

8

Infrastructure Coordination





Infrastructure Coordination

Growth Corridor Plans will guide development within Melbourne's growth areas for the next 30 to 40 years.

The Growth Corridor Plans set up a spatial framework for future development in the Growth Areas. They identify the location of areas suitable for development and those that should be preserved; they indicate the principal land uses proposed for development areas and the location of major employment and service hubs, and identify the regional scale transport and other infrastructure networks that will be required, over time, to provide for the development of each Growth Corridor.

The Growth Corridor Plans outline the Principles that will guide more detailed land use and infrastructure planning. Because of the timeframes involved, the Corridor Plans need to be broad enough to allow for significant changes in things such as:

- > Population and employment growth rates and market conditions;
- > The structure of the economy;
- > Emerging development types and densities;
- > Demographic trends, including changing household structures and preferences;
- > Emerging community, health & education service delivery strategies;
- > Government and council funding capacity & priorities.

The Plans provide a long-term overarching framework to enable subsequent more detailed development plans and infrastructure investment programs to be delivered.

The rate of urban development within Melbourne's growth areas will largely be a response to market preferences and demands.

Melbourne's growth areas play an important role in meeting the wider economic and housing needs of metropolitan Melbourne.

For instance, over time, Melbourne's growth areas are expected to increasingly be the primary source of land for manufacturing and logistics uses. Similarly, the growth areas will continue to accommodate a very significant share of new housing growth across Metropolitan Melbourne.

As such, it is essential that the program for facilitating urban development in Melbourne's growth areas is flexible and responsive to market expectations. The detailed planning for precincts will remain ahead of demand, so that there is an ability to cope with upturns in demand and sufficient lead time exists for the planning, delivery and funding of supporting infrastructure.

Precinct Structure Plans are the primary vehicle for determining the local infrastructure requirements needed to service local communities.

Precinct Structure Plans will be prepared for all developable land within the growth areas. Plans will be prepared for residential neighbourhoods as well as larger town centres and employment areas. At the PSP scale it is possible to identify more definitively the need for, proposed location, timing and funding options for a wider range of infrastructure. Each PSP will incorporate a detailed 'precinct infrastructure plan' (PIP) which outlines the infrastructure required to support urban development within the precinct.

Development contributions plans (DCPs) are also prepared in conjunction with the PSPs and identify and fund the key local infrastructure such as local roads, open spaces and community facilities. The scope and cost of DCPs has increased substantially over the past decade, and achieving a balance between cost of infrastructure and housing affordability is an ongoing challenge.

Infrastructure in Growth Areas will be funded and delivered through a variety of mechanisms.

Infrastructure in Growth Areas is of a number of types and scales and its delivery broadly falls into the following stages:

- > Facilitative' infrastructure – this is infrastructure that is required to enable development to proceed. It includes infrastructure such as water supply and sewer mains, the basic road network which provides access to arterial roads, etc.
- > 'Development-linked' infrastructure – this is the infrastructure that is closely related to the rate of development, so as to serve basic needs of the new community. It includes local community infrastructure, schools, road based public transport services and land for local open space and sporting fields, etc.
- > Enhanced 'population linked' infrastructure – this is infrastructure that follows development as populations build up and demand grows for a range of enhanced urban and social services. It includes infrastructure such as arterial road upgrades, major public transport infrastructure, regional open space and some types of major community, health and education facilities.

The 'facilitative' and 'development linked' infrastructure types are typically funded and delivered by developers and local Councils either via direct provision of works by developers, or through development contributions plans (DCPs), or by utility service companies funded from their customer base (with bring-forward funding provided by developers in some cases).

The major State responsibility in the earlier years of new urban communities is the provision of schools.

There is less certainty in the timing of provision of 'enhanced' infrastructure as funding depends on development rates and the emerging needs of growth area communities. The forward planning of enhanced infrastructure in growth areas by State and Local government requires prioritising the needs of the growth areas in the wider context of the broader municipal or metropolitan area.

The majority of the 'enhanced' infrastructure is funded by Local, State and Federal Governments through their normal forward planning and budget processes.

This prioritisation is typically informed by population forecasts, urban development data, community needs analysis, transport modelling etc. Both State and local governments typically prepare specific infrastructure (e.g. transport, open space) or service (community services, health, education) strategies to determine funding priorities and delivery programs.

