

7.5 AMENDMENT C231MBEK - INTRODUCTION OF THE MOVING AROUND MERRI-BEK TRANSPORT STRATEGY AND MERRI-BEK OPEN SPACE STRATEGY INTO THE MERRI-BEK PLANNING SCHEME - DECISION GATEWAY 1

Director Place and Environment Joseph Tabacco
City Strategy and Economy

Officer Recommendation

That Council:

1. Using its powers as a planning authority under ss8A and 8B of the *Planning and Environment Act 1987*, seeks authorisation from the Minister for Planning to prepare Amendment C231mbek to the Merri-bek Planning Scheme as detailed in Section 3 of this report and in Attachment 1 to this report.
2. Following receipt of the Minister's authorisation, exhibits the Amendment in accordance with Section 19 of the *Planning and Environment Act 1987* as outlined in the Consultation section of this report.
3. Authorises the Director Place and Environment to make changes to the Amendment to ensure consistency with the Council adopted version of the *Merri-bek Open Space Strategy*.
4. Authorises the Director Place and Environment to make changes to the Amendment based on conditions imposed in any authorisation granted by the Minister for Planning and to make minor changes.

REPORT

Executive Summary

Amendment C231mbek seeks to introduce new policy direction from the endorsed *Moving Around Merri-bek* Transport Strategy and the *Merri-bek Open Space Strategy* into the Merri-bek Planning Scheme.

Moving Around Merri-bek is a long-term strategic document that guides the way Council manages and makes changes to Merri-bek's transport system. It replaces Council's current transport strategy, the *Moreland Integrated Transport Strategy 2019*. Council adopted the *Moving Around Merri-bek* strategy at its meeting of 10 March 2024 (Council Report 7.2).

The *Merri-bek Open Space Strategy* will guide the way Council plans, delivers, and maintains open space in Merri-bek. Once adopted, the strategy will replace Council's current open space strategy, the *Moreland Open Space Strategy 2012-2022*.

The Merri-bek Planning Scheme currently contains high level strategic direction and policies from the *Moreland Integrated Transport Strategy 2019* and the *Moreland Open Space Strategy 2012-2022*. As both strategies will be replaced, the policy content within the Merri-bek Planning Scheme will also need to be updated.

Previous Council Decisions

7.2 Moving Around Merri-bek – Final Transport Strategy for Consultation – 13 March 2024

That Council:

1. *Endorses as final the Transport Strategy Moving Around Merri-bek (Attachment 1) and associated Action Plan (Attachment 2) with the following changes:*
 - a) *Attachment 1 on page 5 delete the following sentence “We will continue to make sure those who need to drive are able to reach their destinations” and replace it with “We will make sure that trips not suited to walking, riding or public transport can still be made.”*
 - b) *Attachment 1 on page 39, amend “It is a key local door to door transport service that support people who are unable to drive or use public transport.” To read “It is a key local door to door transport service that support people who are unable to travel to local destinations independently.”*
 - c) *Attachment 1 on page 40 truncate the sentence “We need to make sure our driving network is safe for all road users and ensure that those who need to use a car, for personal use or freight delivery, are able to.” So that it reads “We need to make sure our driving network is safe and accessible for all road users.”*
 - d) *Attachment 1 on page 42, delete the dot point “People who need to use their car are supported” and replace with “The transport needs of businesses for freight consignment and deliveries are met” and add a new point “The access needs of people who experience transport disadvantage are met.”*
 - e) *Attachment 1 on page 39, add to “Improve bus services in Fawkner” the extra words “and the Newlands area of Coburg North”.*
2. *Refers to the 2024/25 Budget Process funding requests for the following two Action Plan items:*
 - a) *\$50,000 for expert advice to prepare a business case for pedestrian operated signals;*
 - b) *\$130,000 for development of a Streets for People plan.*
3. *Authorises the Director City Infrastructure to make minor editorial changes in finalising the documents for publication that do not change the meaning of the Strategy or Action Plan.*
4. *Notes the Community Engagement Report (Attachment 3) detailing the methodology and findings of community engagement, including from the Hearing of Submissions, on the Moving Around Merri-bek transport strategy and Action Plan.*
5. *Notes that Council is collecting traffic volume and speed data on Stockade Avenue and Pentridge Boulevard in Coburg, which will inform Council’s submission to the Department of Transport and Planning to advocate for reconsideration of speed limits, and that Council will also investigate the travel patterns of concrete trucks using the route and then work with consigners and receivers of the material in the vicinity on ways to minimise their impact on residential amenity.*

7.1 Draft Open Space Strategy – Endorsement for Consultation – 6 December 2023

That Council:

1. *Endorses the draft Open Space Strategy (Attachment 1) and associated Action Plan (Attachment 2) for public exhibition for 5 weeks from Tuesday 16 January until Tuesday 20 February 2024*
2. *Endorses the draft Open Space Background Technical Report (Attachment 3) prepared by Mesh Planning, for public exhibition for 5 weeks from Tuesday 16 January until Tuesday 20 February 2024*

3. *Endorses the draft Open Space Projects List (Attachment 4), for public exhibition for 5 weeks from Tuesday 16 January until Tuesday 20 February 2024*
4. *Notes the Community Engagement Report (Attachment 5) detailing the methodology and findings of community engagement as part of the development of the draft Open Space Strategy.*
5. *Notes that all documents will be made available to the public on Conversations Merri-bek from Monday 11 December 2023, ahead of the formal consultation commencing in January 2024.*
6. *Appoints Councillor Pulford, Mayor as Chair and Councillors Riley, Pavlidis and Harte to a Committee to hear any submitters requesting to be heard in support of their written submission in relation to the draft Open Space Strategy on Monday 19 February 2024 at 6pm, at the Coburg Civic Centre.*
7. *Receives a further report (expected to be the April 2024 Council Meeting) with a final version of the Open Space Strategy and associated Action Plan with the report summarising what feedback was received and how it has influenced the final Open Space Strategy.*

7.5 Amendment C212more – Planning Scheme Updates and Corrections – Decision Gateway 3 – Consideration of Panel Report and Decision on the Amendment – 8 June 2022

That Council:

1. *Notes the findings and recommendations of the C212more Panel included at Attachment 1 to this report.*
2. *Adopts Amendment C212more to the Moreland Planning Scheme pursuant to Section 29(1) of the Planning and Environment Act 1987, as exhibited and with the changes recommended by the Planning Panel and discussed at Section 3 of this report and shown at Attachment 2.*
3. *Submits Amendment C212more to the Moreland Planning Scheme to the Minister for Planning for approval, pursuant to section 31 of the Planning and Environment Act 1987.*

1. Policy Context

Council Plan 2021-2025

The *Council Plan 2021-2025* (Council Plan) aims to create an environmentally proactive Merri-bek, a Merri-bek that allows people to move and live safely in vibrant spaces and places.

The Merri-bek Planning Scheme (Planning Scheme) underpins delivery of the Council Plan by directing land use and development in Merri-bek. Introducing new content into the Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF) to support implementation of *Moving Around Merri-bek* and the *Merri-bek Open Space Strategy* aligns with the following themes of the Council Plan:

- Theme 1 – An environmentally proactive Moreland.
- Theme 2 – Moving and living safely in Moreland.
- Theme 3 - A healthy and caring Moreland.
- Theme 4 – Vibrant spaces and places in Moreland.

State Planning Policy

State planning policies are policies that apply in all planning schemes across the State. Local policy must align with State policy but can't duplicate it. There are existing State policies relating to transport and open space.

Transport

Existing State planning includes important strategies about supporting sustainable and active transport.

Clause 18.01-3S includes an objective *to facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing*. Strategies to support this objective include:

- *Prioritise the use of sustainable personal transport.*
- *Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.*
- *Plan the transport system to be safe by:*
 - *Separating pedestrians, bicycles and motor vehicles, where practicable.*
 - *Reducing the need for cyclists to mix with other road users.*
- *Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.*

There are specific clauses relating to increasing the proportion of trips made by walking, cycling and public transport across the State.

Open Space

Clause 19.02-6S includes an objective *to establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community*. Strategies to support this objective include:

- *Improve the quality and distribution of open space and ensure long-term protection.*
- *Ensure land identified as critical to the completion of open space links is transferred for open space purposes.*
- *Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.*
- *Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person's location.*
- *Develop open space to maintain wildlife corridors and greenhouse sinks.*

2. Background

Moving Around Merri-bek

Moving Around Merri-bek (the Transport Strategy) is Council's new transport strategy. It outlines Council's own transport projects and objectives as well as our transport advocacy priorities to the State and Commonwealth Governments. The Transport Strategy was developed in response to a Council decision in April 2021 to undertake work to revise the *Moreland Integrated Transport Strategy 2019* (MITS).

Council adopted the Transport Strategy at its Council meeting on 10 March 2024. It has now replaced MITS as Council's long-term transport strategy.

The Transport Strategy sets out six core values to help guide the way in which Council will improve and manage Merri-bek's transport system: safe, accessible, healthy, liveable, sustainable, and inclusive. Each value is supported by a set of transport objectives.

The Transport Strategy also sets out Merri-bek's transport system and the planned approach to support each transport network within the system. The transport system includes the pedestrian network, cycling network, driving network, public transport network, and land-use.

Accompanying the Transport Strategy is an Action Plan. The Action Plan is a separate but linked document that outlines practical actions in the immediate term (2024/25) and foreshadows actions beyond that year (2025+) to apply the values and achieve objectives outlined in the Strategy.

Merri-bek Open Space Strategy

The *Merri-bek Open Space Strategy* (the Open Space Strategy) is Council's new open space strategy. It sets out Council's vision, objectives, and directions on how to plan, deliver, and maintain open space in Merri-bek.

Development of the Open Space Strategy was guided by *Planning Practice Note 70 – Open Space Strategies*.

The vision and objectives for open space set out in the Open Space Strategy are supported five strategy directions:

1. Providing parks close to home.
2. Having a mix of open spaces and open space experiences
3. Ensuring our open space network is adaptive, biodiverse, cooling, healthy, and resilient.
4. Providing open space for everyone.
5. Improving access to our open space network through better links, corridors, and collaborations.

Each of these directions are accompanied by specific actions that support their delivery and the overarching vision. The Open Space Strategy also includes a set of enabling actions to ensure the Open Space Strategy can be implemented.

Accompanying the Open Space Strategy is an Action Plan. The Action Plan is a separate but linked document that outlines practical actions in the immediate term (2024/25) to help achieve the vision of the Open Space Strategy. Subsequent Action Plans will be four-year Action Plans aligned with Council Plan cycles.

3. Issues

Local Planning Policy

The Amendment proposes to implement local policy content from the Transport Strategy and Open Space Strategy into the Planning Scheme by making changes to the Municipal Planning Strategy (MPS). This content will replace policy content from the *Moreland Open Space Strategy 2012-2022*, policy content introduced into the Planning Scheme through Amendment C212 to implement MITS as well as updating the Transport and Open Space Framework Plans.

The Amendment will also introduce new policy content to support the Open Space Strategy and delete associated MITS strategies in the Planning Policy Framework (PPF).

