5.1 REVIEW OF METROPOLITAN PLANNING STRATEGY.

EXECUTIVE SUMMARY: The Metropolitan Planning Strategy discussion paper ‘Melbourne let’s talk about the future’ recognises the challenges that Melbourne faces in the future to remain a great place to live, work, visit and do business. The discussion paper has been prepared to generate debate so that ultimately the Metropolitan Strategy will set a vision for Melbourne for the next 40 years that will provide opportunities to create a more productive, prosperous and liveable Melbourne.

This report comments on the discussion paper and responds to the 10 specific questions asked by the Ministerial Advisory Committee.

Reason for Council Consideration: To inform Council of the Discussion Paper for the new Metropolitan Planning Strategy called “Melbourne, let’s talk about the future”.

Recommendation:- That Council make a submission to the Ministerial Advisory Committee on Metropolitan Planning Strategy.

<table>
<thead>
<tr>
<th>Responsible Director</th>
<th>Paul Kearsley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward</td>
<td>Whole Municipality</td>
</tr>
</tbody>
</table>

RECOMMENDATION

That the Ministerial Advisory Committee be advised of Council’s comments in accordance with the submission detailed in this report.

BACKGROUND

On 7 May 2012, the Minister for Planning announced a review of the Metropolitan Planning Strategy. The new strategy would focus on land use and transport options that responded to and integrated with social, economic and environmental issues facing the metropolitan region. It would also take a long term view of growth and change across Melbourne and its influence on and relationship with regional Victoria, other Australian capital cities and internationally.

The Minister launched a dedicated website containing fact sheets around 10 key themes including people, housing, transport, environment, economy, communities, freight, infrastructure, regional areas and peri-urban areas.
Also announced was the establishment of a Ministerial Advisory Committee to direct the development of the strategy. This Committee is chaired by Professor Roz Hansen and includes members Brian Haratsis, Chris Gallagher, Professor John Stanley, Tony Nicholson and Bernard McNamara.

**PROPOSAL**
A Discussion Paper, “Melbourne, let’s talk about the future”, has been released as part of the formal consultation period. It has been designed to prompt debate around the challenges and ideas for Melbourne’s future and comments are required by 28 March 2013.

This report highlights that a strategy with a 40 year timeframe is needed to provide opportunities to create a more productive, prosperous and liveable Melbourne, also recognising the growth needs to be managed to provide the opportunity for communities and individuals to achieve their aspirations.

The Advisory Committee has identified nine (9) principles to inform the Metropolitan Planning Strategy. These principles cover:

**What we want to achieve**

Principle 1: A distinctive Melbourne
Melbourne can build on its tradition of good design and reinforce local distinctiveness to create many more attractive places to meet community expectations.

Principle 2: A globally connected and competitive city
To remain competitive in the decades ahead, Melbourne needs to improve its ‘productivity’ - the economic value produced for an hour of work or a dollar invested.

Principle 3: Social and economic participation
Social issues affect a person’s capacity to contribute to the economy and community. Melbourne should continue to provide opportunities and capacity for residents to build a good life.

Principle 4: Strong communities
Planning local areas to cater for the needs of people across all life stages will help foster healthy and strong communities.

Principle 5: Environmental resilience
Melbourne needs to be able to respond to changing environmental and climate conditions and ensure development does not undermine natural values.

**What needs to change**

Principle 6: A polycentric city linked to regional cities.
Modelling suggests that a metropolitan structure based around a small number of clusters and service centres – known as a ‘polycentric’ city – can perform best in terms of increased public transport use and reduced traffic congestion.

Principle 7: Living locally – a ‘20 minute city’
Accessible, safe and attractive local areas where people can meet most of their needs will help make Melbourne a healthier, more inclusive city.

Making it happen
Principle 8: The report promotes infrastructure investment that supports city growth. A single integrated land use, transport and social infrastructure strategy means ensuring that infrastructure investment supports sustainable land use patterns and drives productivity.

Principle 9: Leadership and partnership
Partnerships between Commonwealth and State Governments, State Government and local councils, public and private sectors, councils and their communities, are fundamental ingredients to achieve a positive future for Melbourne.

