Report to the Future Melbourne Planning Committee

Agenda item 6.4

Submission to Infrastructure Victoria on Victoria's Draft 30-Year Infrastructure Strategy

16 February 2021

Presenter: Emma Appleton, Director City Strategy

Purpose and background

1. The purpose of this report is to seek Council's endorsement of the City of Melbourne submission to Infrastructure Victoria on its Draft 30-Year Infrastructure Strategy (draft strategy) (see Attachment 2).

2. In December 2020, Infrastructure Victoria released the draft strategy for public consultation. The consultation process will inform the final strategy to be tabled in Parliament in 2021, replacing the initial 30-year infrastructure strategy released in 2016.

3. The draft strategy articulates ten objectives which align with the directions of the United Nations' Sustainable Development Goals (SDGs). These are to: prepare for population change; foster healthy, safe and inclusive communities; reduce disadvantage; enable workforce participation; lift productivity; drive Victoria's changing, globally integrated economy; promote sustainable production and consumption; protect and enhance natural environments; advance climate change mitigation and adaptation and build resilience to shocks.

4. The draft strategy establishes 95 recommendations for infrastructure policies, reforms and projects spanning across different types of infrastructure. The 95 recommendations are grouped into four themes: 1. Confront long-term challenges (31); 2. Manage urban change (30); 3. Harness infrastructure for productivity and growth (15) and 4. Develop regional Victoria (19), combining short, medium and long-term initiatives.

Key issues

5. Overall, the draft strategy is a significant step towards planning for Victoria's future in uncertain times. It highlights the need to integrate land use and infrastructure planning and is underpinned by extensive modelling, the exploration of different scenarios and wider research. Infrastructure Victoria strongly encourages evidence based feedback and acknowledges that their analysis in not complete and that additional research might be required to finalise the strategy, especially to better understand the COVID-19 pandemic's impact.

6. The City of Melbourne submission predominantly draws on existing endorsed policy and strategy, including the COVID-19 Reactivation and Recovery Plan which was endorsed by Council in September 2020. The submission summarises City of Melbourne's policy positions, relative to 70 of the 95 recommendations (see table of comments in Attachment 2). Recommendations are categorised as supported (34), supported in principle (33), supported with amended recommendation/s (3) or new recommendations (6) are proposed. No recommendation was rejected by the City of Melbourne.

7. The submission states that there are strong synergies between Victoria's Draft 30-Year Infrastructure Strategy and a number of City of Melbourne strategies. The key opportunities proposed by City of Melbourne for IV's consideration include:

    7.1. The need to recognise the significant role of the Central City in the Victorian and national economy, and the need for sustained investment in the Central City to recover from the impacts of COVID 19.

    7.2. The major opportunity to prioritise investment now in foundational and catalytic infrastructure in the urban renewal areas of Arden, Macaulay and Fishermans Bend to unlock the development potential of these areas and make them attractive places for investment in support of Melbourne's current and future economic sectors. This includes infrastructure to mitigate flooding and to achieve Integrated Water Management in inner city urban areas, open space acquisition and the tram extension to Fishermans Bend.

    7.3. Encouraging a bolder approach to address the evidenced demand for affordable housing across metropolitan Melbourne, including mandating and incentivising affordable housing as part of the planning processes.

    7.4. Encouraging a wider definition of infrastructure including housing, green and blue infrastructure and proposing that higher environmental standards be mandated for all development types not just housing and that these standards respond to different urban contexts.

Recommendation from management

8.   That the Future Melbourne Committee:

   8.1. Endorses the submission (Attachment 2) to Infrastructure Victoria's 30-year Infrastructure Strategy.

   8.2. Authorises the General Manager, Strategy, Planning and Climate Change to make any minor editorial changes to the submission.

Attachments:
   1. Supporting Attachment (Page 3 of 50)
   2. Submission to Infrastructure Victoria on Victoria's Draft 30-Year Infrastructure Strategy (Page 4 of 50)

Supporting Attachment

Legal

1.   There are no direct legal implications of this submission beyond those associated with the endorsed strategies and plans which inform the submission.