The introduction of the Growth Area Infrastructure Contribution (GAIC) provides an additional source of funding for both 'development linked' and 'enhanced' infrastructure provision by the State Government. The GAIC was introduced in mid 2010 and the Government will allocate GAIC revenues to deliver infrastructure in growth areas over time. Whilst it will take time for revenues to build up to significant levels to support infrastructure delivery in growth areas, opportunities exist

for the Government to negotiate 'works in kind' agreements with landowners to help facilitate the early delivery of infrastructure related to the GAIC.

The Growth Corridor Plans, Precinct Structure Plans and Urban Development Program (UDP) provide a valuable context and source of information to enable this infrastructure planning and prioritisation to occur.



GLOSSARY

Arterial Road	A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways.
Beveridge Interstate Freight Terminal (BIFT)	A possible site for a future interstate freight terminal at Beveridge, which would enable the transfer of freight between road and rail.
Boulevard	A road that provides a higher level of amenity through landscaping and tree planting, normally with a central median and wider paths.
Bulky Goods	Restricted Retail and Trade Supplies as identified in the Planning Scheme.
Busways	The separate right of way in which higher frequency bus services run.
Guided Busways	A fixed right of way in which buses are steered along their route by external means. These often run parallel to existing roads.
Central Business District (CBD)	A commercial region in the centre of the city, attracting various types of businesses. In Melbourne this is focussed between Docklands and Spring Street, and Southbank and Victoria Street.
Connector Street	A lower order street providing for low to moderate volumes and moderate speeds linking local streets to arterial roads. These are managed by local councils.
Declared Arterial Road	Declared arterial roads are identified under the Road Management Act 2004 and managed by VicRoads on behalf of the State Government.
Department of Planning and Community Development (DPCD)	The Victorian State Government department responsible for urban planning and building stronger communities.
Department of Sustainability and Environment (DSE)	The Victoria State Government department that leads the Victorian Governments efforts to sustainably manage water resources and catchments, climate change, bushfires, parks and other public land, forest, biodiversity and ecosystem conservation.
Department of Transport (DOT)	The Victorian State Government department responsible for public transport, roads and ports across Victoria.
Ecological Vegetation Class (EVC)	<p>Ecological Vegetation Classes (EVCs) are the basic mapping units used for biodiversity planning and conservation assessment at landscape, regional and broader scales in Victoria.</p> <p>Each EVC represents one or more plant (floristic) communities that occur in similar types of environments. The floristic communities within each EVC tend to show similar ecological responses to environmental factors such as disturbance (e.g. wildfire). As well as representing plant communities, EVCs can be used as a guide to the distribution of individual species and groups of species, including animals and lower plants such as mosses and liverworts. (Commonwealth of Australia and State of Victoria, 1999).</p>
Environmental Protection and Biodiversity Conservation Act 1999 (EPBC)	The Act through which biodiversity conservation is implemented by the Commonwealth. This is administered by the Australian Government Department of Sustainability, Environment, Water, Population and Communities.
Golden Sun Moth (GSM)	<p>The Golden Sun Moth (<i>Synemon plana</i>) is a medium-sized (wingspan 3.1-3.4cm) day flying moth restricted to Victoria, the Australian Capital Territory and adjacent areas of southern New South Wales. The Golden Sun Moth inhabits grassy areas, including native grasslands and grassy woodlands as well as areas of introduced (non-native) grasses and weeds.</p> <p>It was listed as critically endangered under the EPBC Act in December 2002 and as threatened under the Victorian Flora and Fauna Guarantee Act 1988.</p>