**ASSESSMENT**

Key areas that warrant further discussion are summarised below.

A shift towards a 20 minute city

- The “20 minute city” means distributing services, facilities, jobs, education and entertainment across Melbourne’s suburbs so they are accessible.
- There is a shift away from an artificial hierarchy of activity centres.
- Rather than focusing on the activity centre as a starting point, the 20 minute city concept is measured from the front door of the dwelling to a number of locations not from a central node outwards. The focus is no longer on retail premises but refocused on jobs as the starting point for urban form.
- The report states that accessible, safe and attractive local areas where people can meet most of their needs will make Melbourne a healthier, more inclusive city.
- ‘Locally’ means travel distances of 20 minutes, in any mode of transport including the car.
- It is stated that the real challenge is how middle suburbs of Melbourne can achieve a 20 minute city.

Commentary
Moving away from an artificial hierarchy of activity centres is considered to be a good planning outcome.
This shift in approach to considering a person’s home as a starting point rather than the activity centre is considered appropriate, provided that it is done in a way that ensures that activity is still generally consolidated around existing activity centres and that commercial and retail uses are not too dispersed or ad hoc. There needs to be an appropriate balance struck between ensuring that services are readily accessible to the community whilst ensuring that the viability of existing activity centres and the amenity of existing residential areas are maintained.

It is considered that all of the residential areas of the City of Monash are already within a “20 minute city” given the location and accessibility of existing retailing and other services and facilities in the municipality.

**Polycentric City and the Monash Technology Precinct**

- Job growth needs to align with population growth and there needs to be good access from areas of population growth to areas of employment growth. Greater attention will be needed in Melbourne for higher density housing close to, or within, significant employment clusters.
- Concentrate employment in a small number of large centres.
- Locate new housing close to services and jobs.
- Start with job location to determine urban form policy.
- In Clayton, key institutions such as Monash University, the Synchrotron and Monash Medical Centre anchor an area with over 60,000 jobs, yet the employment precinct does not have a coherent sense of place.
- The importance of the Monash-Clayton Employment Precinct as a nationally significant employment cluster is identified.
- A polycentric city is fundamental to better sharing the benefits of growth across metropolitan Melbourne.
- The central city is the core location of the knowledge economy.
- Development of higher density housing closer to public transport, employment clusters and services will make a difference to travel times and will help bring jobs and services within 20 minutes of most Melburnians.

**Commentary**

The Monash-Clayton Employment Precinct is recognised in the Monash Planning Scheme as a nationally significant employment centre, ie The Monash Technology Precinct, identified as a Specialised Activity Centre.

The Discussion Paper supports Council’s existing policy objective of enhancing the identity and promoting the continued growth and development of this area, generating significant employment opportunities.

However, it is considered that the Discussion Paper also appears to downgrade the relevance of the facilities located within the Monash-Clayton Employment Precinct, which includes Monash University, when it places an emphasis on the central city as the core of Melbourne’s knowledge economy. The importance of the Monash-Clayton Employment Precinct as a crucial part of Melbourne’s knowledge economy should be recognised.
Locating new housing in close proximity to jobs and services, including the Monash-Clayton Employment Precinct, is considered to be an appropriate planning objective. It would improve the accessibility to jobs for residents in their local area, reduce travel to work times and achieves sustainable outcomes. However, mixing employment uses with residential development can cause conflict. The ongoing viability of an employment precinct should have precedence.

**Affordable living**

- The cost of a dwelling in the middle suburbs of Melbourne needs to be reduced if we are to have any prospect of providing an opportunity to widen the range of the population living in these areas and provide a greater socio-economic diversity in existing neighbourhoods.
- The concept of “affordable housing” is expanded to consider the concept of “affordable living” where the cost of the housing itself is considered as well as the total living costs associated with the housing.
- Whilst housing on Melbourne’s fringe may be more affordable to purchase, it is likely that the fixed living expenses associated with housing in growth areas mean that it is far more expensive to live in these areas as compared to other suburbs that have far better access to services, including public transport.
- The key issue in relation to housing is:- How does Melbourne ensure its citizens have access to appropriate housing at an affordable price that supports affordable living?