Finance

2.   The City of Melbourne submission predominantly draws on existing endorsed policy and strategy. The submission summarises City of Melbourne's key policy positions and responds to relevant individual recommendation (see table of comments in Attachment 2).

3.   It also draws on the COVID-19 Reactivation and Recovery Plan which was endorsed by Council in September 2020.

4.   The submission does not have any direct financial implications beyond those stated in the endorsed strategies informing the submission.

Conflict of interest

5.   No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

6.   In developing this proposal, no Occupational Health and Safety issues or opportunities have been identified.

Stakeholder consultation

7.   External stakeholder consultation was not required in preparing this submission which is informed by under a suite of endorsed, evidence-based strategies and plans which have been informed by extensive community consultation and adopted by Melbourne City Council during public Council meetings.

Relation to Council policy

8.   Key strategies on which this submission relies include Climate Change, Mitigation Strategy for 2050, Transport Strategy 2030, Affordable Housing Strategy 2020-2030 and the draft Reconciliation Action Plan.

Environmental sustainability

9.   In developing this proposal, no environmental sustainability issues or opportunities have been considered as it draws on endorsed City of Melbourne strategies and plans.

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Introduction

The City of Melbourne welcomes the opportunity to provide feedback on Victoria's Draft 30-Year Infrastructure Strategy (draft strategy). The draft strategy is a significant step towards planning for Victoria's future in uncertain times. We acknowledge that the draft strategy aims to balance the complexity of longer term infrastructure planning with the need for the Victorian Government to act now. We agree with the draft strategy's position, that there will be significant increases in population and the demand for infrastructure in the period to 2050 and support the proposed investment in transport, rapidly growing suburbs and social infrastructure to address predicted future demand.

We greatly value the evidence-based approach that underpins the draft strategy and the commitment by Infrastructure Victoria to undertake further analysis. Many of the 95 draft recommendations are interlinked and sensibly designed to act in combination. We strongly support the overarching recommendation to continue to improve the integration of land use and infrastructure planning. For the City of Melbourne, this is especially important in urban renewal areas such as Arden and Fishermans Bend which will play a key role in helping Melbourne adapt and grow. Establishing the most appropriate mix of land uses together with ensuring new infrastructure is delivered early and designed to meet future challenges will be critical in enabling communities to form, thrive and develop over time.

There are strong synergies between Victoria's Draft 30-Year Infrastructure Strategy and a number of City of Melbourne strategies. Our response is drawn from endorsed positions of Council, with the following strategies being of particular relevance: **COVID-19 Reactivation and Recovery Plan**, **Climate Change Mitigation Strategy for 2050**, **Transport Strategy 2030** and the **Affordable Housing Strategy 2020-2030**.

City of Melbourne strategies are evidence-based with their development informed by extensive community and stakeholder consultation. All relevant research reports and analysis are publicly available and we welcome to opportunity to further discuss specific subject matters with Infrastructure Victoria.

This submission highlights some key opportunities, includes specific commentary on the majority of recommendations as well as suggestions for strengthening the final strategy.

Summary of City of Melbourne's position

Our changed context

The COVID-19 pandemic has had devastating health, economic and social impacts on Melbourne's businesses and communities. In September 2020 the City endorsed the **COVID-19 Reactivation and Recovery Plan** which acknowledges the profound changes and critical challenges caused by the global pandemic, particularly its impact on the central city. This plan is informed by endorsed strategies together with additional specialist and community input. It outlines a range of short and medium-term initiatives to provide a critical stimulus for Melbourne's recovery. Our Reactivation and Recovery Plan articulates our priorities in working towards increased resilience and an aspirational future. Like Infrastructure Victoria's draft strategy, the COVID-19 Reactivation and Recovery Plan aligns with the directions of the United Nations Sustainable Development Goals (SDGs).