The changes proposed are summarised in the table below and shown in full at Attachment 1:

Clause No.	Proposed Change
Municipal Planning Strategy	
2.03-7 Transport	<p>Makes the following changes to support the implementation of <i>Moving Around Merri-bek</i>:</p> <ul style="list-style-type: none"> ▪ Deletes existing context and strategic directions that supported the implementation of the <i>Moreland Integrated Transport Strategy 2019</i>. ▪ Inserts the following context: <p><i>Merri-bek is to have a transport system that is safe, accessible, healthy, liveable, sustainable, and inclusive.</i></p> <p><i>The Merri-bek Transport System is the totality of physical space and infrastructure that allows us to take transport trips. This includes our footpaths, bike lanes, roads, railway lines, and parking. Land uses are also part of our transport system as the way our city is built guides the ways in which we move around.</i></p> <p><i>The ways that people move through Merri-bek vary greatly however not everyone has the same access or choices when it comes to transport in Merri-bek. This is largely location based and is a result of Merri-bek's historical development patterns. Despite how people choose to travel through Merri-bek they should be able to do so easily and safely.</i></p> <p><i>The environmental, social, and economic costs of Merri-bek's historical development patterns have also become apparent. This means the ways in which we approach transport planning needs to adapt and change.</i></p> ▪ Inserts the following strategic directions: <p><i>To create a transport system that is safe, accessible, healthy, liveable, sustainable, and inclusive Council seeks to:</i></p> <ul style="list-style-type: none"> ▪ <i>Provide streets and public places which are safe and inclusive for all.</i> ▪ <i>Improve the transport system so everyone in Merri-bek can meet their daily needs and participate fully in the community.</i> ▪ <i>Improve access to shops, services, and employment, for our community.</i> ▪ <i>Provide streets and public places which are well-designed, high-quality, vibrant, and encourage physical activity and socialisation amongst local communities.</i> ▪ <i>Reduce our transport emissions and support our community to reduce theirs.</i> ▪ <i>Adapt our transport infrastructure to limit the impacts of climate risks.</i>
2.03-8 Infrastructure – Open Space	<p>Makes the following changes to support the implementation of the <i>Merri-bek Open Space Strategy</i>:</p> <ul style="list-style-type: none"> ▪ Deletes existing context and strategic directions that supported the implementation of the <i>Moreland Open Space Strategy 2012-2022</i>. ▪ Inserts the following context: <p><i>Our city's open spaces will be welcoming and accessible for everyone. A resilient, biodiverse, and safe open space network is integral to the environment, and for the community's health and wellbeing.</i></p> <p><i>Council honours the deep spiritual connection, belonging and identity our First Nations people and Traditional Owners have with open space. We recognise the Wurrundjeri Woi-wurrung people as the traditional owners of this land and waterways, today known as Merri-bek.</i></p> ▪ Inserts the following strategic directions:

	<p><i>Council seeks to improve the city's open space network by:</i></p> <ul style="list-style-type: none"> ▪ <i>Recognising the importance of open space to First Nations people and in achieving Council's commitment to First Nations people and their connection to country.</i> ▪ <i>Promoting the connection between people and their open space network.</i> ▪ <i>Providing a resilient and safe open space network.</i> ▪ <i>Ensuring that the open space network caters for all people who live, work, or visit Merri-bek.</i> ▪ <i>Providing a mix of diverse and inclusive multi-functional open spaces.</i> ▪ <i>Improving access to open space with better links and corridors.</i> ▪ <i>Supporting long-term local living by providing an open space network which meets the needs of the community throughout their lifecycle.</i> ▪ <i>Providing an adaptive, cooling, and healthy open space network.</i> ▪ <i>Enhancing and conserving natural habitats and biodiversity.</i> <p><i>Council will use public open space contributions to purchase and develop:</i></p> <ul style="list-style-type: none"> ▪ <i>New and improved open spaces.</i> ▪ <i>The city's open space network and its infrastructure.</i>
2.04 Transport Strategic Framework Plan	<p>Update to show:</p> <ul style="list-style-type: none"> ▪ Revised bike routes, including identifying bike routes as local routes or part of the Strategic Cycling Corridor.
2.04 Open Space Strategic Framework Plan	<p>Update to show:</p> <ul style="list-style-type: none"> ▪ Hierarchy of different public open space areas. ▪ Revised locations for open space gap areas.
Planning Policy Framework	
Clause 18.02-1L Walking in Merri-bek	<p>Delete the local policy as it includes the following strategy which supported the implementation of MITS:</p> <ul style="list-style-type: none"> ▪ Reallocating road space and existing car parking to: <ul style="list-style-type: none"> ○ Support improvements to pedestrian infrastructure, including access to public transport. ○ Facilitate the safety of walking.
Clause 18.02-2L Cycling in Merri-bek	<p>Delete the following strategy which supported the implementation of MITS:</p> <ul style="list-style-type: none"> ▪ Reallocating road space and existing car parking to: <ul style="list-style-type: none"> ○ Support improvements to cycling infrastructure, including access to public transport. ○ Facilitate the safety of cycling.
Clause 18.02-3L Public Transport in Merri-bek	<p>Delete the local policy as it includes the following strategy which supported the implementation of MITS:</p> <ul style="list-style-type: none"> ▪ Reallocating road space and existing car parking to: <ul style="list-style-type: none"> ○ Support improvements to public transport.
Clause 19.02-6L Open Space in Merri-bek	<p>Makes the following changes to support the implementation of the <i>Merri-bek Open Space Strategy</i>:</p> <ul style="list-style-type: none"> ▪ Delete the following strategies: <ul style="list-style-type: none"> ▪ <i>Design development to preserve or enhance public access to open space.</i> ▪ <i>Create a continuous public open space corridor along the Moonee Ponds, Merri, and Edgars Creeks.</i>

	<ul style="list-style-type: none"> ▪ <i>Design large sites to include provision of new public open space on site, if located in a priority open space area as identified on the Open Space Strategic Framework Plan at Clause 02.04.</i> ▪ Inserting the following new strategies to support the implementation of the <i>Merri-bek Open Space Strategy</i>: <ul style="list-style-type: none"> ▪ <i>Designing development to:</i> <ul style="list-style-type: none"> ▪ <i>Preserve or enhance public access to public open space.</i> ▪ <i>Improve interfaces with public open spaces to enable sunlight access and reduce overshadowing of public open spaces.</i> ▪ <i>Maximise the use of natural, non-reflective materials and muted colours for building facades which are visible from abutting public open spaces.</i> ▪ <i>Provide public open space land contributions in identified gap areas in Clause 2.04 Open Space Framework, areas adjoining existing public open spaces, creek corridors, and across the public open space network.</i> ▪ <i>Enabling development to contribute to continuous open space corridors along creek corridors.</i> ▪ <i>Enabling strategic redevelopment sites to appropriately provide for public open space.</i> ▪ <i>Encouraging public open space contributions for high-density residential development when there is no clear intention to do a subdivision.</i> ▪ Revise the existing policy guideline to provide clarification and improve readability: <i>Consider as relevant:</i> <ul style="list-style-type: none"> • <i>The public open space corridor along each side of a creek shall:</i> <ul style="list-style-type: none"> ▪ <i>Be at least 50 metres wide.</i> ▪ <i>Include a 30 metres wide vegetation buffer.</i> ▪ <i>Have these horizontal distances measured from the top of the creek's embankment.</i> ▪ Insert reference to the following policy documents: <ul style="list-style-type: none"> ▪ <i>Merri-bek Open Space Strategy (Merri-bek City Council, 2024)</i> ▪ <i>Merri-bek Open Space Strategy Technical Report (Mesh P/L, 2023)</i>
Operational Provisions	
Schedule to 72.08 Background documents	<ul style="list-style-type: none"> ▪ Delete reference to the: <ul style="list-style-type: none"> ○ <i>Moreland Integrated Transport Strategy 2019.</i> ○ <i>Moreland Open Space Strategy 2021-2022.</i> ▪ Inserts reference to the: <ul style="list-style-type: none"> ○ <i>Moving Around Merri-bek (Merri-bek City Council, 2024).</i> ○ <i>Merri-bek Open Space Strategy (Merri-bek City Council, 2024).</i> ○ <i>Merri-bek Open Space Strategy Technical Report (Mesh P/L, 2023).</i>

Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities and there are no adverse impacts. The human rights considered as part of the preparation of this report relate specifically to freedom, dignity, and equity.

The most relevant section of the Victorian Charter of Human Rights to the preparation of this report is property rights. This report does not deprive any party of any legal or proprietary interest in land, or the ability to use and develop that land in accordance with the planning regulatory framework. The amendment, if authorised, will go through a statutory process that includes public exhibition and consideration of submissions.

Gender Equality Considerations

A gender impact assessment has not been undertaken for the amendment because it does not relate to a new policy, program or service that directly or significantly impacts on the public. The changes proposed through the amendment introduce policy directions that implement a Council adopted strategy and seek to improve planning outcomes throughout Merri-bek, for the benefit of everyone. If this strategy is reviewed in the future, a gender impact assessment would be required as part of the strategy review process. The amendment will also consider the feedback of all genders and how their land use needs are related to other areas of potential discrimination or marginalisation.

4. Community consultation and engagement

Public consultation will be conducted as part of the formal statutory exhibition process for the amendment. Subject to the timing of the Minister's authorisation of the amendment, it is anticipated that exhibition will occur in June/July 2024 for a period of four weeks after the notice of the amendment is published in the Government Gazette and in the newspaper circulating the area.

In accordance with Section 19 of the *Planning and Environment Act 1987* (the Act), notice of the amendment via direct mail will be given to:

- People who provided feedback on the draft Transport Strategy and Open Space Strategy.
- Relevant state government departments and Ministers.
- All abutting Municipal Councils.

To comply with other notice requirements in section 19 of the Act and to reach the wider community, the following will be provided throughout the exhibition process:

- Notice of the preparation of the amendment in the Government Gazette and the Age newspaper.
- Copies of amendment documentation will be available on Council's website and hard copies will be made available to residents upon request.
- Communication through Council's social media platforms.
- Notice in any relevant Council publication available at the time of exhibition.

Under section 19(1A) of the Act, it is considered impractical to individually notify owners and occupiers throughout the municipality of changes proposed under section 3 of this report.

5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

6. Financial and Resources Implications

Financial

Administrative costs associated with the processing of the amendment will be met within the base budget of the Strategic Planning Unit.

Resources

The amendment is likely to come into effect in the 2025/26 financial year. The impacts on the Urban Planning Unit will be minimal as the amendment does not introduce any new planning permit requirements that would trigger the need for a planning permit.

7. Implementation

The following timelines for the amendment are broken down into the key 'decision gateways' for Council. The timeline is approximate and subject to Ministerial approval timelines and Planning Panels Victoria reporting and assumes a June/July 2024 exhibition period.

Decision Gateway 1: Authorisation and exhibition (current report)

Decision Gateway 2: Submission Review and Panel Request (August/September 2024)

Decision Gateway 3: Panel report review and approval request (February 2025)

Attachment/s

1 [!\[\]\(3211b5d1d968fc1665909b34f9f16010_img.jpg\)](#) Amendment C231mbek - Proposed Planning Scheme Changes D24/90517

MERRI-BEK PLANNING SCHEME

02.03
14/01/2021
C200more

STRATEGIC DIRECTIONS

02.03-1
14/02/2023
C225more

Settlement**Growth**

Merri-bek has experienced strong population growth, and this is forecast to continue in the future. The population is expected to grow to over 250,000 people by 2036 and an additional 38,000 dwellings. Around 1920 dwellings a year will be required to accommodate this growth.

