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C409melb**02.03-1**21/09/2022
C409melb**STRATEGIC DIRECTIONS****Settlement**

To accommodate the City's growth over the coming 30 years and preserve established residential areas, various settlement areas have been established, each with a different role.

The City contains five types of settlement areas, identified on the Growth Area Framework Plan (at Clause 02.04-1).

The original city centre

The Hoddle Grid is known for its orderly grid and hierarchy of streets, lanes and arcades and is the main retail and office area in the state. Key functions are located in the Hoddle Grid, including government and public buildings, offices, cafes, education, retail and residential. A strong emphasis is placed on a quality public realm and good pedestrian amenity and connectivity.

Existing urban renewal areas

Existing urban renewal areas provide a new mix of uses and higher density of development complemented by excellent provision for walking, cycling and public transport services.

Arden is a Major urban renewal precinct. Arden will evolve as a thriving inner-city neighbourhood showcasing quality and affordable housing, a thriving network of open spaces, active transport links, and adaptable community facilities, schools and workspaces. The delivery of Arden Station in the heart of the precinct will connect the digital technologies, life sciences, health and education sectors. It will provide for 34,000 jobs and a range of well serviced, diverse housing options for 15,000 people by 2051.

The vision for Arden is for the precinct to be at the forefront of sustainable development, embracing new ways to live, learn, work and travel in an energy efficient district. Arden is striving for a 6 Star Green Star rating.

Southbank is home to the State's internationally recognised Arts Precinct. Southbank includes the Southbank Promenade, Melbourne Convention and Exhibition Centre and together with the South Wharf complex it provides an extension of the Hoddle Grid.

Docklands is a residential, commercial and visitor destination providing housing, office, industry, research, institutional, business, education, entertainment/leisure, marina and sporting uses and public spaces. As an extension to the Hoddle Grid, Docklands has become a vital urban redevelopment and activity hub.

Fishermans Bend Urban Renewal Area is a declared project of State significance and is a priority urban renewal area. The urban renewal area includes the Lorimer precinct in the City of Melbourne and Montague, Sandridge and Wirraway precincts in the City of Port Phillip.

The vision for the Fishermans Bend Urban Renewal Area is to deliver a thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation that will by 2050, accommodate 80,000 residents, 40,000 jobs and be Australia's largest Green Star Community. Fishermans Bend is striving for a 6 Star Green Star Community rating.

The Lorimer precinct is planned to accommodate approximately 12,000 residents and provide 6,000 jobs. The precinct will provide a mix of residential, retail, commercial, entertainment and employment land uses that complement the functions and built form of the Central City.

City North is a specialised activity area and an area in transition. The University of Melbourne, RMIT University, hospitals and research institutions are expanding their facilities and the redevelopment of the former Carlton United Brewery site is underway. Further potential for urban renewal exists between the existing Central City and the knowledge precinct in the south area of Parkville. It contains the Parkville Station as part of the Melbourne Metro project and is an extension of the Central City.

Macaulay is an area in transition. Historically, an industrial area supporting the city's economy through manufacturing and production, the profile of business activity in the area has been changing. The Melbourne Metro station project and the proposed North Melbourne Station will lead to major change and urban renewal of the precinct. Important issues include the interface between on-going industrial and residential areas, and the interface between new development and existing residential areas. Sensitive use buffers will play an important role in protecting these uses.

Proposed urban renewal areas

Proposed urban renewal areas will provide for the next generation of urban renewal. Until structure plans are implemented, local policies for the areas apply.

E-Gate comprises mostly railway reserve in State Government ownership which adjoins the Docklands and Arden Macaulay urban renewal areas. The State Government is developing plans for the urban renewal of the area.

Potential urban renewal areas

Potential urban renewal areas present long term options for future urban renewal that are dependent on the resolution of infrastructure planning.