**Commentary**

This concept of “Affordable Living” is important as it considers the cost of housing in terms of the total ongoing living costs associated with the housing, not just the purchase price of the housing.

The role of the middle suburbs in the provision of affordable housing/living is recognised. How to encourage housing diversity while maintaining design quality and fostering community acceptance of the need for change and their support is the difficulty. An extensive community education program is required.

**Diverse housing**

- Housing diversity enables people to downsize or upsize their housing requirements within their local area. They can stay in their local area, but in accommodation that meets their needs and budget.
- Retirees need a range of smaller scale housing options, dispersed within their current communities.
- Lower scale apartments may have a significant role to play in meeting Melbourne’s future housing needs.
- The strategy must develop some ideas about how to get more diverse housing at a reasonable price in established areas of Melbourne.
Commentary
The importance of providing more diverse housing in Melbourne’s established suburbs and the role of lower scale apartments in meeting future housing needs are both supported.

However, the assumption that retirees will downsize is questioned. Downsizing appears to be more prevalent in the advanced aged group, not necessarily the newly retired.

Employment
• Jobs will shift in location as old industrial uses continue to leave inner Melbourne and employment locations change.
• A new approach to employment and industrial areas to facilitate the growth of innovative and creative small to medium enterprises and small businesses is required.
• In recent decades there has been a shift in industrial employment away from established parts of Melbourne, which have lost around 470 hectares of industrially zoned land.
• Lower intensity areas can give way to a mix of uses and new forms of employment.

Commentary
Whilst there is a shift from traditional manufacturing jobs to other kinds of employment, land is still required to be zoned for employment uses. Accordingly, it is important that careful consideration be given of whether existing traditional industrial land will be required to be used for employment in the future, prior to being rezoned for other uses, such as residential. This is particularly relevant, given the importance of co-locating employment and housing as discussed above.

Boulevards
• While inner Melbourne has a number of attractive heritage boulevards, this type of urban design has not been carried into the suburbs.
• It is time to extend Melbourne’s urban design skills to suburban design to translate the lessons learned in creating vibrant, attractive inner urban areas into improving the legibility, connectivity and grandeur of the suburbs.
• A network of boulevards throughout metropolitan Melbourne could play a vital role in greening the city.

Commentary
The creation and significance of suburban boulevards is entrenched in the Monash Planning Scheme, the MSS and policy associated with the “Garden City Character”, the urban design requirements and 20 metre setback provisions of the Monash Technology Precinct and the extensive planting of native trees along main roads.

An ongoing program to continue this in Monash and other parts of Metropolitan Melbourne should be supported and encouraged.
Infrastructure

- There is a need to invest more heavily in vital infrastructure to support city growth and social cohesion.
- A single integrated land use, transport and social infrastructure strategy means ensuring that infrastructure investment supports sustainable land use patterns and drives productivity.
- Development Contributions Plans mean that developers pay for specific identified infrastructure. DCPs currently used in growth areas but can also be designed for use in infill locations.
- A review of the Victorian development contribution system is under way.
- There is also a need to invest in local transport infrastructure. For the Monash-Clayton cluster this could involve the grade separation of railway crossings to improve the road and rail network.

Commentary
The timely provision of appropriate infrastructure is critical to support successful urban growth and to enhance social cohesion. This applies to existing middle and inner suburbs as much as it does to newer outer suburbs. Only the infrastructure type/need is different.

The development of a single integrated land use, transport and social infrastructure strategy, with commitments to funding streams and timelines for provision, is supported.

Locally specific planning

- Preserving Melbourne’s distinctiveness will require an approach to city management that considers issues from the ‘bottom up’, based on the experience of its citizens, the distinctiveness of its ‘villages’ and suburbs and the actual operation of its economy, infrastructure and ecological systems. This will be a change from the ‘top down’ view that has been a feature of some past strategies.
- The Metropolitan Planning Strategy should address the needs of local councils, business and communities. Melburnians will need to share the responsibility of implementing the strategy.
- The Strategy needs to achieve metropolitan imperatives while being sensitive to local needs.