The majority of population growth is expected to occur in Brunswick, Brunswick East and Coburg, with this corridor accounting for 53 per cent of future population growth.

As Merri-bek contains no greenfield and limited brownfield areas to accommodate the increased demand for housing, new housing will primarily occur through urban densification in proximity to public transport and services. Both the Coburg and Brunswick Major Activity Centres will play important roles in accommodating this growth, with Brunswick forecast to contain the greatest increase of new dwellings in the municipality.

Council seeks to manage growth by:

- Directing most of Merri-bek's growth to areas with access to shops, services and public transport, including:
 - Intensification of development in activity centres.
 - Infill development in other residential areas.
- Managing growth in accordance with the 20-minute neighbourhood principle; where communities can 'live locally' and access many of their daily needs within a 20-minute walk, cycle or public transport trip from their home. This will facilitate:
 - Sustainable neighbourhoods.
 - A healthy community.
 - Increased community interaction.
 - Support of the local economy.

Activity centres

Merri-bek has a network of different sized activity centres across the municipality that have been organised into a hierarchy as identified on the Strategic Framework Plan: *Activity Centres* at Clause 02.04 and Table 1 below. This hierarchy ensures the majority of households in Merri-bek are within walking distance (i.e. approximately 400 metres) of an activity centre and have local access to a Major or Neighbourhood Centre that meets their weekly convenience needs.

Council seeks to support the activity centre network by:

- Reinforcing the development of activity centres across Merri-bek based on their role and function within the activity centre network.
- Facilitating change to the scale of the built form within activity centres in accordance with their size and role in the activity centre hierarchy.

Table 1 Activity centre hierarchy

Activity Centre Hierarchy	Location	Role and Function
Major Activity Centres	1. Coburg Activity Centre 2. Brunswick Activity Centre	Provide a broad mix of retail uses, commercial and cultural activity, employment options,

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Activity Centre Hierarchy	Location	Role and Function
	3. Glenroy Activity Centre	administrative and civic centre functions, government investment and regional facilities. Accommodate substantial residential/mixed-use growth and change to create a new character of increased density and scale of built form.
Neighbourhood Centres	4. Grantham/Union Streets, Brunswick West 5. Melville Road/Albion Street/Victoria Street, Coburg/Brunswick West 6. Nicholson Street/Holmes Street/Moreland Road, Coburg/Brunswick/Brunswick East 7. Bell Street/Melville Road, Pascoe Vale South 8. Gaffney Street/Pascoe Vale Station, Pascoe Vale 9. Gaffney/Sussex Streets, Coburg North 10. Elizabeth Street, Coburg North 11. West Street, Hadfield 12. Bonwick Street, Fawkner 13. Snell Grove, Oak Park 14. Merlynston Station, Merlynston 15. Moreland/Melville Roads, Brunswick West	Provide a mix of uses to serve the daily and weekly shopping and service needs of the local community. They generally include (or have the potential to include) shops, a supermarket, small service businesses, coffee shops, medical/health clinics, public transport and limited community services. Accommodate an increase in density and scale of built form appropriate to their role in the Activity Centre Hierarchy but at a lesser intensity and scale to the larger centres of Coburg, Brunswick and Glenroy.
Local Centres	16. Cumberland Road/Gaffney Street, Pascoe Vale 17. East Street, Hadfield 18. North Street, Hadfield 19. Harding/Nicholson, Coburg 20. Major Road, Fawkner 21. Anderson Road, Fawkner 22. Pascoe Street, Pascoe Vale 23. Tyson/Lowson Streets, Fawkner	Serve the daily convenience needs of the local community, and generally include small supermarket/grocery store and services such as bakeries, newsagents, chemists and cafes. Accommodate growth and change respectful of the existing built form.

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Activity Centre Hierarchy	Location	Role and Function
	24. Warwick Road, Derby Street, Pascoe Vale	
	25. Justin Avenue, Glenroy	
	26. Lynch Road, Fawkner	
	27. Danin Street/Devon Road, Pascoe Vale	
	28. Derby/Gaffney Streets, Pascoe Vale	
	29. Kent/Cumberland Roads, Pascoe Vale	
	30. Coonans Road/Parkstone Avenue, Pascoe Vale South	
	31. Kent Road/Sussex Street, Pascoe Vale	
	32. Daley/Widford Streets, Glenroy	
	33. Newlands Road/Carr Street, Coburg North	
	34. William Street/Menana Road, Glenroy	
	35. Argyle Street, Fawkner	
	36. Winifred Street, Oak Park	
	37. Elizabeth Street/Murray Road, Coburg North	
	38. O'Hea/Main Streets, Coburg	
	39. Woodlands Avenue/Melville Road, Pascoe Vale South	
	40. Reynard/Donne Streets, Coburg	
	41. Ridgeway Avenue/Marrson Place, Glenroy	
	42. Reynard Street/Melville Road, Pascoe Vale South	
	43. Boundary Road/Garden Drive, Pascoe Vale	
	44. Cool/Elizabeth Streets, Coburg North	
	45. Albion Street/Waxman Parade, Brunswick West	
	46. Gowanbrae Drive/Bluebell Crescent, Gowanbrae	
	47. Suffolk Avenue, Bell Street, Coburg	

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Activity Centre Hierarchy	Location	Role and Function
	48. Mathieson Street/Sydney Road, Coburg North	
	49. Elizabeth/Bell Streets Coburg	
	50. Xaiver/Josephine Streets, Oak Park	
	51. Westgate/Anderson Streets, Pascoe Vale	
	52. Molesworth/Gaffney Streets, Coburg	
	53. Sydney Road/Sulva Grove, Coburg North	
	54. Sydney Road/Ryland Street, Coburg North	
	55. Harding/Gladstone Streets, Coburg	
	56. Harding/Belgrave Streets, Coburg	
	57. Harding/Salisbury Streets, Coburg	

02.03-2 Environmental and landscape values14/02/2023
C225more

Merri-bek's natural landscape is under pressure from a growing population, urban densification and climate change. Nevertheless, Merri-bek contains environmentally significant areas, in particular, local creeks and their surrounding environs.

Merri-bek's waterways are the distinctive natural feature of the municipality. Waterways, which include the Moonee Ponds, Merri, Edgars, Westbreen and Merlynston Creek corridors, are not only an important natural resource but also provide an important opportunity for community recreation.

Urban consolidation, loss of backyards (which often provide good habitat linkages for fauna) and incremental loss of vegetation to infrastructure make it difficult to maintain biodiversity and reduce the urban heat island effect. As Merri-bek's population continues to grow and the climate warms, it will become increasingly important to mitigate heat, provide habitat refuge and biodiversity connectivity.

A healthy urban forest is central to the health and wellbeing of Merri-bek's community. Key ingredients for a healthy urban forest include soil health, water availability, free of pest and diseases, clean air, a healthy form and canopy, and an even age distribution of the forest.

Council seeks to improve and protect its environmental and landscape values by:

- Creating and protecting a diverse, connected and resilient environment of trees and other vegetation that will enhance urban ecology and greening in both the public and private realm.
- Protecting and enhancing habitat corridors in parks and along waterways.
- Protecting the ecological integrity of the Merri, Moonee Ponds, Edgars, Westbreen and Merlynston Creek corridors and remaining areas of remnant vegetation areas.
- Encouraging development to be sensitive to all open space, river and creek interfaces.

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02.03-3 Environmental risks and amenity14/02/2023
C225more

Residential areas often require complementary discretionary uses to serve local needs. This needs to be balanced with protecting the amenity and built form character of residential areas.

Licensed premises and late-night entertainment venues can have important economic, social and cultural benefits. Well managed premises can contribute positively to the activity and image of an area. Such premises also have the potential to create considerable detrimental amenity and public safety impacts.

Council seeks to protect residential amenity by:

- Supporting discretionary uses in residential areas that are located and designed to have minimal impact on the residential amenity of the surrounding area.
- Managing activities associated with licensed premises and late-night entertainment venues to minimise negative amenity and public safety impacts.

02.03-4 Built environment and heritage14/02/2023
C225more

Improving the design quality of the built environment in Merri-bek is a high priority in managing development associated with population growth. Good design is intrinsically linked to safety, health and well-being and environmental sustainability.

Merri-bek contains a number of heritage assets ranging from buildings of state significance to substantial Victorian mansions, humble worker's cottages and historic parklands. The protection and management of these significant heritage assets helps our understanding of the past, enriches the present and will be of value to future generations.

Well-designed and well-located signs provide important information to identify a business and direct people to a location, as well as create interest in a streetscape and add vibrancy to an area. A proliferation of signs and poorly designed signs can detract from the appearance of a building or an area.

Council seeks to protect heritage assets and improve the built environment by:

- Encouraging development that is designed to respond to and contribute to its context and any relevant heritage significance.
- Encouraging development that is designed to integrate with landscape design to improve aesthetic quality and amenity for occupants and the public domain.
- Improving the quality of design of housing development.
- Protecting Merri-bek's valued heritage places from demolition and unsympathetic development or subdivision.
- Encouraging the design of signage that is sensitive to the style, scale and character of host buildings, nearby buildings, and streetscapes.

Environmentally sustainable design

Merri-bek is committed to creating an environmentally sustainable and liveable city; where development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Incorporating sustainability principles in the design of buildings provides ongoing benefits by:

- Reducing living costs associated with housing, such as energy costs.
- Improved amenity and liveability.
- Reduced greenhouse gas emissions.
- Greater resilience to the impacts of climate change.

Environmentally sustainable design elements should be incorporated at the time of planning approval to improve outcomes that may otherwise be compromised if left to be considered at the building approval stage and to reduce

MERRI-BEK PLANNING SCHEME

difficulties or costs associated with retro-fitting the development.

To achieve an environmentally sustainable and liveable city, Council supports:

- Encouraging development to incorporate environmentally sustainable design at the time of planning approval in the following areas: energy efficiency, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology.

02.03-5 Housing

09/03/2023
C221more

Merri-bek is experiencing a shift towards smaller households, and this is expected to continue, with more than 50 per cent of new households in 2036 to consist of only one or two people. While housing density is increasing, most of the housing stock in Merri-bek is suitable for larger households. With population growth across all ages also expected, there is an ongoing need for a diverse range of dwellings throughout the municipality.

Housing needs for individuals and families can also change due to a range of factors, including age, temporary or permanent injury or impairment and disability.

As the cost of housing increases, more households will find it difficult to afford to live in Merri-bek. At least 4000 households in Merri-bek are experiencing housing stress or homelessness and this is expected to increase to at least 7000 households by 2036. To meet this need it is estimated that at least 18 per cent all new dwellings built in Merri-bek by 2036 would need to be affordable housing.

Merri-bek is a prime location for student accommodation given its proximity to some of the State's main university campuses, with the location of RMIT's Brunswick Campus within the municipality.