Grassy Eucalypt Woodland (GEW)	<p>Grassy Eucalypt Woodland of the Victorian Volcanic Plain is an EPBC Act protected EVC. It is open eucalypt woodland with a predominantly grassy understory. The ecological community exhibits a degree of natural variation in appearance and composition across its range, due to variations in rainfall and landscape features such as changes in elevation, drainage patterns and the presence of rocky outcrops. It is most commonly dominated by River Red Gums (<i>Eucalyptus camaldulensis</i>), but this can become Grey Box (<i>E. macrocarpa</i>) or Yellow Box (<i>E. melliodora</i>) on drier sites, Manna Gum (<i>E. viminalis</i>) or Swamp Gum (<i>E. ovata</i>) on damper sites. In some areas, this community can have an association with or include stony knolls.</p> <p>Grassy Eucalypt Woodland of the Victorian Volcanic Plain is an ecological community that was listed under the EPBC Act on 25 June 2009 as critically endangered.</p>
Growling Grass Frog (GGF)	<p>The Growling Grass Frog or Southern Bell Frog (<i>Litoria raniformis</i>) is a large frog up to 10cm in length, varying from dull olive to bright emerald-green with irregular golden-bronze blotches. It occurs in south-eastern Australia, including South Australia, Victoria, Tasmania, New South Wales and the Australian Capital Territory. The Growling Grass Frog's habitat is permanent or seasonally flooded slow moving waterbodies for breeding, aquatic vegetation for shelter and foraging, and logs and debris for over-wintering. It is sometimes known as the Southern Bell Frog.</p> <p>It was listed as vulnerable under the EPBC Act in July 2000.</p>
Heavy Rail	Railway moving larger passenger volumes at higher speeds i.e metropolitan or V-Line rail services.
Higher Education (HE)	Higher education consists of Diplomas, Advanced Diplomas, Associate Degree Bachelor degree, Graduate Certificates and Diplomas Masters and Doctorates under the Australian Qualifications Framework. Generally, these qualifications are provided by universities. In addition to universities, there are hundreds of other organisations approved to provide particular higher education qualifications. Universities are most likely to occupy major spaces designated for provision of higher education.
Light Rail	A rail system that carries a relatively low number of passengers over relatively short distances, when compared with heavy rail. In Melbourne examples include the off-road sections of tram routes 96 and 109.
Local Bus Service	Bus services providing coverage of urban and suburban areas, typically contained within the suburb, and linking to areas of local activity and other public transport services.
Local Streets	Lower order streets designed to provide local access between connector streets and homes, jobs etc.
Local Town Centre	A small town centre designed to serve a local neighbourhood of up to 10,000 people, that will usually include a few specialty stores and non-retail uses.
Local Trail Network	Trails connecting local communities for recreational purposes. The local trails will be identified during the precinct planning process.
Major Town Centre	A town centre designed to serve a catchment of 20,000 to 60,000 people that accommodates a mix of activities that generate high numbers of trips, including businesses, retail, services and entertainment.

Matters of National Environmental Significance (MNES)	<p>The eight matters of national environmental significance protected under the EPBC Act are:</p> <ul style="list-style-type: none"> world heritage properties national heritage places wetlands of international importance (listed under the Ramsar Convention) listed threatened species and ecological communities migratory species protected under international agreements Commonwealth marine areas the Great Barrier Reef Marine Park nuclear actions (including uranium mines)
Metropolitan Trail Network (MTN)	An off-road trail designed for walking and cycling, that connects regional open space and is managed by Parks Victoria.
Native Vegetation Precinct Plan (NVPP)	A plan, as specified in clause 52.16, that sets out which native vegetation in a precinct will be retained and which will be offset.
Natural Temperate Grassland (NTG)	<p>Natural Temperate Grassland of the Victorian Volcanic Plain is characterised by native grassland of Kangaroo Grass (<i>Themeda triandra</i>), Wallaby Grass (<i>Danthonia</i> spp.) and other perennial tussock-forming grasses interspersed with an array of native herbs and sub-shrubs.</p> <p>Natural Temperate Grassland of the Volcanic Plain is listed as a critically endangered ecological community under the EPBC Act.</p>
Neighbourhood	An area bounded by arterial roads or other major features, containing 6,000 to 10,000 people. Typically a mile square in the standard Melbourne arterial road grid.
Outer Metropolitan Ring/E6 road reservation (OMR/E6)	<p>The Outer Metropolitan Ring / E6 road reservation is being planned to accommodate a high-speed transport link for people and freight in Melbourne's north and west, creating the opportunity for new road and rail transport links through the Werribee, Melton, Tullamarine, Craigieburn / Mickleham and Epping/Thomastown areas to be provided as transport demand warrants.</p> <p>The planning for the transport corridor provides options for an ultimate freeway standard road, capable of up to four lanes in each direction and four railway tracks in the median for interstate freight and high-speed passenger trains between Werribee and Kalkallo and capable of ultimately being a six-lane road elsewhere.</p>
Precinct Infrastructure Plan (PIP)	A document alongside or as part of the precinct structure plan that defines the priority regional and local infrastructure requirements for future planning and investment by council and government agencies.
Precinct Structure Plan (PSP)	A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A precinct structure plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct, and when adapted, development rights are triggered on the Urban Growth Zone.
Primary Arterial Road	A large road, typically with 4 – 6 traffic lanes and speed limits of 70 – 80 km/hr. These roads mainly function to provide for moving higher volumes of transport and freight for longer distances. The State Government will often declare these roads and manage them under the Road Management Act.