Commentary
Recognition of local Councils and the needs of separate individual communities is appropriate, provided that broader community based objectives are not adversely affected. Councils should be provided with appropriate tools and mechanisms, support by State Government agencies, to achieve this outcome.

Greater flexibility versus clearer controls

- The Metropolitan Planning Strategy must move away from regulation as the primary means of achieving planning outcomes.
• There may be a need for a flexible approach to the provision of parking on site, such as the use of car parking sharing facilities and the purchase of car parking spaces being optional.
• With respect to housing, clearer controls and guidelines may be needed to determine what is appropriate in each location.
• The regulatory framework needs to be adaptive and respond more quickly and flexibly to emerging business opportunities or new and creative concepts.
• The planning system needs to be flexible and responsive to changing ideas, business practices and living practices.
• Directing development into more targeted areas, with a clearer definition of the scale of change intended.

Commentary
The balance between “flexibility versus certainty” is the issue. There is inconsistency within the Discussion Paper, where it discusses the need for flexibility in the planning system and for reducing the reliance on regulation, whilst also stating that clearer controls and guidelines are required, including a clearer definition of the scale of change intended.

The argument between “flexibility versus certainty” is not new to planning. The problem is that most people, planners, developers, residents and Councillors are more comfortable with clear, measurable standards, while flexibility involves less standards, is harder to measure and, therefore, more difficult to accept. The problem is not that regulations are applied, it is the extraordinary number, the variety and different formats of these regulations that are complicated and confusing.

Design flexibility should be encouraged; however, if a neighbour knew for certain that a minimum standard for overshadowing/overlooking was mandatory, then many arguments would not occur.

Planning is a dynamic changing environment. It takes far too long for identified necessary changes to percolate through the approvals process to implement changes. Many examples exist, including the many years it has taken for a number of car parking reviews to be reflected in the Planning Scheme provisions.

Local, state, national and global political, financial and environmental changes can now have significant influences on planning matters. The ability to recognise and adjust planning strategy, policy and controls to responsibly respond in a timely manner to these changes is required. At the same time, knee jerk reactions and one-off responses outside the adopted Strategy/Policy directions should be actively discouraged.

Making it happen
• The way we undertake our strategic planning for cities needs to change.
• In a partnership approach with particular Councils or groups, the State Government could assist Councils in implementing the strategy at a sub regional level, with the provision of committed State level infrastructure tied to the agreed outcomes.
• Setting targets, measuring progress and publishing indicators are central to the strategy.
• Developing a set of key urban indicators and reporting on these at regular intervals.

Commentary
To achieve effective strategic outcomes, an effective partnership is required between all levels of Government and all agencies involved. Unfortunately, there are too many examples where a lack of understanding and support between Government levels and even between Government agencies, have frustrated and diminished outcomes.

Too often, planning strategies are adopted without sufficient commitment or effort to engage the broader community and educate them about the importance and significance of the issue. Community engagement and education have a crucial role in the success of strategy implementation.

Monitoring and evaluating the success of the strategy is essential.

**SUBMISSION to MINISTERIAL ADVISORY COMMITTEE**

The Ministerial Advisory Committee has asked a series of 10 questions to facilitate comment and response to the Discussion Paper. Council’s submission is to be entered online into the relevant website.

This section of this report outlines the questions of the Ministerial Advisory Committee, provides some commentary where relevant and a submission response which will form the basis of Council’s submission. The questions asked are:-

**Question 1: What do you think of these outcome principles?**
This question comes under the heading in the report of ‘What we want to achieve’. The discussion paper refers to five outcome principles:
Principle 1: A distinctive Melbourne
Principle 2: A globally connected and competitive city
Principle 3: Social and economic participation
Principle 4: Strong communities
Principle 5: Environmental resilience

**Submission:**

The five principles encompass the fundamental nature of a 21st century city that should retain and enhance the positive points of difference for a city competing in a globalised world. Focussing on social and economic issues that impact the success of communities is also considered essential to ensuring the success of the city. Recognising the need for environmental resilience should be a starting point for all future development. There should be greater emphasis of achieving sustainable and environmental sensitive outcomes.