In planning for population growth and diversity, Council seeks to:

- Facilitate housing growth and change in accordance with the Housing Framework shown on the Strategic Framework Plan: *Housing* at Clause 02.04.
- Facilitate residential development in industrial areas identified as *Transition Residential Areas* in the Strategic Framework Plan: *Housing* at Clause 02.04.
- Encourage a diversity of housing that meets the needs of different sectors of the community.
- Encourage housing that is designed to meet the changing needs of occupants over their lifetimes.
- Facilitate housing that is affordable in relation to purchase price, rental price and ongoing living costs (utilities, transport) associated with the design and location of housing.
- Encourage student accommodation that is located close to transport and services, that respects existing neighbourhood character and responds to the preferred future character of the area.

02.03-6 Economic development

14/02/2023
C229more

Merri-bek's economy is in transition, moving from manufacturing to a more service-based economy. This is evident in the types of industries and jobs available in the municipality, with health care and social assistance the largest employers followed by retail. However, the continued presence of industry and other commercial businesses within the municipality is important in creating a sustainable economy and a diversity of employment opportunities.

Merri-bek's industrial land plays a very important role in the provision of jobs and wealth generation and it is predicted that there will be a continued demand for industrial zoned land in Merri-bek from a range of industry sectors, despite the demand for industrial land declining over the last 30 years.

Merri-bek is also at the forefront of new ways of working and creative industries such as arts and performance production, tourism, clothing, jewellery and furniture design, digital arts and application development and creative professional services. These growing industries will play a key part in creating sustainable economic development throughout the municipality.

To support the establishment of these growing industries, Council has partnered with RMIT University and Creative

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Victoria to establish the Brunswick Design District, a distinct design and creative hub for creative and design professions located primarily in the heart of Brunswick. While key sites within the District have helped define the District's core area, the activity of the District will have influence beyond Brunswick and help support a thriving and resilient creative community and economy throughout the municipality and Melbourne's North.

There is increasing pressure, especially in industrial areas located adjacent to public transport and activity centres, for the conversion of industrial buildings into residential use. Residential encroachment into industrial areas displaces industrial uses and can create problematic interface issues.

The vast majority of Merri-bek residents travel outside the municipality to work in nearby areas. There is a desire to provide greater opportunities for residents to work locally to reduce travel times to work, reduce congestion and for the sustainability and health benefits of less car reliance.

Council seeks to create a sustainable economy and diversity of employment opportunities by:

- Retaining areas identified as *Core Industry and Employment Areas* in the Strategic Framework Plan at Clause 02.04 as areas for industry and employment.
- Maintaining industry and employment uses in areas identified as *Employment Areas* and potentially transition to a broader business base that contributes to economic regeneration and more diverse employment opportunities.
- Supporting the economic viability and growth of activity centres.
- Supporting creative industries, entrepreneurs and associated activities, including education and training, live music venues, performances, studios and coworking spaces, in Activity Centres, the Brunswick Design District and Core Industrial and Employment Areas as shown on the Strategic Framework Plans Economic Development and Activity Centres at Clause 2.04.

02.03-7 Transport

14/02/2023
C226more
XX/XX/20XX
C231mbek

Merri-bek is to be a connected city through a transport system that is diverse, progressive and sustainable that achieves a shift towards sustainable modes of travel, including zero emissions transport modes.

Car parking plays an active role in supporting broader transport and land use strategies. The availability of car parking where people live, and their destinations, will strongly influence the ways they travel. Getting the type, location and amount of car parking right can contribute to better transport, land use, economic and community outcomes. This includes increasing the shift towards sustainable transport modes while ensuring that those who walk, cycle, wheel or drive can do so safely.

Council seeks to create a transport system that is diverse, progressive and sustainable by:

MERRI-BEK PLANNING SCHEME

- ~~Planning for a transport network that:~~
 - ~~Caters for all ages, is accessible and equitable for all road users.~~
 - ~~Reduces local vehicle traffic and safeguards the wellbeing of the community.~~
 - ~~Achieves a shift towards sustainable modes of travel, including a transition to active transport or zero emissions transport.~~
 - ~~Focuses on transport safety, improving personal security and safety.~~
 - ~~Connects people to local jobs and services.~~
 - ~~Caters for population and employment growth.~~
- ~~Prioritising our transport network according to the following ‘road user hierarchy’, while ensuring access for those who walk, cycle, wheel or drive:~~
 - ~~People who are walking.~~
 - ~~People who are cycling.~~
 - ~~People who are using public transport.~~
 - ~~People who are driving.~~

Merri-bek is to have a transport system that is safe, accessible, healthy, livable, sustainable, and inclusive.

The Merri-bek Transport System is the totality of physical space and infrastructure that allows us to take transport trips. This includes our footpaths, bike lanes, roads, railway lines, and parking. Land uses are also part of our transport system as the way our city is built guides the ways in which we move around.

The ways that people move through Merri-bek vary greatly however not everyone has the same access or choices when it comes to transport in Merri-bek. This is largely location based and is a result of Merri-bek’s historical development patterns. Despite how people choose to travel through Merri-bek they should be able to do so easily and safely.

The environmental, social, and economic costs of Merri-bek’s historical development patterns have also become apparent. This means the ways in which we approach transport planning needs to adapt and change.

To create a transport system that is safe, accessible, healthy, liveable, sustainable, and inclusive Council seeks to:

- Provide streets and public places which are safe and inclusive for all.
- Improve the transport system so everyone in Merri-bek can meet their daily needs and participate fully in the community.
- Improve access to shops, services, and employment, for our community.
- Provide streets and public places which are well-designed, high-quality, vibrant, and encourage physical activity and socialisation amongst local communities.
- Reduce our transport emissions and support our community to reduce theirs.
- Adapt our transport infrastructure to limit the impacts of climate risks.

02.03-8 Infrastructure

14/02/2023
C226more
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C231mbek

Community infrastructure

The provision of infrastructure is required to support a growing and changing population. While the southern part of Merri-bek is experiencing greater population pressure, the need for community infrastructure in the north of Merri-bek is also substantial. Suburbs across Merri-bek are also experiencing growth in different ways, creating pressure for different types of community infrastructure.

In planning and delivering community infrastructure, Council supports:

- Providing accessible community infrastructure (e.g. health, education, social, leisure and cultural facilities) in different locations suited to the local community’s needs.

Open space

~~Open Space is important to the liveability of Merri-bek and the health of people living, working and recreating in the municipality. Merri-bek has an open space network that includes sports fields, conservation areas, playgrounds and recreation trails, as well as public land provided for drainage and utility purposes that is used or valued for leisure and~~

MERRI-BEK PLANNING SCHEME

~~environmental purposes.~~

~~Public spaces, such as town squares, public plazas and streetscapes also make a significant contribution to the overall provision of public spaces in Merri-bek.~~

Our city's open spaces will be welcoming and accessible for everyone. A resilient, biodiverse, and safe open space network is integral to the environment, and for the community's health and wellbeing.

Council honours the deep spiritual connection, belonging and identity our First Nations people and Traditional Owners have with open space. We recognise the Wurrundjeri Woi-wurrung people as the traditional owners of this land and waterways, today known as Merri-bek.

~~Specific areas in Merri-bek have been assessed as deficient in the provision of open space and these are identified on the Strategic Framework Plan: Open Space at Clause 02.04.~~

~~Council seeks to improve its open space and recreational opportunities by:~~

- ~~— Supporting the provision of a diverse open space network for amenity, recreational and ecological reasons.~~
- ~~— Prioritising new open space in areas where there is a deficiency in the open space provision as identified on Strategic Framework Plan: Open Space.~~
- ~~Expanding and enhancing the open space corridor along the Moonee Ponds, Merri and Edgars Creek waterways.~~

Council seeks to improve the city's open space network by:

- Recognising the importance of open space to First Nations people and in achieving Council's commitment to First Nations people and their connection to country.
- Promoting the connection between people and their open space network.
- Providing a resilient and safe open space network.
- Ensuring that the open space network caters for all people who live, work, or visit Merri-bek.
- Providing a mix of diverse and inclusive multi-functional open spaces.
- Improving access to open space with better links and corridors.
- Supporting long-term local living by providing an open space network which meets the needs of the community throughout their lifecycle.
- Providing an adaptive, cooling, and healthy open space network.
- Enhancing and conserving natural habitats and biodiversity.

Council will use public open space contributions to purchase and develop:

- New and improved open spaces.
- The city's open space network and its infrastructure.

~~Specific areas in Merri-bek have been assessed as deficient in the provision of open space and these are identified shown on the Strategic Framework Plan: Open Space at in Clause 02.04.~~

02.03-9 Gaming

14/02/2023
C225more

Gaming is part of Merri-bek's recreation and entertainment offering, but for some people it causes serious personal, financial and social effects.

There is concern that electronic gaming machines pose a risk for vulnerable communities due to the geographic prevalence of venues and high level of losses generated.

Council seeks to reduce harm from problem gambling by:

- Ensuring the location of gaming machines responds to local social, health and economic characteristics, and avoids negative effects on vulnerable communities by locating gaming machines away from them.