This submission identifies opportunities for fast-tracking and re-prioritising existing projects and initiatives, progressing Council's commitment to articulated policy positions together with optimising

delivery, governance and funding models. The key opportunities proposed by City of Melbourne for Infrastructure Victoria's consideration include:

1. recognising the significant role of the Central City in the Victorian and national economy, and the need for sustained investment in the Central City to recover from the impacts of COVID-19, and supporting current and future economic sectors

2. encouraging the Victorian Government to enable local government to deliver small scale but cumulatively significant capital infrastructure to generate a short-term economic boost when funded and delivered as a larger package. This should include public realm improvements, recreation facilities and social infrastructure

3. facilitating the Victorian Government's commitment to supporting significant Victorian economic sectors in the Central City, including the knowledge, creative and visitor economies, alongside the development of innovation districts including the Melbourne Innovation District (MID) in the City North precinct, Arden urban renewal precinct and the former GMH site in Fishermans Bend Employment Precinct, which will grow the economies of the future

4. prioritising immediate investment in foundational and catalytic infrastructure in the urban renewal areas of Arden, Macaulay and Fishermans Bend to unlock the development potential of these areas with the view to shape them as attractive places for community development and corresponding further investment attraction. The investment in foundational infrastructure needs to address: flood mitigation, integrated water management, open space acquisition, and key transport connections like the tram extension to Fishermans Bend. Early delivery of this infrastructure will affect the development outcomes in these areas – a new school encourages the market to consider family housing; public and active transport infrastructure will reduce the need for car parking in developments.

5. encouraging a bolder approach to address the clear demand for affordable housing across metropolitan Melbourne, including mandating and incentivising affordable housing as part of the planning process and recognising it as essential infrastructure.

6. encouraging bolder action to support communities to make the transition away from natural gas

7. expediting the review of Victoria's many infrastructure contribution schemes to create a consistent, efficient and transparent funding system that contributes to local and Victorian Government infrastructure costs. These funding schemes are inherently connected to governance arrangements and are of particular importance to urban renewal areas in City of Melbourne's context.

8. facilitating the affordable and flexible occupation of vacant spaces as an immediate initiative and working with the Victorian Government on planning reforms to stimulate the construction sector, to enable the adaptive reuse of vacant properties.

9. advocating for a review of the definition of community infrastructure to include creative spaces and to legislate its provision.

10. Embedding Aboriginal expert knowledge on sustainable land management practices into the contemporary management, planning and development of Melbourne's land and water.

Confront long-term challenges

The City of Melbourne responds to 28 of the 31 recommendations in *Theme 1: Confronting Long Term Change*. We have provided the basis for our support (supported:11, supported in principle:16, supported with amended recommendation:1) in Table 2.0.

The following are particularly relevant to the Capital City municipality:

The City of Melbourne declared a Climate and Biodiversity Emergency in 2019, and its response was endorsed in February 2020 (Taking bold action on climate change - City of Melbourne). We support the emphasis on climate change measures in the delivery and planning of infrastructure.

We propose that higher environmental standards be mandated for all development types not just housing and that these standards respond to different urban contexts. Sixty six per cent of City of Melbourne emissions are from its buildings, and so action to improve the environmental performance of new buildings and retrofit of existing stock is urgent and important. We draw Infrastructure Victoria's attention to Amendment C376 and its background evidence in the finalisation of the strategy.

We support changes that will ensure new buildings and urban renewal precincts are not locked into natural gas infrastructure. To be fit for purpose in a zero carbon future, planning, building and plumbing regulations need to remove requirements to connect to gas infrastructure. For example, the Draft Structure Plan for the Arden urban renewal precinct calls for all-electric buildings and fossil-fuel free precinct infrastructure. This is challenging to implement due to the requirements of the current Victorian Planning Provisions.