Principle 2 is of added importance to the City of Monash as the Monash-Clayton cluster is identified as an area of national significance for employment and innovation. It is noted in
the report that good urban and transport planning could create a number of competitive advantages for Melbourne including, among other things, vibrant suburban jobs locations. This principle is strongly supported given that for over 20 years the City of Monash has actively managed a planning strategy that has promoted the Monash Technology Precinct as a premium employment zone for high technology and office development to support and complement a wide range of activities, including the world class facilities of Monash University, Monash Medical Centre, CSIRO and, more recently, the Synchrotron.

Question 2: What do you think is needed to achieve these outcomes?

Submission:

In order to achieve these outcomes, a commitment and partnership across all levels of government is required. A collaborative approach to governance, particularly between state departments, would assist in the implementation of agreed outcomes.

In addition, a vital component to achieving these outcomes will be broad community education involving extensive engagement on the background to the issues and the need for change.

Question 3: What are the key ingredients for success in achieving the vision of an expanded Central City?

This question comes under the heading in the report ‘What needs to change’. The Discussion Paper makes references to building an expanded Central City that can attract new jobs to Melbourne and reinforce Melbourne as a world city and tourism hub. An expanded Central City is not simply about a geographically larger area; it is about expanding the opportunities the Central City offers residents, businesses and visitors.

Submission:

The most important ingredient for success in achieving the vision of an expanded city is considered to be access. Without ease of access by various modes of transport and travel, the success of the vision will be compromised. The mega cities around the world generally have superior public transport links that are able to move large volumes of people with ease and efficiency. There needs to be a joint vision towards land use planning and transportation planning so that solutions can be delivered in a timely manner. Poor coordination between government departments and different levels of government could hinder any success in achieving this vision.

Improved access linkages to be provided within an expanded central city should include, among other things, a new Metro rail system (as proposed), a rail link to the airport, fast trains to regional centres, either a light or heavy rail system along Wellington Road to the eastern suburbs, improvements to bus routes and a regional focus (within the metropolitan area).
Question 4: What do you think of the idea of identifying and reinforcing employment and innovation clusters across Melbourne?

The report notes that a number of suburban job clusters are nationally significant places of economic activity and innovation. Reinforcing the role of these clusters could boost productivity, support economic growth, make the most of existing infrastructure and promote urban renewal. Clusters have distinctive roles, infrastructure and economic development potential.

Submission:

Council is supportive of the idea of identifying and reinforcing employment and innovation clusters across Melbourne. As previously mentioned, for over 20 years the City of Monash has actively managed a planning strategy that has promoted the Monash Technology Precinct as a premium employment zone for high technology and office development to support and complement a wide range of activities, including the world class facilities of Monash University, Monash Medical Centre, CSIRO and, more recently, the Synchrotron.

Since that time, the area has only grown in significance and influence on a national and international level, which is evidenced by the impressive concentration of research infrastructure and expertise in Monash.

It is noted that international companies have benefitted from the certainty and quality of the policy direction for the area and the commitment by government, at all levels, to ensure the area in which they invest is protected and will be maintained in the future.

Identifying innovation clusters within the Metropolitan Strategy will further enhance the attractiveness of these areas internationally and increase the likelihood of future investment in innovation and employment, which will be economically significant to the state.

The Federal Government has recently named the Monash-Clayton precinct as the first of ten Industry Innovation Precincts of national significance as part of a plan to boost Australian innovation, productivity and competitiveness to generate business opportunities and economic growth for the future to support and create jobs. The importance of Monash’s precinct has been recognised, given the synergies provided by the existing businesses in the area along with Monash University, Monash Medical Centre, the CSIRO and the Synchrotron.

Given the significance of the Monash-Clayton Employment Precinct, it is considered that the Discussion Paper fails to recognise that there are important elements of Melbourne’s knowledge economy located outside of the central city. The emphasis should not focus solely on the central city as the core of Melbourne’s knowledge economy. The importance of the Monash-Clayton Employment Precinct as a crucial part of Melbourne’s knowledge economy should also be emphasised.
There should also be measures in place to ensure that this innovation cluster is supported by State Government strategic and economic policy, with a clear implementation plan in place for the delivery of major projects. It is apparent that a precinct of such national significance needs to be supported by investment in high quality public transport, road and services infrastructure.