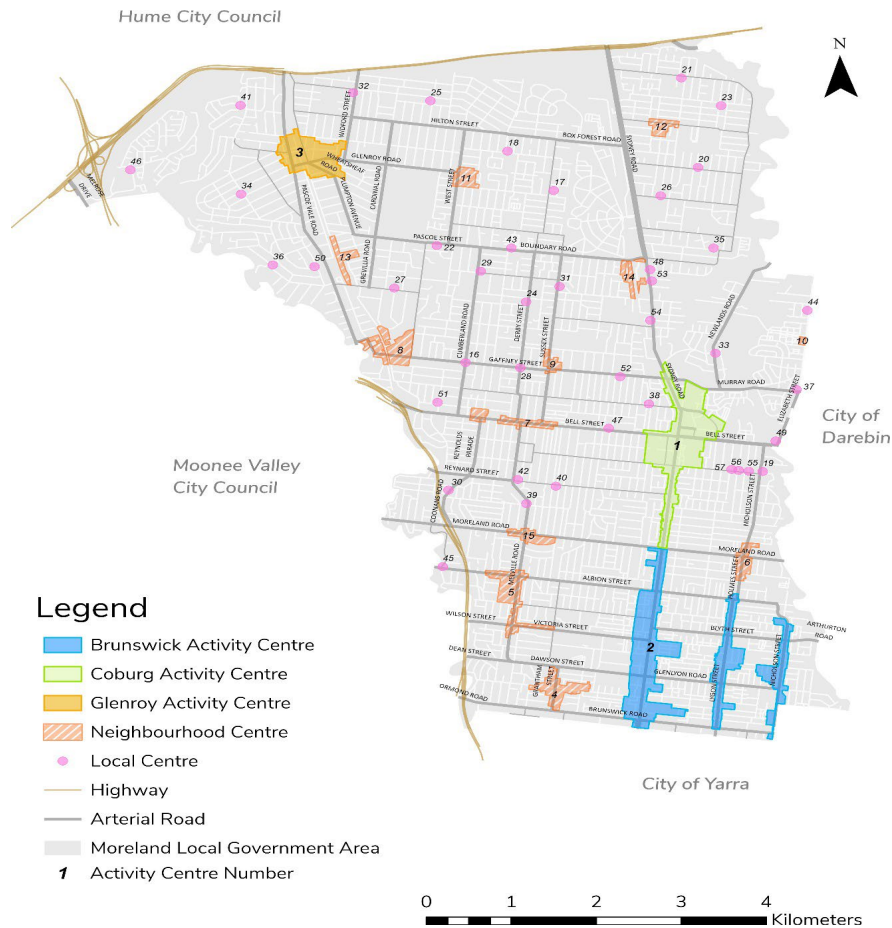
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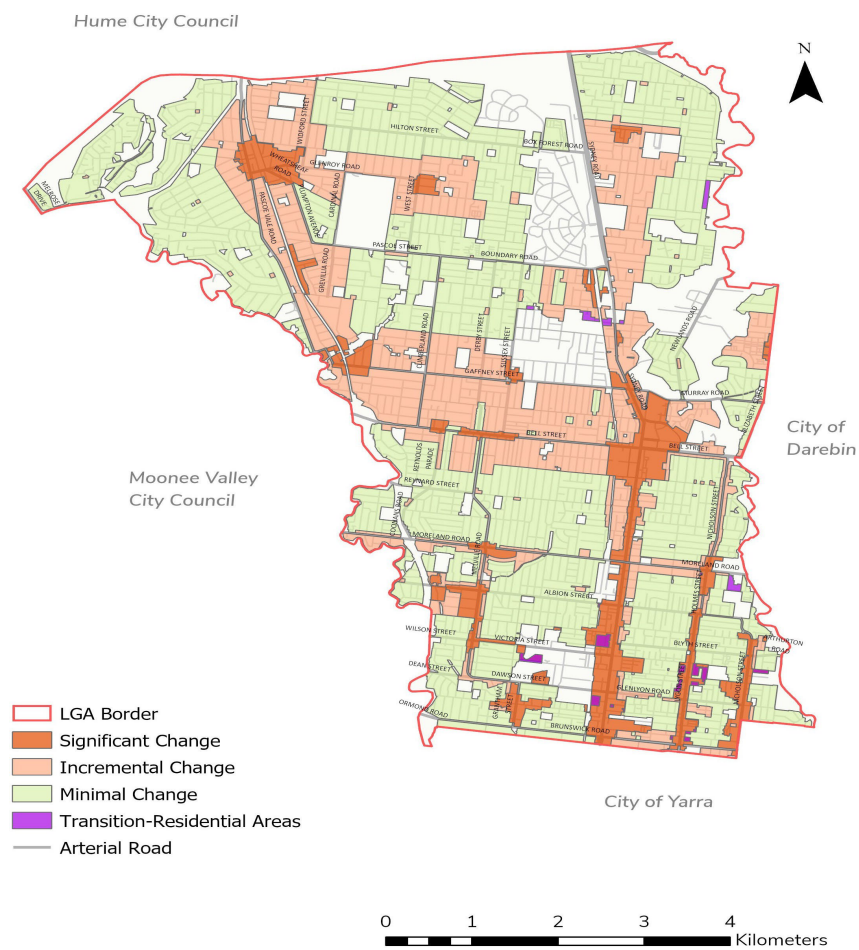
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Strategic framework plans

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

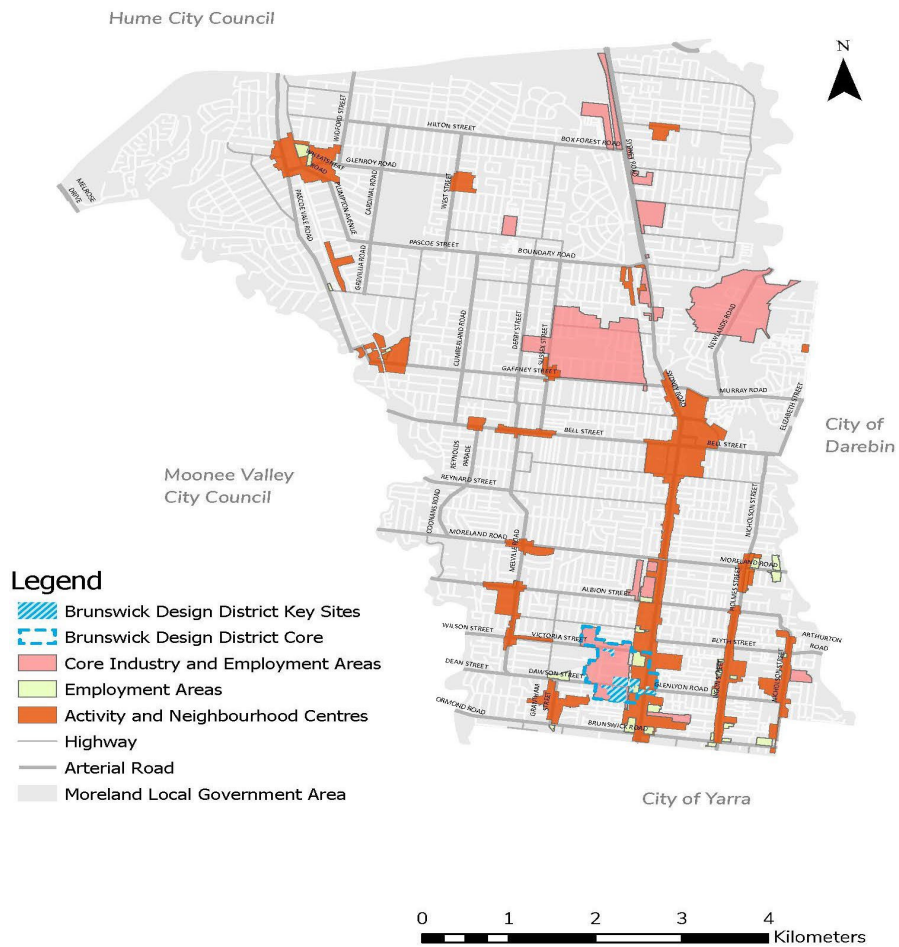
Activity Centre Framework Plan**Housing Framework Plan**

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Economic Development Framework Plan

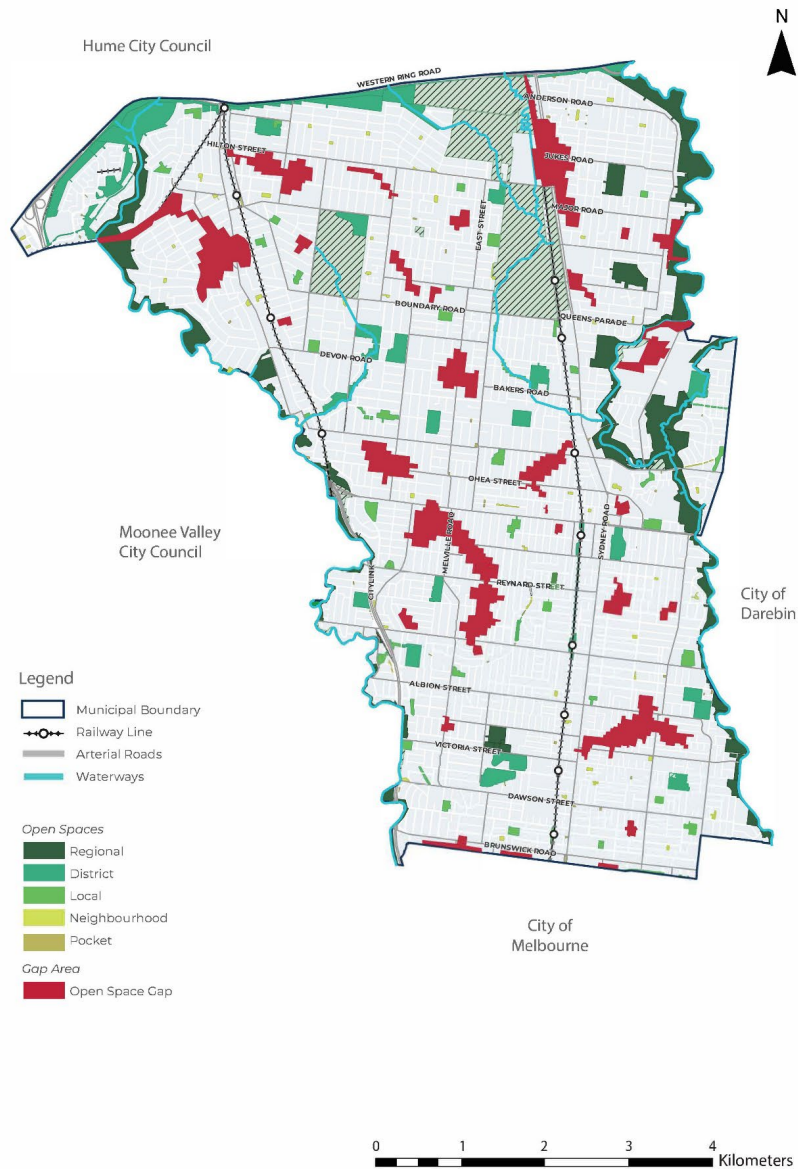
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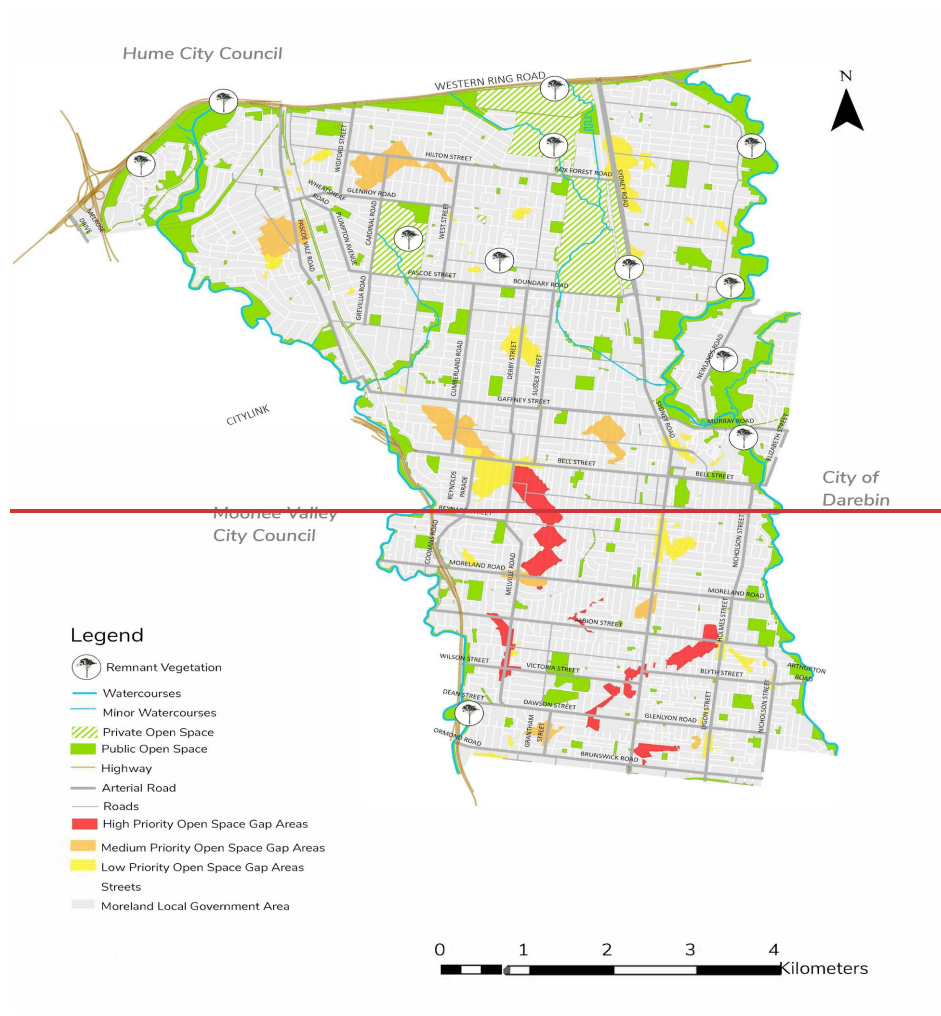
Open Space Framework Plan