Dynon accommodates mainly freight and some industrial activities. The rationalisation and modernisation of freight functions will open up the potential for the renewal of the northern section of this area. Any urban renewal should not constrain the operations of the port freight terminal to the south.

The **Jolimont Rail Corridor** runs through the middle of the Sports and Entertainment Precinct. The potential exists for development over the transport corridor which will become increasingly attractive not only for the development space they can yield but also for the opportunity to connect parts of the city.

The **Racecourse Rail Corridor** between the Flemington Racecourse and the Showgrounds has potential similar to the Jolimont Rail Corridor but will depend on future rail service options.

The **Sports and Entertainment Precinct** includes some of Melbourne's major sporting and entertainment venues as well as large areas of parkland along the Yarra River corridor. It provides recreational, cultural and entertainment opportunities including Birrarung Marr, the Shrine of Remembrance, Government House, Sidney Myer Music Bowl and the Royal Botanic Gardens.

Stable residential areas

These residential areas are valued for their existing character. Limited change, such as in-fill development and alterations and additions, that respects existing character, can occur.

As **South Yarra** is an area with minimal potential for new development, residential amenity and the area's historic character and features will be preserved.

The **East Melbourne and Jolimont** area accommodates Government facilities, institutions and businesses in the Treasury and Parliament precinct. It has an important role in providing hospital and medical services and supporting Central City edge business uses while maintaining residential amenity through limited development of residential areas.

Carlton, a dynamic and diverse local area, accommodates housing, retailing, entertainment, educational, institutional, leisure and cultural activities. Lygon /Elgin Street is an important local shopping centre that also has a regional tourist role based on its restaurants. The tourism, residential and retailing functions of Lygon and Elgin Streets and their surrounds need to be balanced.

Parkville contains the extensive parklands of Royal Park and Princes Park which provide both local and regional open space. It has small established residential neighbourhoods, defined by their park context and a high integrity of heritage buildings. Preservation of heritage and parkland values and maintenance of residential amenity are key priorities.

North Melbourne has a strong residential base as well as commercial and industrial uses. Many of the area's streetscapes and buildings have been recognised for their heritage significance. Flemington Road is a key tree-lined boulevard entry into the City.

West Melbourne accommodates a mix of residential, commercial and industrial uses, along with the major regional open space of Flagstaff Gardens and North Melbourne Station - a major interchange station connecting six train lines to the north-west of Melbourne. The projected population of West Melbourne is around 19,000 by 2036 and around 21,500 by 2041. It is predicted that there will be the need for around 10,000 jobs in total (4,500 to 6,500 additional jobs) in West Melbourne by 2036.

West Melbourne will retain its unique identity, varied areas of character and mix of uses as it evolves into one of Melbourne's distinct inner urban neighbourhoods. The area will remain distinct from the central city. Retention and adaptive reuse of its heritage and other characterful buildings will be encouraged. New mixed-use development of the highest design quality will bring high amenity for residents, workers and visitors. Its wide green streets will provide excellent connections and a network of local spaces to rest and play. Spencer Street between Dudley and Hawke Streets will become a vibrant local activity centre creating an economic centre for West Melbourne.

Flemington and Kensington (west) are areas where maintaining and enhancing residential amenity and the heritage characteristics are a priority.

The ongoing operation and growth of Flemington Racecourse and the Royal Agricultural Showgrounds is supported along with the expansion of the recreational role of the Maribyrnong River and its enhancement as part of the open space network.

Other areas

St Kilda Road is a premier boulevard containing high density office and residential development. The continued development of the area has necessitated the introduction of a wide range of uses and services to support residents, workers and businesses.

The **Fishermans Bend Employment Precinct** is nominated as a National Employment and Innovation Cluster (NEIC). It is strategically located to the west of the Melbourne CBD and adjacent to the Port of Melbourne, Australia's largest container and general cargo port.