In particular, improvements in the public transport network are considered vital to improve access to the Monash-Clayton precinct. Over 60,000 jobs are provided for within this employment precinct and Australia’s largest University is also located in the area. It is essential that a timely commitment to enhancing public transport access to this precinct including the construction of a heavy or light rail system to Knox along Wellington Road be undertaken. The development of a bus interchange at the Huntingdale Station must be an urgent priority in order to provide improved access to the University and the Monash-Clayton precinct.

Locating new housing in close proximity to jobs and services, including the Monash-Clayton Employment Precinct, is considered a good planning outcome as it improves the accessibility of jobs for residents in their local area. Reducing travel to work times and ensuring that there are jobs in the local area is central to achieving sustainable outcomes and is thereby supported. Any weakening of the high technology, research and office focus of the precinct would damage its overseas reputation and negatively influence future investment into the area.

However, it is considered inappropriate to locate housing of a permanent nature within the Monash Technology Precinct, given the specialised nature of this employment precinct, as detailed above.

**Question 5: What is needed to support growth and development in regional cities?**

**Submission:**

Growth in regional cities is directly correlated with employment opportunities. A commitment by State Government to encourage relocation of services and facilities into regional areas could spearhead the co-location of other businesses into regional cities.

In addition, support should be given to increasing access via high speed rail between regional cities and metropolitan Melbourne to foster linkages for residents and business which would further encourage growth and development.

**Question 6: What do you think of the idea of a ‘20’ minute city?**

**Submission:**

The report states that “The real challenge we see is how the middle and outer suburbs of Melbourne can be adapted to provide more services closer to people, and better access to those services that are already there.”
It is considered that the idea of the ‘20 minute city’ could be a misleading term and promotes a concept that can mean different things to different people at different stages in their life cycle, achieved by walking, cycling, bus or car. This can set up a series of contradictions and perhaps unrealistic expectations.

The City of Monash already delivers a ‘20 minute city’ for its residents despite being described as a middle suburb. Numerous bus routes for residents living within the city generally provide for a ‘20 minute city’ in all directions to various facilities and services. In addition, the Glen Waverley and Dandenong rail lines provide additional access for people located along these railway corridors.

Local services and activities, including a large employment base, allow residents to live, recreate and work all within the City of Monash within 20 minutes of their home if they so choose.

So there seems to be a paradox as even in outer municipalities the principal of the ‘20 minute city’ could be achieved largely through car-based access to most services and facilities that are needed on a weekly basis. The main exception to this principle would be access to employment where workers are often prepared to travel considerably longer than 20 minutes to find employment.

It is suggested that overall access to a ‘20 minute city’ could be achieved by increasing public transport, particularly to areas that currently lack sufficient services. In particular, a commitment to rail and light rail services and improvements to bus services is considered necessary to reduce overall travel times for commuters.

The other ideas and aspirations pertaining to a ‘20 minute city’ indicated in the report including delivering jobs and services to outer area residents in a more timely manner, providing diverse housing in the right location at a reasonable price and improving the environmental performance of suburbs are all supported.

It is acknowledged that an artificial hierarchy of activity centres can limit uses and stifle the ability to provide flexibility of services and facilities to residents. However, activity centres should still be recognised as primary areas for consolidating uses, thereby minimising transport movements. Any ad hoc dispersal of commercial and retail uses, is not supported.

Question 7: How can established suburbs accommodate the needs of changing populations and maintain what people value about their area?

Submission:

It is considered that first and foremost a comprehensive education program is required to raise the awareness of the broader issue of increased population growth so that there is a change in community expectations when it comes to what they value in their areas.
With the imminent introduction of the new residential zones, a number of issues relating to accommodating the needs of a changing population while maintaining what people value about their area should be addressed.

The new zones will identify areas of potential growth as well as areas where housing would be restricted and urban character respected and preserved.

The involvement of residents early in community consultation is crucial to the success of balancing the possible conflicts between the different stakeholders in relation to the boundaries required for each new residential zone. By identifying what is important to residents and then reconciling different long term objectives in a shared understanding of the present and possible desirable futures is required. This then becomes an agreement of a shared vision to strive for and the strategy to get there.