MERRI-BEK PLANNING SCHEME

Open Space Framework Plan



MERRI-BEK PLANNING SCHEME



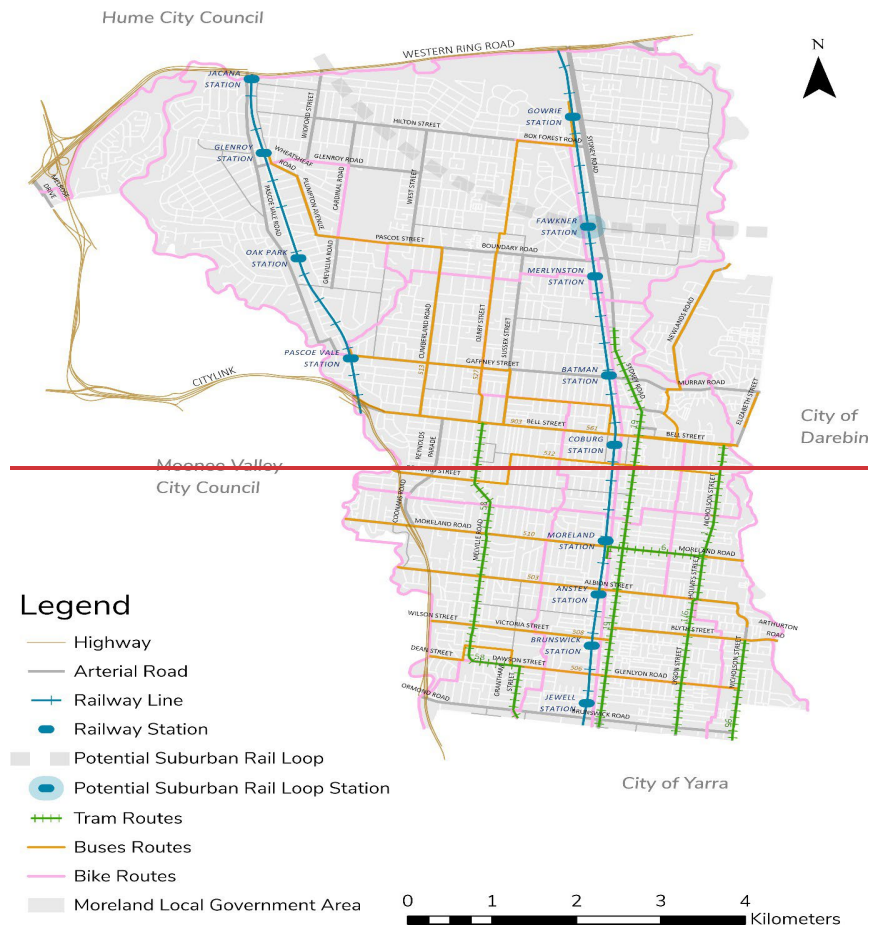
MERRI-BEK PLANNING SCHEME

Transport framework plan

Transport Framework Plan



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18.02 **MOVEMENT NETWORKS**
31/07/2018
VC148

MERRI-BEK PLANNING SCHEME

18.02-1S Walking09/12/2021
VC204**Objective**

To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

Strategies

Plan and develop walking networks to:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as a part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars.
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

Develop principal pedestrian networks for local areas that link with the transport system.

Provide walking infrastructure in all major transport projects.

Design walking routes to be comfortable by providing shelter from the sun through canopy trees, verandahs and other structures.

Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Policy documents

Consider as relevant:

- *Guidelines for developing Principal Pedestrian Networks* (Department of Economic Development, Jobs, Transport and Resources, 2015)

MERRI-BEK PLANNING SCHEME

18.02-1L Walking in Merri-bek14/02/2023
C225more

Reallocating road space and existing car parking to:

- Support improvements to pedestrian infrastructure, including access to public transport.
- Facilitate the safety of walking.

18.02-2S Cycling09/12/2021
VC204**Objective**

To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

Strategies

Plan and develop cycling networks to:

- Provide routes that are safe, comfortable, low-stress and well connected.
- Enable cycling as a part of everyday life.
- Enable people to meet more of their needs locally by cycling and to rely less on their cars.
- Accommodate emerging forms of low emission, low and moderate speed personal transport.

Protect and develop the Principal Bicycle Network to provide high-quality cycling routes that are direct and connected, to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Develop Strategic Cycling Corridors by:

- Integrating them with stations and major interchanges on the public transport network that serve places of state significance.
- Integrating them with the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.
- Facilitating safer, lower stress and more direct journeys using a combination of cycleways, cycle paths and shared streets.
- Providing the most direct route practical.
- Designing transport corridors to prioritise cycling links and cyclists.

Protect Strategic Cycling Corridors from encroachment by development and incompatible interface treatments such as cross overs.

Support increased cycling by providing:

- Cycling routes and cycling infrastructure early in new developments and in in all major transport projects.
- Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.
- Facilities for cyclists, particularly storage, at public transport interchanges and rail stations.
- Vegetation to shade cycling routes.

Policy documents

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Consider as relevant:

- *Principal Bicycle Network* (VicRoads, 2012)
- *Strategic Cycling Corridors* (Department of Transport, 2021)
- *Victorian Cycling Strategy 2018-28* (Transport for Victoria)

MERRI-BEK PLANNING SCHEME

18.02-2R Cycling - Metropolitan Melbourne

09/12/2021
VC204

Strategies

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network

MERRI-BEK PLANNING SCHEME

18.02-2L Cycling in Merri-bek

14/02/2023
C226more
XX/XX/20XX
C231mbek

Strategy

Ensure the provision of bicycle parking is suitable to the likely demand generated by the use or development and nature of the locality.

~~Reallocating road space and existing car parking to:~~

- ~~• Support improvements to cycling infrastructure, including access to public transport.~~
- ~~• Facilitate the safety of cycling.~~

MERRI-BEK PLANNING SCHEME

18.02-3S Public transport09/12/2021
VC204**Objective**

To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

Strategies

Plan and develop public transport to:

- Connect activity centres, job-rich areas and outer suburban areas.
- Enable people to not have to rely on cars for personal transport.
- Integrate bus and tram networks and stops and public transport interchanges in new development areas, including key urban renewal precincts and outer-suburban areas.
- Integrate with land use and development in outer suburban and growth areas.

Protect and develop the Principal Public Transport Network and Regional Rail Network to facilitate:

- High quality public transport services that support increased diversity and density of development, particularly at interchanges, activity centres and where Principal Public Transport Network routes intersect.
- Modern commuter-style public transport services that link Melbourne with the regional growth areas of Geelong, Bendigo, Ballarat, Seymour and Traralgon.
- Service improvements to other regional and rural areas.
- A metro-style rail system that provides a very high frequency of service in the Melbourne metropolitan area.
- A new high quality orbital rail (Suburban Rail Loop) through Melbourne's middle suburbs.
- A balance between the rail usage needs of public transport and freight.

Facilitate public transport infrastructure in all major transport projects.

Allocate adequate land and infrastructure to support public transport provision in activity centres, transport interchanges and major commercial, retail and community facilities.

Locate higher density and increased development on or close to the Principal Public Transport Network in a way that does not compromise the efficiency of the Principal Public Transport Network.

Support development that facilitates the delivery and operation of public transport services.

Policy documents

Consider as relevant:

- *Principal Public Transport Network* (State Government of Victoria, 2017)
- *VicTrack Rail Development Interface Guidelines* (VicTrack, 2019)
- *Public Transport Guidelines for Land Use Development* (Department of Transport, 2008)

MERRI-BEK PLANNING SCHEME

18.02-3R Principal Public Transport Network09/12/2021
VC204**Strategies**

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.

MERRI-BEK PLANNING SCHEME

18.02-3L Public Transport in Merri-bek14/02/2023
C226more

Reallocating road space and existing car parking to:

~~Support improvements to public transport.~~**18.02-4S Roads**20/03/2023
VC229**Objective**

To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

Strategies

Plan and develop the road network to:

- Ensure people are safe on and around roads.
- Improve people's perceptions of safety on and around roads.
- Improve road connections for all road users.
- Facilitate the use of public transport, cycling and walking.
- Integrate new and emerging technologies into road design, including the increasing connectivity and automation of vehicles.
- Accommodate the expansion of the High Productivity Freight Vehicle Network, and oversize and overmass vehicles.

Protect and develop the Principal Road Network to:

- Provide high mobility for through traffic and the efficient movement of freight by facilitating adequate movement capacity and speeds.
- Improve cross-town arterial links in outer suburbs and growth areas, including circumferential and radial movement to facilitate access to jobs and services.
- Limit access points to high-volume, high-speed roads by utilising urban design techniques such as service roads and internal connector roads.
- Improve high-capacity on-road public transport.

Develop declared freeways to:

- Link Melbourne with major regional cities, major interstate locations and other key locations important to the economy along major national and state transport corridors.
- Connect and provide access to Principal Transport Gateways and freight-generating areas.
- Improve connections to national employment and innovation clusters.
- Connect dispersed major residential areas with key destinations and lower density employment areas.
- Avoid private access, except for service centres.

Provide for grade separation at railway crossings, except with the approval of the Minister for Transport and Infrastructure.

Improve Melbourne's distinctive, established boulevards by developing a connected, contemporary network of boulevards within the urban growth boundary.

Design road space to complement land use and meet business and community needs through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and commercial passenger vehicles) and freight routes, in line with the

MERRI-BEK PLANNING SCHEME

designated role of the road.

Design roads to facilitate the safe movement of people and goods while providing places for people to interact and gather in high pedestrian areas like activity centres, around schools and around community facilities.

Plan an adequate supply of car parking that is designed and located to:

- Protect the role and function of nearby roads.
- Enable the efficient movement and delivery of goods.
- Facilitate the use of public transport.
- Maintain journey times and the reliability of the on-road public transport network.
- Protect residential areas from the effects of road congestion created by on-street parking.
- Enable easy and efficient use.
- Achieve a high standard of urban design.
- Protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.

Allocate land for car parking considering:

- The existing and potential modes of access including public transport.
- The demand for off-street car parking.
- Road capacity.
- The potential for demand-management of car parking.

Consolidate car parking facilities to improve efficiency.