Primary Health	Frontline, basic or general patient centred health care incorporating curative treatment given by the first contact provider along with promotional, preventive and rehabilitative services provided by multi-disciplinary teams of health-care professionals working collaboratively e.g. general practitioners.
Secondary Health	The provision of general medical and surgical services by a physician or specialist in a community based health setting on referral by a primary care provider.
Tertiary Health	A specialised, consultative, highly technical level of health care over an extended period of time that includes diagnosis and treatment of disease and disability in sophisticated large research and teaching hospitals servicing a large catchment area and referral base. Advanced and complex procedures and treatments are provided at this level by medical specialists including intensive care, advanced diagnostic services and highly specialised personal care services.
Principal Town Centre	A town centre serving a catchment of 100,000 people or more, that accommodate a mix of activities that generate higher numbers of trips, including business, retail, services and entertainment. Generally well served by multiple public transport routes and on the Principal Public Transport Network or capable of being linked to that network.
Principal Public Transport Network (PPTN)	A high-quality public transport network that connects Principal and Major Town Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.
Ramsar	An international convention on wetlands that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. The convention was adopted in the Iranian city of Ramsar in 1971 and came into force in 1975.
Regional Rail Link (RRL)	The Regional Rail Link is a new rail line from Werribee to Southern Cross via Deer Park. It is designed to carry regional, VLine Trains from the west of Melbourne to the CBD whilst freeing up the existing Werribee line to enable this to carry more trains.
SmartBus Service	A higher frequency bus service with relatively direct routes, often over longer distances between suburbs, and linking to areas of activity and heavy rail services
Southern Brown Bandicoot (SBB)	<p>Southern Brown Bandicoot (<i>Isodon obesulus obesulus</i>) exists across southern Australia and Cape York. It is a medium sized ground dwelling marsupial up to around 1.5kg in weight. It utilises a range of native and exotic vegetation types with a densely vegetated ground layer, and generally occurs within 50km of the coast, although it extends further in land in south west Victoria. Individuals tend to be solitary and generally nocturnal, with a home range of between 0.5ha to 9ha reported.</p> <p>The Southern Brown Bandicoot is a nationally threatened subspecies that was listed as endangered under the EPBC Act in April 2001.</p>
State Arterial Road	See Declared Arterial Road
Strategic Impact Assessment Report (SIAR)	A report that outlines the program approved under the bilateral agreement which identifies a series of processes and mitigation measures that the Victorian Government will use to meet the requirements of the EPBC Act 1999, and thereby to enable the UGB to be expanded via Amendment VC68.
Tertiary education and training	The combination of HE and VET. Institutions can operate in both HE and VET, for example some universities are also TAFEs and many have established Registered Training Organisations, and some TAFEs have approval to provide higher education qualifications. In the private sector, many organisations work across both sectors.

Technical and Further Education (TAFE)	Institutes providing education and skills training for students of all ages and backgrounds, for small and large enterprises and across all industries in Victoria. TAFEs are owned and financed by the State and operate under a structure of autonomous governance.
Urban Growth Boundary (UGB)	A statutory planning management tool used to set clear limits to metropolitan Melbourne's urban development.
Vocational Education Training (VET)	Education and training leading to the award of qualifications under the Australian Qualifications Framework of Certificates I-IV, Diplomas, Advanced Diplomas, and VET Graduate Certificates and Diplomas. The larger part of Government-funded VET is provided TAFE Institutes. VET is also provided by Registered Training Organisations (RTOs) of which there are many thousands in Australia, many with a focus on a particular area of training. TAFEs are the major users of large spaces allocated for VET.
Western Interstate Freight Terminal (WIFT)	A new interstate rail terminal in Melbourne's west to allow the relocation of domestic internodal freight handling for South Dynan. This will reduce the need for some large trucks to travel into the city.