The vision for the precinct is to become Australia's leading design, engineering and advanced manufacturing precinct. The precinct will provide development densities that facilitate primary manufacturing functions in the engineering sectors of aerospace, transport and defence, as well as encouraging clean and creative technology and tertiary education. This will enable the area to transition towards an advanced manufacturing, engineering and design innovation economy that supports approximately 40,000 jobs and 20,000 tertiary students.

The provision of proposed improvements to public transport and urban amenities, combined with the redevelopment of the Victorian Government owned former General Motors Holden site will provide the early catalyst for the delivery of the vision for the Precinct and drive investment attraction. Westgate Park will continue to perform an important ecological and recreational role as extensive parkland in an urban setting for existing and future residents, workers and students.

In planning for settlement, the Council will:

- Direct urban growth and development into specific areas of the City shown on the Growth area framework plan at Clause 02.04-1.
- Expand the footprint of intensive growth areas beyond the Central City (Hoddle Grid, Docklands and Southbank) into designated new urban renewal areas.
- Retain the Hoddle Grid area as the core of the Central City and plan for its ongoing change and growth.
- Direct new urban growth into the Docklands and Southbank Existing Urban Renewal Areas.

- Support ongoing urban renewal and Central City expansion in the Existing Urban Renewal Areas.
- Develop the Potential Urban Renewal areas, dependant on the resolution of related infrastructure planning.
- Ensure development in Urban Renewal Areas does not compromise the preferred future renewal of those areas.
- Support the ongoing use of the Dynon Precinct for a range of transport, manufacturing, wholesale and distribution industries.
- Support advanced manufacturing, service industries, and port/rail use compatible with the Port of Melbourne and industries along the Maribyrnong River while ensuring that the amenity of the river is enhanced.
- Enable ongoing but incremental growth and development in those parts of the City needing renewal.
- Maintain a clear distinction in scale from the Central City with higher scales of development expected located at the Central city fringe, around the North Melbourne railway station and along Flemington Road
- In the Fishermans Bend Urban Renewal Area:
 - Create thriving, lively, mixed-use neighbourhoods and a place of design excellence with highest densities of employment opportunities close to existing and planned public transport.
 - Provide housing opportunities for a diverse community including at least six per cent of dwellings as Affordable Housing, with additional Social Housing dwellings provided as part of a Social Housing uplift scheme.
 - Create a benchmark for sustainable and resilient urban transformation that supports the creation of a climate adept, water sensitive, low carbon, low waste community, addresses potential flood impacts with measures which maintain activity at ground level, and is designed to provide best practice waste and resource recovery management.
 - Create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use and supports 80 per cent of movements via active and public transport.
- In the Arden Precinct:
 - Create a place of design excellence that supports innovative design, with the highest densities of employment opportunities close to existing and planned public transport, and creative and innovative land uses within appropriate precincts.
 - Deliver housing opportunities for a diverse community, including Affordable Housing.
 - Create a benchmark for sustainable and resilient urban transformation that supports the creation of a climate adept, water sensitive, low carbon, low waste community and is designed to provide best practice waste and resource recovery management.
 - Create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use.
 - Support the continued operation of strategically important existing uses including those that provide services or materials to the construction industry or support the urban renewal of the precinct.

02.03-2

Environmental and landscape values

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Biodiversity and waterways

The City's parks, gardens and aquatic environments have several sites with important indigenous flora and fauna habitat.

Land use and development activities can undermine the health and biodiversity of its flora and fauna ecologies. It is important to protect the open spaces and waterways that support those systems.

The quality of the City's open spaces and waterways are important to the municipality's recreational attractiveness and the health of the ecological systems and the biodiversity they support.

Private land within the City of Melbourne makes a contribution to the City's biodiversity and the health of its waterways. The protection of the biodiversity values of private land is important for the City.