Design public car parks to incorporate electric charging facilities to support the use of low-emission vehicles.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)
- *Movement and Place in Victoria* (Department of Transport, February 2019)

18.02-4L Car parking in Merri-bek

14/02/2023
C225more

Objective

To promote the use of sustainable transport through car parking provision.

Strategies

Support reduced car parking rates in developments:

- Within and close to activity centres.
- With excellent access based on frequency and location to a range of public transport options.
- With increased provision of bicycle parking above the rates specified in Clause 52.34.

Encourage shared car parking arrangements where uses are compatible, and efficiencies will be gained through sharing of car parking spaces.

MERRI-BEK PLANNING SCHEME

18.02-5S Freight09/12/2021
VC204**Objective**

To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability.

Strategies

Plan and develop Victoria's freight and logistics system to:

- Support the movement of freight within Victoria's freight and logistics system.
- Improve freight efficiency and capacity.
- Manage negative impacts of freight generating activities on urban amenity, the development of urban areas, and on the efficient operation of movement networks.
- Prioritise new technologies that enhance road and rail safety, optimise the metropolitan road network, better manage congestion and reduce supply chain costs.
- Accommodate High Productivity Freight Vehicles, and oversize and overmass vehicles.
- Increase the capacity of the rail network to carry larger volumes of freight.

Protect and develop the Principal Freight Network, including freight movement corridors and freight places, and Principal Transport Gateways, by:

- Facilitating the movement of high volumes of freight and freight of strategic value.
- Linking areas of production and manufacturing to national and international gateways and export markets.
- Increasing the capacity of Principal Transport Gateways and supporting their use and development as important locations for employment and economic activity.
- Designing the Principal Freight Network to adapt to commodity, market and operating changes.
- Managing encroachment from incompatible land use and development that would undermine its ability to operate.

Support the development of freight and logistics precincts in strategic locations within and adjacent to Principal Transport Gateways and along the Principal Freight Network movement corridors by:

- Allocating land for complementary uses and employment-generating activities, such as distribution and warehousing.
- Reserving and appropriately zoning land for interstate freight terminals to support development that allows for the direct and immediate delivery of goods to market.
- Allocating land to allow high-volume freight customers to locate adjacent to interstate freight terminals, including the Western Interstate Freight Terminal and the Beveridge Interstate Freight Terminal.

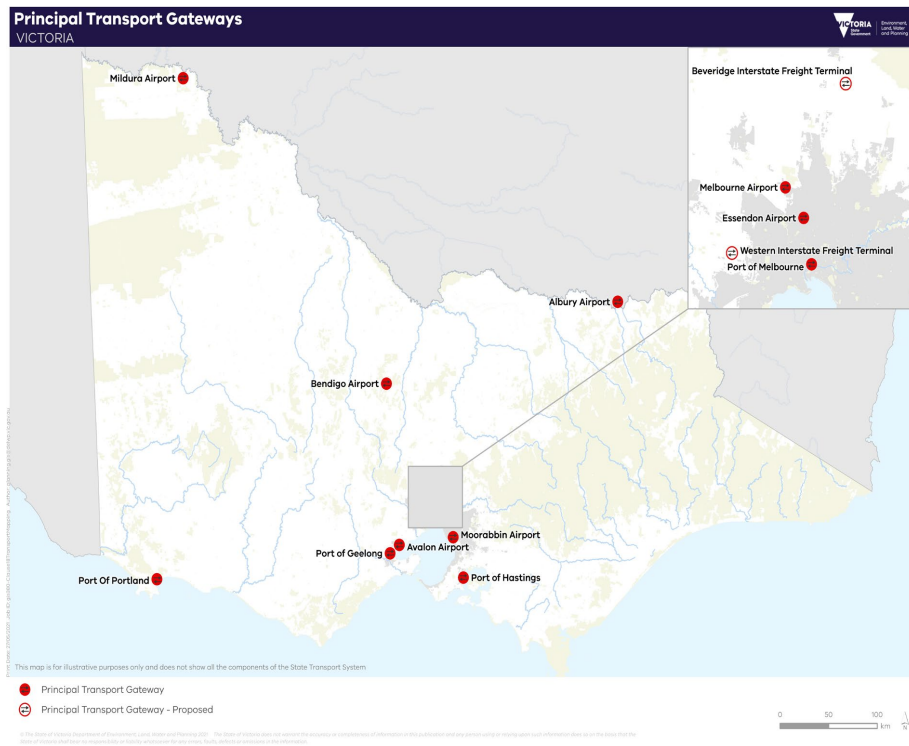
Policy documents

Consider as relevant:

- *Principal Freight Network* (Department of Transport, 2021)
- *Principal Transport Gateways* (Department of Transport, 2021)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

Principal Transport Gateways

MERRI-BEK PLANNING SCHEME



MERRI-BEK PLANNING SCHEME

18.02-5R Freight links - Metropolitan Melbourne09/12/2021
VC204**Strategy**

Ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the Western Interstate Freight Terminal.

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18.02-6S Ports09/12/2021
VC204**Planning for ports objective**

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels, and to facilitate their ongoing sustainable operation and development.

Planning for ports strategies

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

Planning for port environs objective

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Planning for port environs strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon, or gain significant economic advantage from, proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew-free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

Policy documents

Consider as relevant:

- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *2018 Port Development Strategy* (Port of Hastings Development Authority, December 2018)
- *Port of Geelong Port Development Strategy 2018* (Victorian Regional Channels Authority, 2018)
- *2050 Port Development Strategy, 2020 edition* (Port of Melbourne, 2020)
- *Port of Portland – Port Development Strategy* (Port of Portland, 2019)

18.02-7S Airports and airfields18/05/2022
VC218**Objective**

MERRI-BEK PLANNING SCHEME

To strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation.

Strategies

Protect airports and airfields from incompatible land use and development.

Prevent land use or development that poses risks to the safety or efficiency of an airport or airfield, including any of the following risks:

- Building-generated windshear and turbulence.
- Increased risk of wildlife strike.
- Pilot distraction from lighting.
- Intrusion into protected airspace.
- Interference with communication, navigation and surveillance facilities.
- Increased risk to public safety at the end of runways.

Minimise the detrimental effects of aircraft noise when planning for areas around airports and airfields.

Limit the intensification of noise-sensitive land uses, and avoid zoning or overlay changes that allow noise-sensitive land use and development, where ultimate capacity or long-range noise modelling indicates an area is within a 20 Australian Noise Exposure Forecast (ANEF) contour or higher.

Avoid zoning or overlay changes that allow noise-sensitive land uses outside the Urban Growth Boundary, and encourage measures to reduce the impact of aircraft noise in planning for areas within the Urban Growth Boundary, where ultimate capacity or long-range noise modelling indicates an area is within 'number above' contours (N Contours) representing:

- 20 or more daily events greater than 70 dB(A).
- 50 or more daily events of greater than 65 dB(A).
- 100 or more daily events greater than 60 dB(A).
- 6 events or more between the hours of 11pm to 6am greater than 60 dB(A).

Ensure land use and development at airports and airfields contributes to the aviation needs of the state and the efficient and functional operation of the airport or airfield.

Ensure land use and development at airports complements the role of the airport including as listed below:

- Melbourne Airport – major domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Avalon Airport – domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Essendon Fields Airport – a general aviation airport that is an important regional and state aviation asset with specialised functions, including executive charter, emergency aviation services, freight, logistics and an adjoining employment precinct.
- Moorabbin Airport – a general aviation airport that is an important regional and state aviation asset supporting the state's aviation industry and access to regional Victoria.
- Point Cook Airfield – an operating airport complementary to Moorabbin Airport.

Plan for areas around airports and airfields so that land use or development does not prejudice future airport or airfield operations or expansions in accordance with an approved strategy or master plan for that airport or airfield.

Preserve long-term options for a new general aviation airport south-east of metropolitan Melbourne by ensuring urban land use and development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airports and airfields in areas that have greater long-term value to the community for other

MERRI-BEK PLANNING SCHEME

purposes.

Ensure that in the planning of airports and airfields, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Plan the location of airports and airfields, nearby existing and potential development, and the land-based transport system required to serve them, as an integrated operation.

Plan the visual amenity and impact of any land use or development on the approaches to an airport or airfield to be consistent with the status of the airport or airfield.

Policy documents

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)
- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/Aerospace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

18.02-7R Melbourne Airport

20/03/2023
VC229

Strategies

Protect the curfew-free status of Melbourne Airport and ensure any new use or development does not prejudice its operation or optimum usage.

Policy documents

Consider as relevant:

- *Melbourne Airport Master Plan 2022* (Australia Pacific Airports (Melbourne) Pty Ltd)
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

MERRI-BEK PLANNING SCHEME

19.02
31/07/2018
VC148

COMMUNITY INFRASTRUCTURE

MERRI-BEK PLANNING SCHEME

19.02-1S Health facilities

31/07/2018
VC148

Objective

To assist the integration of health facilities with local and regional communities.

Strategies

Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community care facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities.

Plan public and private developments together, where possible, including some degree of flexibility in use.

Locate hospitals and other large health facilities in designated health precincts and areas highly accessible to public and private transport.

Provide adequate car parking for staff and visitors of health facilities.

MERRI-BEK PLANNING SCHEME

19.02-1R Health precincts - Metropolitan Melbourne31/07/2018
VC148**Strategies**

Facilitate health and community wellbeing precincts through the co-location of:

- Hospitals, allied health services and not-for-profit health providers at the regional level.
- General practitioners, community health facilities, allied health services and not-for-profit health providers at the neighbourhood level.

Create health precincts in new suburbs in or close to town centres.

Ensure health precincts are well serviced by community services.

MERRI-BEK PLANNING SCHEME

19.02-1L Health facilities in Merri-bek

14/02/2023
C225more

Strategy

Encourage the development of a major health facility and associated infrastructure in the Coburg Activity Centre.

MERRI-BEK PLANNING SCHEME

19.02-2S Education facilities29/09/2022
VC222**Objective**

To assist the integration of education and early childhood facilities with local and regional communities.

Strategies

Consider demographic trends, existing and future demand requirements and the integration of facilities into communities in planning for the location of education and early childhood facilities.

Locate childcare, kindergarten and primary school facilities to maximise access by public transport and safe walking and cycling routes.

Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.

Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.

Recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).

Locate secondary school and tertiary education facilities in designated education precincts and areas that are highly accessible to public transport.

Locate tertiary education facilities within or adjacent to activity centres.

Ensure streets and accessways adjoining education and early childhood facilities are designed to encourage safe bicycle and pedestrian access.

Consider the existing and future transport network and transport connectivity.

Develop libraries as community based learning centres.

Co-locate a kindergarten facility with all new Victorian Government primary schools.

MERRI-BEK PLANNING SCHEME

19.02-2R Education precincts - Metropolitan Melbourne

31/07/2018
VC148

Strategy

Ensure education precincts are well serviced by community services.

MERRI-BEK PLANNING SCHEME

19.02-3S Cultural facilities

31/07/2018
VC148

Objective

To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

Strategies

Encourage a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres in the Central City and at Metropolitan Activity Centres.

Reinforce the existing major precincts for arts, sports and major events of state wide appeal.

Establish new facilities at locations well served by public transport.

