter Strategy 2012-2014 (Sustainability Victoria, 2013)

Melbourne's Water Future (Office of Living Victoria, 2013)

State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2013 - Publication 905).

13.02-M00-01 Whole of water cycle management

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 To integrate whole of water cycle management to deliver sustainable and resilient urban development.

- Strategy 1.1 Protect significant water and sewerage assets from encroachment of sensitive uses.
- Strategy 1.2 Require stormwater in new developments is managed in a cost-effective manner that protects the health and amenity of downstream waterways and our bays.
- Strategy 1.3 Prepare and implement whole of water cycle management plans in Melbourne's subregions.

Strategic planning guidelines

Strategic planning should:

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1. Prepare five demonstration local water cycle plans, to inform the rollout of additional plans.
2. Review land area and buffer requirements for significant water and sewerage infrastructure.
3. Review planning provisions for waste and recycling storage and collection in apartment buildings.
4. Use whole of water cycle management approaches in Melbourne's urban renewal precincts, such as Fishermans Bend and E-Gate.

13.02-gnut-01 Whole of water cycle management

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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13.03 TELECOMMUNICATIONS

13.03-S-01 Telecommunications

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure that modern telecommunications facilities are widely accessible to business, industry and the community.

Strategy 1.1 Facilitate the development and upgrading and maintenance of telecommunications facilities to meet the communications technology needs of business, domestic, entertainment and community services.

Strategy 1.2 Facilitate the improvement of regional telecommunications infrastructure.

Strategy 1.3 Support the deployment of broadband telecommunications services.

Strategy 1.4 Support access to transport and other public corridors for the deployment of broadband networks.

Particular provisions

1. Clause 52.19 – Telecommunications Facility

Guidelines for decision makers

Guidelines:

1. Balance the provision of telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.
2. The design and placement of telecommunications infrastructure should have regard to national implications of a telecommunications network and the need for consistency in infrastructure.
3. The design and placement of telecommunications infrastructure should minimise visual intrusion.

Consider as relevant:

1. A Code of Practice for Telecommunications Facilities in Victoria (Department of Sustainability and Environment, 2004).

Strategic planning guidelines

Strategic planning should:

1. Planning schemes must not prohibit the use of land for a telecommunications facility in any zone.

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13.03-gnut-01 Telecommunications

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required
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13.04 WASTE AND RESOURCE RECOVERY**13.04-S-01 Waste and resource recovery**

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To reduce damage to the environment caused by waste, pollution, land degradation and unsustainable waste practices.

Strategy 1.1 Plan a statewide network of waste and resource recovery facilities infrastructure that:

- a) is cost effective.
- b) meets diverse needs.
- c) is capable of moving waste materials to where the highest economic value can be achieved, and
- d) minimises the environmental and public health impacts.

Strategy 1.2 Protect planned and existing waste management and resource recovery facilities from the encroachment or intensification of sensitive uses.

Strategy 1.3 Provide sufficient waste management and resource recovery facilities to promote re-use, recycling, reprocessing and resource recovery and enable technologies that increase recovery and treatment of resources to produce energy and marketable end products.

Strategy 1.4 Facilitate new sites and facilities to safely and sustainably manage all waste and maximise opportunities for resource recovery.

Strategy 1.5 Support waste generators and resource generators and resource recovery businesses to locate in close proximity to enhance sustainability and economies of scale.

Strategy 1.6 Support the rehabilitation of closed landfills to minimise their environmental and health risks and facilitate the efficient use of land.

Particular provisions

1. Clause 52.45 – Resource Recovery

Guidelines for decision makers

Guidelines:

1. Development should provide sufficient waste and recycling collection facilities in medium and high density residential development and mixed use development to allow for separation of recyclables and weekly collection of waste.
2. Waste disposal and resource recovery facilities should be sited and managed in accordance with the *Waste Management Policy (Siting, Design and Management of Landfills)* (EPA, 2004).

Consider as relevant:

1. Environment Protection (Industrial Waste Resource) Regulations 2009.
2. Best Practice Environmental Management Guidelines (Siting, Design Operation and Rehabilitation of Landfills) (Environmental Protection Authority, 2010).
3. Environmental Guidelines for Composting and other Organic Recycling Facilities (Environmental Protection Authority, 1996).
4. Separation distances for large composting facilities (EPA Victoria, 2012)
5. Any relevant regional waste management plans.

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Strategic planning guidelines

Strategic planning should:

1. Identify protect and maintain separation distances for waste and resource recovery facilities.

Background documents

Getting full value: the Victorian Waste and Resource Recovery Policy (Department of Environment and Primary Industries, 2013)

Waste Management Policy (Siting, Design and Management of Landfills) (Environmental Protection Authority, 2010 – publication 788.1)

Metropolitan Waste and Resource Recovery Strategic Plan (Sustainability Victoria, 2009).

Victorian Litter Strategy 2012-2014 (Sustainability Victoria, 2013).

13.04-M00-01 Waste and resource recovery

Regional Policy: Metropolitan Melbourne

VC## dd/mm/yyyy

This policy is based on the Advisory Committee's interpretation of Plan Melbourne and may need to be reviewed before the PPF is finalised.

Objectives and strategies

Objective 1 Plan for better waste management and resource recovery.

Strategy 1.1 Encourage co-location of new resource recovery infrastructure with complementary infrastructure (such as waste water treatment and other industrial activities).

Strategy 1.2 Provide organics processing to service the south-east metropolitan area as a high priority for immediate action.

Strategic planning guidelines

Strategic planning should:

1. Review planning provisions to support co-location of allied and non-sensitive industries on or close to waste and energy precincts.
2. Review separation distances for all landfill and resource recovery sites listed in the Municipal Solid Waste Infrastructure Schedule and the Metropolitan Landfill Schedule of the Metropolitan Waste and Resource Recovery Strategic Plan under the Environment Protection Act 1970.
3. Review the capacity of existing landfill and waste management sites, and identify potential new locations for additional facilities, if required

Background documents

Metropolitan Waste and Resource Recovery Strategic Plan (Sustainability Victoria, 2009).

13.04-gnut-01 Waste and resource recovery

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

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13.05 PIPELINE INFRASTRUCTURE

13.05-S-01 Pipeline infrastructure

State Policy

VC## dd/mm/yyyy

Objectives and strategies

Objective 1 To ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment.

Strategy 1.1 Protect existing transmission-pressure gas pipelines from encroachment by residential development or other sensitive land uses, unless suitable mitigation measures are provided.

Strategy 1.2 Provide for environmental management during construction and on-going operation of pipelines.

Guidelines for decision makers

Consider as relevant:

1. Pipelines Act 2005

Strategic planning guidelines

Strategic planning should:

1. Recognise existing transmission-pressure gas pipelines in planning schemes and other documents such as structure plans and framework plans.
2. Plan new pipelines along routes with adequate buffers to residences, zoned residential land and other sensitive land uses and with minimal impacts on waterways, wetlands, flora and fauna, erosion prone areas and other environmentally sensitive sites.

13.05-gnut-01 Pipeline infrastructure

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required

13.06 SURVEY INFRASTRUCTURE

13.06-S-01 Survey infrastructure

State Policy

VC## dd/mm/yyyy

Survey marks support infrastructure projects, land development, survey, mapping and geographical information systems.

Objectives and strategies

Objective 1 To protect geodetic sites (survey marks).

Strategy 1.1 Protect survey marks established by the Office of the Surveyor-General.

13.06-gnut-01 Survey infrastructure

Local policy: Gumnut

C## dd/mm/yyyy

Local policy tailored for each municipality can be inserted here if required