In managing biodiversity and waterways, the Council will:

- Protect and enhance the habitat of the city's parklands, the Yarra and Maribyrnong Rivers and the Moonee Ponds Creek.
- Ensure open space links along waterways provide for environmental and recreational functions.
- Support design treatments that enhance or restore natural systems.
- Maintain the Yarra River Corridor as a continuous, high pedestrian amenity focus for the City.
- Promote active land uses such as cafes, restaurants and leisure venues in buildings along the Yarra River, particularly those with a northern orientation.
- Encourage the retention of native and mature canopy vegetation in the development of sites and enhance indigenous and remnant vegetation.
- Encourage the use of indigenous vegetation in the delivery of open spaces and roof-top greening green cover for buildings.
- Minimise the impacts of introduced flora and fauna on indigenous vegetation.
- Create and enhance bio-links for vegetation links to increase the resilience of native flora and fauna.
- Adopt an integrated water management approach to the delivery of water to support green cover for buildings and reduce stormwater impacts on waterways.
- Ensure residential, commercial and industrial development adopts a best practice approach to stormwater treatment and management.
- Consider future climate conditions when determining appropriate vegetation species.
- Ensure green cover for buildings supports the creation of complex and biodiverse ecosystems and provides a layered approach, incorporating both understorey and canopy planting.

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Environmental risks and amenity

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Climate change

The City is one of the most compact, dense and mixed use parts of the metropolitan area with the richest network of public transport services and generous open space reservations. These characteristics have intrinsic characteristics that offer significant potential to drive down energy use, to make the City robust against the predicted impacts of climate change, particularly water scarcity and heatwaves.

Climate change will deliver reduced rainfall, rising sea level, more extreme flooding, intense storms, and heatwaves. The built environment must be designed to moderate and provide protection from these impacts.

- Protect and enhance the City's distinctive physical character and heritage, maintain the importance of:
 - identified places and precincts of heritage significance
 - the World Heritage Listed Royal Exhibition Building and Carlton Gardens
 - the Shrine of Remembrance
 - the Hoddle Grid
 - the Yarra River Corridor, Victoria Harbour and waterways
 - the network of parks and gardens the Hoddle Grid's retail core
 - the network of lanes and arcades Boulevards
 - the sense of place and identity in different areas of Melbourne.
- Ensure design, height and scale of development responds to the identified preferred built form character of an area.
- Ensure a strong distinction between the built form scale of the Central City with that of surrounding areas.
- Improve public realm permeability, legibility and flexibility.
- Ensure that development in the Capital City, Docklands, Commercial and mixed use zoned areas provide active street frontages and minimise pedestrian disruption from car access.
- Design public and private open spaces to support wellbeing including physical movement, communal exercising, social interaction, quiet enjoyment and connections to the natural environment.
- In all Urban Renewal Areas:
 - Provide a complementary transitional scale to adjoining areas where the built form character is to be maintained.
 - Encourage a development pattern that is permeable and fine-grained.
- Enhance the role of the Boulevards and Principal Streets as entrances to the Central City through development that maintains landscape character.

Heritage

One of the great Victorian-era cities in the world, the City contains many precincts, intact streetscapes, Aboriginal archaeological sites and buildings recognised for their cultural heritage significance. They contribute to the significance of Melbourne as the cultural, administrative, educational and economic centre of the State and a significant part of Melbourne's attraction as a place in which to live, visit, do business and invest. It is also important for cultural and sociological reasons, providing a distinctive historical character and a sense of continuity.

The management of heritage places in the Capital City Zone (CCZ) and Docklands Zone (DZ) faces the challenge of intense development and the different built form outcomes that result from development.

The World Heritage Environs Area provides a buffer zone to protect the World Heritage Listed Royal Exhibition Building and Carlton Gardens.

In protecting heritage values, the Council will:

- Conserve and enhance places of identified cultural heritage significance, including views to heritage places.

- Maintain the visual prominence of heritage buildings and landmarks including the Shrine of Remembrance, Parliament House and the World Heritage Listed Royal Exhibition Building and Carlton Gardens.
- Protect the significant landscape and cultural heritage features of parks, gardens, waterways and other open spaces.