MERRI-BEK PLANNING SCHEME

19.02-3R Cultural facilities - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities.

MERRI-BEK PLANNING SCHEME

19.02-3L Cultural facilities in Merri-bek

14/02/2023
C225more

Strategy

Reinforce the existing cultural, entertainment and educational focus of the 'Brunswick Civic & Cultural Precinct' centred on the Brunswick Town Hall.

MERRI-BEK PLANNING SCHEME

19.02-4S Social and cultural infrastructure

31/07/2018
VC148

Objective

To provide fairer distribution of and access to, social and cultural infrastructure.

Strategies

Identify and address gaps and deficiencies in social and cultural infrastructure, including additional regionally significant cultural and sporting facilities.

Encourage the location of social and cultural infrastructure in activity centres.

Ensure social infrastructure is designed to be accessible.

Ensure social infrastructure in growth areas, is delivered early in the development process and in the right locations.

Plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.

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

Identify and protect land for cemeteries and crematoria.

MERRI-BEK PLANNING SCHEME

19.02-5S Emergency services

31/07/2018
VC148

Objective

To ensure suitable locations for police, fire, ambulance and other emergency services.

Strategies

Ensure police, fire, ambulance and other emergency services are provided for in or near activity centres.

Locate emergency services together in newly developing areas.

MERRI-BEK PLANNING SCHEME

19.02-6S Open space31/07/2018
VC148**Objective**

To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

Strategies

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

Ensure that open space networks:

- Are linked, including through the provision of walking and cycling trails.
- Are integrated with open space from abutting subdivisions.
- Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest.
- Maintain public accessibility on public land immediately adjoining waterways and coasts.

Create opportunities to enhance open space networks within and between settlements.

Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, preservation of vegetation and treatment of waste water to reduce turbidity and pollution.

Improve the quality and distribution of open space and ensure long-term protection.

Protect large regional parks and significant conservation areas.

Ensure land identified as critical to the completion of open space links is transferred for open space purposes.

Ensure that where there is a reduction of open space due to a change in land use or occupation, additional or replacement parkland of equal or greater size and quality is provided.

Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.

Accommodate community sports facilities in a way that is not detrimental to other park activities.

Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person's location.

Develop open space to maintain wildlife corridors and greenhouse sinks.

Provide new parkland in growth areas and in areas that have an undersupply of parkland.

Encourage the preparation of management plans or explicit statements of management objectives for urban parks.

Ensure exclusive occupation of parkland by community organisations is restricted to activities consistent with management objectives of the park to maximise broad community access to open space.

Ensure the provision of buildings and infrastructure is consistent with the management objectives of the park.

Ensure public access is not prevented by developments along stream banks and foreshores.

Ensure public land immediately adjoining waterways and coastlines remains in public ownership.

Plan open space areas for multiple uses, such as community gardens, sports and recreation, active transport routes, wildlife corridors and flood storage basins.

MERRI-BEK PLANNING SCHEME

19.02-6R Open space - Metropolitan Melbourne03/02/2022
VC199**Objective**

To strengthen the integrated metropolitan open space network.

Strategies

Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.

Ensure major open space corridors are protected and enhanced.

Develop open space networks in growth areas and in the surrounding region of Metropolitan Melbourne, where existing open space is limited and demand is growing, including:

- Cardinia Creek Parklands.
- Cranbourne Regional Park.
- Kororoit Creek Corridor.
- Quarry Hills Regional Park.
- Chain of Parks - Sandbelt.
- Sunbury Regional Park - Jacksons Creek Valley.
- Toolern Creek Regional Park.
- Werribee Township Regional Park.

Create continuous open space links and trails along the:

- Frankston parklands (linking existing parks from Carrum to Mornington).
- Maribyrnong River parklands.
- Merri Creek parklands (extending to Craigieburn).
- Western Coastal parklands (linking Point Gellibrand, Point Cook and Werribee).
- Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).

Provide long term planning protection to meet demand for future open space along the Plenty Gorge parklands, Yarra Valley parklands, Cardinia Creek parklands, Heatherton/Dingley 'Sandbelt' parklands and Dandenong Valley parklands.

Protect the metropolitan water's edge parklands from intrusion and encroachment of development that impacts on open space and their natural landscape setting.

Continue development of the lower Yarra River as a focus for sport, entertainment and leisure.

Support establishing community gardens and productive streetscapes.

Policy documents

Consider as relevant:

- *Open Space for Everyone: Open Space Strategy for Metropolitan Melbourne 2021* (Department of Environment, Land, Water and Planning, 2021)
- *Maribyrnong River – Vision for Recreational and Tourism Development* (Melbourne Parks and Waterways, 1996)

MERRI-BEK PLANNING SCHEME

· *Maribyrnong River Valley Design Guidelines* (Department of Planning and Community Development, 2010)

19.02-6L Open space in Merri-bek

14/02/2023
C225more
XX/XX/20XX
C231mbek

Strategies

~~Design development to preserve or enhance public access to open space.~~

~~Create a continuous public open space corridor along the Moonee Ponds, Merri and Edgars Creeks.~~

~~Design large sites to include provision of new public open space on site, if located in a priority open space area as identified on the Open Space Strategic Framework Plan at Clause 02.04.~~

Designing development to:

- Preserve or enhance public access to public open space.
- Improve interfaces with public open spaces to enable sunlight access and reduce overshadowing of public open spaces.
- Maximise the use of natural, non-reflective materials and muted colours for building facades which are visible from abutting public open spaces.
- Provide public open space land contributions in identified gap areas in Clause 2.04 Open Space Framework, areas adjoining existing public open spaces, creek corridors, and across the public open space network.

Enabling development to contribute to continuous open space corridors along creek corridors.

Enabling strategic redevelopment sites to appropriately provide for public open space.

Encouraging public open space contributions for high-density residential development when there is no clear intention to do a subdivision.

Policy guidelines

Consider as relevant:

~~• That the public open space corridor along the creeks be a minimum of 50 metres on each side of the creek. A minimum of 30 metres from the edge of the embankment on each side should be a vegetated buffer.~~

- The public open space corridor along each side of a creek shall:
 - Be at least 50 metres wide.
 - Include a 30 metres wide vegetation buffer.
 - Have these horizontal distances measured from the top of the creek's embankment.

Policy documents

Consider as relevant:

- Merri-bek Open Space Strategy (Merri-bek City Council, 2024)
- Merri-bek Open Space Strategy Technical Report (Mesh P/L, 2023)

MERRI-BEK PLANNING SCHEME

31/07/2018
VC148**SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS****1.0**04/05/2023
C208more
Xx/xx/20xx
CXXXmbek**Background documents**

Name of background document	Amendment number - clause reference
<i>A Park Close to Home</i> (Moreland City Council, December 2017)	C212more - 2.03-2; 12.01-1L
<i>Brunswick Structure Plan Reference Document</i> (Moreland City Council, 2018)	C167 - 02.03-1; 43.02s19
<i>Coburg Activity Centre Structure Plan Reference Document</i> (Moreland City Council, 2018)	C167 - 02.03-1; 37.08s1
<i>Development Guidelines for Merri Creek</i> (Merri Creek Management Committee, 2004)	C152 - 12.03-1L
<i>Edgars Creek Conservation and Development Plan, Edwardes Lake to Merri Creek</i> (Thompson Berrill Landscape Design, June 2013)	C152 - 12.03-1L
<i>Gambling in Moreland 2015-2020</i> (Moreland City Council, 2015)	C163 - 52.28
<i>Glenroy Structure Plan</i> (Moreland City Council, 13 August 2008)	C109 - 02.03-1
<i>Guidelines for alterations and additions to detached houses in heritage areas</i> (Moreland City Council, 2021)	C212more - 15.03-1L
<i>Guidelines for Fences in Heritage Areas</i> (Moreland City Council, 2021)	C212more - 15.03-1L
<i>Livable Housing Design Guidelines</i> (Livable Housing Australia, 2017)	C152 - 16.01-1L
<i>Local impacts of electronic gaming machine (EGM) gambling in Moreland</i> (Moreland City Council, April 2011)	C157 - 52.28

MERRI-BEK PLANNING SCHEME

[Merri-bek Open Space Strategy \(Merri-bek City Council, 2024\)](#)

[C231mbek – 2.03-8; 19.02-6L](#)

[Merri-bek Open Space Strategy Technical Report \(Mesh P/L, 2023\)](#)

[C231mbek – 19.02-6L](#)

<i>Moreland Activity Centre Framework</i> (Echelon Planning, February 2014)	C152 - 02.03-1
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<i>Moreland Affordable Housing Strategy Action Plan</i> (Moreland City Council, September 2019)	C212more - 02.03-5; 16.01-2L
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<i>Moreland Apartment Design Code</i> (Moreland City Council, September 2015)	C142 - 15.01-2L
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MERRI-BEK PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Moreland Arts Infrastructure Plan 2018-2023</i> (Hodyl + Co, February 2018)	C212more - 2.03-6
<i>Moreland Economic Development Strategy 2016-2021</i> (Moreland City Council, August 2016)	C212more - 02.03-6
<i>Moreland Heritage Nominations Study (Extent Heritage for Moreland City Council, Vols. 1-2, 2022)</i>	C208more - 15.03-1L
<i>Moreland Industrial Land Strategy 2015-2030</i> (Moreland City Council, July 2016)	C158 - 02.03-6; 16.01-1L; 17.01-1L
<i>Moreland Integrated Transport Strategy 2019</i> (Moreland City Council, March 2019)	C212more - 02.03-7; 18.-2-4L
<i>Moreland Integrated Water Management Strategy 2040</i> (Moreland City Council, July 2020)	C212more - 15.01-1L; 19.03-3L
<i>Moreland Nature Plan</i> (Moreland City Council, 2020)	C212more - 2.03-2; 12.02-1L
<i>Moreland Neighbourhood Centres Strategy 2017</i> (Moreland City Council, March 2017)	C159 - 02.03-1
<i>Moreland Open Space Strategy 2012-2022</i> (Moreland City Council, 2012)	C122 - 02.01; 2.03-2; 2.03-8
<i>Moreland Tree Planting Manual for Residential Zones</i> (Moreland City Council, 2019)	C189more - 32.07s1; 32.07s2; 32.08s1; 32.08s2; 32.08s3; 32.08s4; 32.09s1
<i>Moreland Urban Forest Strategy 2017-2027</i>	C189more - 32.04s1; 32.07s1; 32.07s2; 32.08s1; 32.08s2; 32.08s3; 32.08s4; 32.09s1
<i>Moreland Vehicle Crossing (Driveway) Policy 2019</i> (Moreland City Council, July 2019)	C212more - 15.01-1L
<i>Moreland Zero Carbon 2040 Framework</i> (Moreland City Council, September 2018)	

MERRI-BEK PLANNING SCHEME

C212more - 2.01

[Moving Around Merri-bek \(Merri-bek City Council, 2024\)](#) [C231mbek – 2.03-7](#)

Sydney Road and Upfield Corridor Strategic Framework Plan
(David Lock Associates, 2014)

C134 - 43.02s18

*Urban Stormwater Best Practice Environmental Management*C152 - 15.02-1L

MERRI-BEK PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Guidelines</i> (CSIRO, 2006)	