We would like to see stronger action articulated in the draft strategy on ways to support communities to make the transition away from natural gas. The City of Melbourne Climate and Biodiversity Emergency declaration (2020) supports the rapid transition away from natural gas. In planning for gas-free housing, issues of social equity and pricing need to be considered to ensure that those who cannot afford to transition away from gas are not saddled with increasing gas and infrastructure costs.

To effectively respond to a changing climate, consideration should be given to all types of infrastructure including green and blue infrastructure (trees, green walls, green roofs, water sensitive urban design). Green and blue infrastructure plays a vital role in reducing the risks from climate change impacts of heat waves, droughts, extreme rainfall events and coastal inundation. In addition, green and blue infrastructure safeguards and rejuvenates our community by providing essential services such as clean air, water and healthy ecosystems. Communities which benefit from green and blue infrastructure assets are more likely to be resilient and adaptable to future shocks and climate changes. The City of Melbourne proposes that the final 30-year strategy add a number of recommendations focused on green and blue infrastructure.

Climate change mitigation and adaptation solutions should be integrated into all infrastructure projects. Although 'advancing climate change mitigation and adaptation' is a key objective of the Strategy, we would like to see the adaptation focus of the infrastructure recommendations strengthened.

Infrastructure Victoria has identified the need to progress Integrated Water Cycle Management and outlined excellent opportunities to move away from potable water. However, there is an immediate need to also incorporate the other aspects of Integrated Water Cycle Management including treating storm water, improving waterway health, increasing pervious areas, supporting green infrastructure with alternative water, mitigating flood and providing drainage infrastructure that is resilient to climate change impacts and urban intensification.

The City of Melbourne would like to see a recommendation on planning and delivering drainage and integrated water cycle management in urban growth and renewal areas. Support, governance and leadership from state government are required to plan and deliver this new type of solutions, assets and spaces.

The City of Melbourne supports the concept of a circular economy, the principle of minimising waste and improving waste infrastructure planning to strengthen end markets for recycled materials. Investment in related infrastructure is vital and needs to be appropriately located across regional areas as well as within larger cities to make recycling opportunities available to as many residents as possible.

We agree that it is important to prepare for automated vehicles and to ensure that their arrival does not undermine the people-focused nature of the central city or flood the city with vehicles. The City of Melbourne also supports regulation of personal mobility devices. Current regulations contain a confusing combination of speed and power limits as well as permitted and prohibited rights of way. Specific regulation of public shared fleets of e-bikes and e-scooters is needed to.

Manage urban change

The City of Melbourne responds to 29 of the 30 recommendations in *Theme 2: Manage urban change.* We have provided the basis for our support (supported:15, supported in principle:13, supported with amended recommendation:1) in Table 2.0.

The following are particularly relevant to the Capital City municipality:

Addressing flooding in urbanising areas
Urban renewal areas provide exceptional opportunities to accommodate future population and jobs growth. They require a significant level of investment to enable realisation of the visions for these areas and to future-proof community development. Strategic government investment in flood mitigation, transport and affordable housing is paramount. The issue of flooding, and the significant infrastructure required to unlock the renewal areas to grow into mixed use urban neighbourhoods is a key area that the strategy should consider further.

Urban renewal often involves a change in land use or rezoning, transitioning from industrial use to medium to high density mixed use neighbourhoods, with increased populations. The urbanisation of catchments, the reduction in permeable ground, or changes to overland flow paths increases flood risk. These are important issues to address early in the planning stages of new precincts, especially the urban renewal areas of Arden, Macaulay and Fishermans Bend. All three will require significant infrastructure investment to enable them to transition from predominantly industrial areas to attractive inner city neighbourhoods.