Sustainable development

The City of Melbourne has declared a 'climate emergency' and has adopted a target of zero greenhouse gas emissions for the municipality by 2040. The built environment has an important role to play in mitigating greenhouse gas emissions. The City will plan and design to become an environmentally sustainable city that is energy, water and waste efficient, and adapted to predicted climate change.

In promoting sustainable development, the Council will:

- ~~Ensure an environmentally sustainable urban environment and building design that facilitates reduced greenhouse emissions, integrated water management, and efficient resource use and waste reduction.~~
- ~~Ensure~~Require mitigation measures through increased energy efficiency in the built environment ~~resilient to heatwaves, water shortages, extreme storm events and sea level rise~~and the delivery of zero emissions buildings.
- ~~Support increased delivery and use of renewable energy.~~
- ~~Support the transition to more sustainable forms of transport.~~
- ~~Increase the resilience of the natural and built environment by increasing greening and green infrastructure.~~
- ~~Support community resilience by requiring development to respond to the urban heat island effect.~~
- ~~Adopt integrated water management principles and approaches.~~
- ~~Encourage environmentally sustainable building design innovation~~Support efficient waste management and resource recovery practices.
- Encourage ~~the connection of buildings to district~~precinct based responses to energy, water and waste ~~systems through a precinct-wide approach~~in recognition of the increased opportunities in urban renewal areas.

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Housing

Housing diversity

Providing housing to accommodate the expected significant population growth in an already densely developed city is a key challenge for the municipality. New housing needs to be diverse, affordable and provide a good standard of building design.

Most of the increased population is planned to be accommodated in the City's areas of urban renewal, planned urban renewal and the Hoddle Grid.

Outside these areas, population growth will be modest and in some established areas such as South Yarra, parts of Parkville, North Melbourne, Kensington, Carlton, East Melbourne and Jolimont, there will be minimal change.

High standards of on-site amenity should be provided in all residential development, including good access to sunlight, daylight and privacy as well as protection from effects such as noise and light spill.

In providing housing, the Council will:

- Preserve the valued characteristics of the stable residential areas and in areas outside the Central City and Urban Renewal Areas, increase housing quantity and density consistent with existing character.
- Encourage the most significant housing and population growth to the Central City and urban renewal areas.
- Ensure that new residential development achieves high standards of amenity including access to sunlight and daylight and protection from overlooking.
- Ensure social and physical infrastructure provision as part of residential development.
- Support a range of housing types and tenures to meet the diverse of housing needs.

Affordable housing

There is a need to increase the proportion of lower cost accommodation, social housing and housing to meet a diverse range of needs.

In providing affordable housing, the Council will:

- Support lower cost housing, social housing and housing designed for people with disabilities.

Student housing

The many tertiary educational institutions of Melbourne cater for a large number of students from overseas, interstate and from regional Victoria. The demand for student accommodation is projected to be ongoing, recognising that it has specific requirements compared to other types of dwellings.

In providing student housing, the Council will:

- Support purpose-built student housing that encourages social interaction.

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Economic development

Employment and innovation

The City makes an important contribution to the economic prosperity of the state through the provision of its local, corporate and global businesses, its strong retail, major cultural, sporting and tourism industry, and its significant industrial uses.

In 2011 there were over 461,000 people employed in the municipality. Employment has grown at 3.5 per cent per year since 2002, faster than the state average of 2.4 per cent (SGS 2011, Employment Forecasts).

Innovation in business is central to the City's economic vitality and its role as a globally competitive capital city. The municipality is a dense centre of world standard service and research activity particularly in the financial, engineering, biotechnology and design sectors.

The universities and TAFE institutes are able to link locally with industry, business, hospitals and research institutes in the Parkville, Alfred Hospital and St Vincent's Hospital precincts.