The Grattan Institute report, “Getting the housing we want” (November 2011) states that residents, denied a real say in how their neighbourhood develops, often feel they have little choice but to oppose all planning applications and change.

To get the housing and cities we want, communities need greater control, developers need more certainty, and the conversation about our cities should reflect the real choices we have to make.”

By involving residents and the broader community in decision making on how to accommodate growth will in part go a long way to making change happen while still maintaining what people value within their area.

**Question 8: How do we ensure a healthy and sustainable environment for future generations?**

**Submission:**

A way to ensure a healthy and sustainable environment for future generations is by:

- Ensure both physical and social infrastructure is provided when required.
- Exploring opportunities to increase residential development with good access to public open space, retail facilities, public transport and employment precincts.
- Improving public transport options and by locating increased residential densities closer to public transport opportunities.
- Providing a mix of land uses to minimise transport demand.
- Incorporating integrated water management and energy solutions in future residential development.
- Limiting increased densities where there are environmental and infrastructure constraints.
- Incorporating and applying sustainable environmental performance standards into the Building Regulations for all forms of development.
- Ensure adequate public open spaces are provided and maintained.
- Ensure that sufficient green space (trees and landscaping) are provided within both the public and private realm.

Review of Metropolitan Planning Strategy
Question 9: What do you think about the possible ways of funding infrastructure?

This question comes under the heading in the report ‘Making it happen’ and the discussion paper states that implementation is essential to the success of the strategy and presents a range of ways infrastructure could be funded and financed.

Submission:

The proposal to investigate new sources of funding models in the discussion paper is supported by Council. It is important, however, that the funding commitment for infrastructure is based around a long term commitment of the collection and resourcing of sufficient funds.

In respect to each funding model the following comments are made.

Development contribution charges
Development contribution charges should be standardised and simplified. It is considered that the contribution should not have to be linked to a specific project which can be difficult to cost when there is no guarantee as to when funds would become available to construct a project. Cost becomes difficult to manage in these circumstances. The development contribution charges should be applied as part of the upgrading of specific services and facilities commensurate with the level of development being proposed ie drainage system upgrades. A fair and reasonable proportion should be paid but not 100 per cent cost recovery.

User pays and beneficiary pays
It is considered unfair that only users pay for most infrastructure developments as generally there is a net community benefit that is also derived from a project which often cannot be measured ie less traffic congestion on local roads once a freeway has been constructed. Again it is considered that a fair and reasonable proportion should be paid by users and beneficiaries but not 100 percent cost recovery.

Asset sales such as surplus government land or infrastructure assets
The use of funds from the sale of government assets can be of value; however, it is considered that the sale of assets to pay for the ongoing cost of programs is not supported given that once the funds have been depleted the programs cannot continue.

Value capture including special or differential rates
It is considered appropriate to apply differential rates to businesses such as the gaming industry where revenue raised could be used to develop and implement strategies to reduce the impact of problem gambling in the community. Any type of business or industry that negatively impacts the community should be included in this type of rating system.

Question 10: How can all levels of government, business and community work together to create the city you want?
Submission:

By:

- Creating a climate of mutual respect and understanding between the community, business and all levels of government.
- Providing a whole of government commitment and response, engaging all elements of government to work towards common solutions.
- Government making decisions across portfolios having considered the values of the community.
- Focussing decisions on community benefit, not specific sector interests.
- Educating the community on how government works and developing a program of inclusion.
- Educating the community to gain an understanding of the issues.
- Building communication links and networks.
- Providing certainty and transparency.
- Using a systems approach to dealing with issues rather than a one topic approach given the complexity and interconnectedness of our city.
- Government departments being service oriented not profit oriented.
- Fostering cooperation between State Agencies and Local Government and between regional Local Government groups.

CONCLUSION

A Metropolitan Planning Strategy is important. It provides the broad vision for the future and should be the vehicle that drives future direction of the development and growth of greater Melbourne, and in particular should guarantee the provision of infrastructure as it is required.

It is considered that Council should make a submission as outlined above.