The Central City is the prime location for commerce in metropolitan Melbourne, and along with the St Kilda Road commercial area, is of state significance. Areas zoned mixed use and commercial around the Central City are under increased pressure for housing, and it is important to ensure their ongoing functioning and viability as business areas.

The Hoddle Grid will remain the State's pre-eminent retail centre.

The City has a traditional manufacturing and industry base but in recent times, many manufacturing uses have relocated to the periphery of Melbourne or offshore. The City, however, offers unique locational and access advantages, particularly for advanced manufacturing industries.

The Fishermans Bend Employment Precinct is one of Victoria's National Employment and Innovation Clusters (NEIC) and contains a vibrant industrial area with head offices and important clusters in aviation, aerospace and defence.

In supporting employment and innovation, the Council will:

- Support development that reinforces the City's role as Victoria's principal centre for commerce.
- Support the Central City Retail Core and local retail uses.
- Ensure a proliferation of eating and entertainment uses do not undermine the character and range of services offered in local retail centres.
- Support the development of Docklands and Southbank as vibrant business and retail areas.
- Support St Kilda Road as a vibrant office and high density residential district.
- Encourage development that supports the City's role as an Australian and Asia Pacific gateway for health services, financial and business services, education and biotechnology.
- Encourage a mix of commercial and business services that provide employment opportunities for local residents, appropriate to the location with off-site impacts managed consistent with the local amenity.
- Improve the long term viability and security of the City's industries.
- Support the 24 hour function of the Port of Melbourne and associated industries, as Australia's leading container port.
- Encourage industries to adopt the highest standards of environmental management practice.
- Encourage a dense co-location of business, education, medical and research centres.
- Encourage uses that include research and development activities.
- Support the development of Fishermans Bend Employment Precinct as a National Employment and Innovation Cluster and as the City's primary industrial area and the preferred location for clean, advanced manufacturing, research and development, and ancillary services.
- Ensure the development of commercial and retail uses in the Fishermans Bend Employment Precinct supports the vision for the precinct as Australia's leading design, engineering and advanced manufacturing precinct.

Tourism

The City is a national and international tourist destination and the State's entertainment and celebration capital. The numerous large sports and entertainment venues, convention facilities and cultural facilities draw visitors to the city.

In promoting tourism, the Council will:

- Encourage development that supports tourism at sports and entertainment venues, convention and cultural facilities.
- Support development that promotes the Docklands waterfront as a tourism and leisure destination of State significance.

Creative industries

The City is a national and international leader in creative endeavours such as music, performing and visual arts; film, television and radio; writing, publishing and print media; design and architecture; software and electronic gaming, web and multimedia development; and advertising and marketing.

Along the Sturt Street spine there is a cluster of many of Australia's premier cultural institutions extending from Federation Square to the Arts Centre to the Malthouse Theatre.

In encouraging creative industries, the Council will:

- Encourage the growth and clustering of cultural institutions. .
- Provide a diverse range of leisure, arts, cultural and entertainment uses.

- Locate entertainment, music and cultural attractions in Commercial and Mixed Use Zones, where consistent with the local amenity.
- Encourage the growth of a cultural environment in the Hoddle Grid, Southbank and Docklands by supporting entertainment uses, music and the arts.

02.03-7

Transport

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Integrated transport

Effective and efficient mobility is essential for the liveability, creativity, prosperity, innovation and environmental sustainability of the City.

The City's transport infrastructure must meet the demands of the growing intensity and diversity of land uses and major events.

In integrating transport, the Council will:

- Integrate transport and urban growth.
- Encourage water transport for recreational and commuter use consistent with maintaining safe and efficient Port operations.
- Locate major entertainment, recreation, retail, education and employment areas where they are accessible by public transport and walking.
- Reduce the negative impacts of traffic and parking, particularly on residential areas and parklands.

Sustainable transport

A priority for the City is maximising the use of sustainable modes of transport, in particular public transport, supporting improved cycling and walking connections and reducing the greenhouse gas emissions from motorised vehicles. Private motor vehicles ~~will~~ continue to be ~~an important~~ part of the mix of modes but their use will become increasingly complementary to the other transport modes ~~and technologies which align with the City's transport objectives and emission reduction targets.~~ Opportunities to reduce private vehicle usage in the City through car share schemes are also important.

Public transport is the most economic and efficient mode for mass travel to and from the City. Walking accounts for the greatest proportion of trips within the City. An excellent walking network is necessary for the functioning of all the other modes.

Bicycles and motorised bikes/scooters are gaining popularity. They are efficient users of road space and are time-competitive with cars. There are good opportunities to increase cycling take-up.

In encouraging sustainable transport, the Council will:

- Develop and maintain a comprehensive, safe, comfortable and convenient pedestrian and cycling network.
- Protect and enhance the laneways as a significant element of the pedestrian network and public realm.
- Support the provision of public bike hire stations convenient to pedestrians and public transport.
- Maximise the use of public transport through an efficient urban structure.
- Encourage public transport as the primary mode of access to the Central City by planning for the network and encouraging integrated development.

Freight and ports

Melbourne is Australia's international freight hub and gateway. The Port of Melbourne is the largest container port in Australia, handling 36 per cent of the nation's container trade. The Port and the City's industrial areas rely on efficient road and rail links for freight movement.

In planning for freight and ports, the Council will:

- Enhance Melbourne's role as Australia's freight hub and gateway.
- Support development of the Melbourne International Freight Terminal in the Dynon Precinct.
- Support freight uses in the West Melbourne Industrial Precinct.
- Improve links to the Port, including the integration of Port operations with the Melbourne International Freight Terminal and the Fishermans Bend Employment Precinct.
- Support reduced amenity and environmental impacts from road based freight vehicles.

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Infrastructure

Community infrastructure

The expansion and upgrading of utilities, community facilities and public open space will be required to service the growth of resident, worker and visitor populations. Key to this is an efficient use of existing infrastructure and forward planning for future needs.

In supporting community facilities, the Council will:

- Facilitate upgrading of utilities, community facilities and public open space that meet the needs of the public.
- Integrate new community facilities with residential development.
- Encourage co-location of complementary community facilities and encourage multipurpose uses.

Education and health facilities

Melbourne is one of the world's leading student cities. The City is home to the University of Melbourne and RMIT University, the city campuses of four other universities, TAFE institutes and colleges as well as many private institutions. It hosts leading research institutions in Bioscience and benefits from the co-location of key education, hospitals, research institutes and industry.

In promoting education and health facilities, the Council will:

- Support use and development for primary, secondary and tertiary education.
- Support the clustering of hospitals and their continued development.

Integrated water management

Increased development can result in changes to the volume, velocity and quality of stormwater drainage into natural waterways. Achieving improved stormwater quality is a key objective in reducing the environmental impact of urban development. Waterways are an important environmental asset and measures that protect, or improve, water quality will be of significant benefit.

In practicing integrated water management, the Council will:

- Encourage stormwater management, including water sensitive urban design, to minimise the impact of development on waterways.

Telecommunications

Supporting telecommunications facilities, whilst managing their visual impact, is an important issue for the City.

In managing telecommunications facilities, the Council will:

- Ensure infrastructure to meet anticipated information, communication and technology needs.
- Minimise the visual impact of telecommunications and utilities infrastructure.

Public open space

Public open space is highly valued within the City particularly due to the intensity of development and the limited availability of private open space.

In planning for public open space, the Council will:

- Maintain Enhance and increase Melbourne's public open space network and promote greening of the City.
- Ensure parks, gardens, waterways and open spaces remain a prominent element of the City's structure and character.
- Ensure there is no net loss in public open space.
- Ensure that development in and surrounding the City's parks and gardens does not adversely impact on the solar access, recreational, cultural heritage, environmental and aesthetic values, or amenity of the open space.
- Maintain and grow major sports facilities and parks given their national significance.