A strategic approach to mitigate flooding risk to an acceptable level, which includes a mix of significant drainage infrastructure and controlling the design of buildings and the public realm. This requires the need to balance amenity provision with engineered drainage solutions. In order to achieve good amenity provision at street level for both buildings and the public realm, a comprehensive precinct wide drainage strategy must be prepared for all urban renewal areas with supporting funding and delivery strategies for both construction and land acquisition. Funding options have been limited to development contributions via DSS, DCP or Section 173 Agreement or Council revenue. These methods have limited capacity to collect enough funding to achieve strategies especially when land acquisition is involved where land values are significant. This in turn leads to precincts not achieving their full potential without additional funding streams.

Transport
The draft strategy's recommendations related to managing urban change align well with the City of Melbourne's Transport Strategy 2030. Both the draft strategy and City of Melbourne's Transport Strategy 2030 focus on delivering better economic efficiency and productivity – as well as improved social and environmental outcomes - by prioritising space-efficient transport modes such as walking, public transport and riding bikes.

In particular, the City of Melbourne supports activating urban renewal with new tram links, especially the delivery of the Fishermans Bend tram link (along with walking and cycling access) by 2026. It is clear that for Fishermans Bend to develop as a significant job precinct, the tram connection to the Hoddle Grid via Docklands is essential. As already noted, this project would be an ideal COVID-19 recovery stimulus.

We strongly support transforming cycling in Melbourne and regional cities. The City of Melbourne has already made significant headway on this with the rollout of 40 kilometres of adaptable bike lanes as part of the COVID-19 recovery. This project has been well supported by fast-tracked approvals from the Department of Transport. The recommendation on redesigning tram routes is also supported to maximize the network's reach and connections to developing job-rich areas.

Integrating land use and infrastructure planning allows the community to make the best use of its infrastructure spending. The recommendation that a Victorian Transport Plan be published, in line with the requirements of the Transport Integration Act, is supported along with the requirement that land use and transport plans align with each other.

The draft strategy contains a number of recommendations relating to transport pricing designed to ensure more efficient use of transport infrastructure. The City of Melbourne supports the majority of these including trialing demand-responsive pricing for parking, trialing congestion pricing and increasing and extending the congestion levy.

We have also proposed that the final strategy make a recommendation for a consistent speed limit in urban areas in line with international best practice and that it includes a specific recommendation relating to infrastructure for walking. Walking is the most important transport mode in the central city. It is the mode which connects high value land uses allowing business and creative activity to flourish. It is the mode which underpins the city's economic performance.

Local government is ideally placed to deliver improvements to walking and cycling networks. There are many examples of where the City of Melbourne and other LGAs have done this, frequently in collaboration with the Victorian Government. One example is the reconstruction of Swanston Street into a tree-lined tram boulevard which moves more people every day than the West Gate Bridge. The City of Melbourne welcomes the recommendation in the draft strategy that the Victorian Government fund local government to deliver these improvements.

Housing
The City of Melbourne commends the draft strategy's recognition of affordable housing as important infrastructure for Victoria's future. We recommend that affordable housing be categorized as essential infrastructure and a 10-year 'Homes Victoria Strategy' be developed to support Victoria's Big Housing Build. The strategy should support affordable housing being provided for all income groups across the State Government's affordable housing scale.

We strongly advocate introducing inclusionary zoning throughout Victoria applied to multiple land use types and have proposed a number of amendments to the draft strategy recommendations in line with this position including consideration of a mandate to include a greater proportion of

affordable housing in urban renewal areas. In line with our Affordable Housing Strategy 2020-2030, we have made a series of additional recommendations to strengthen the inclusionary zoning policy,

We also propose that the final strategy recommend that the State take a strategic approach to increase ongoing funding for affordable housing, including investigation of an Affordable Housing Levy; a commitment to develop underused government land for affordable housing and the delivery of specialized housing to meet the needs of specific cohorts.

Harness infrastructure for productivity and growth
The City of Melbourne responds to 11 of the 15 recommendations in *Theme 3: Harness infrastructure for future growth*. We have provided the basis for our support (supported:8, supported in principle:2, supported with amended recommendation:1) in Table 2.0.

The following are particularly relevant to the Capital City municipality:

Preparing for Melbourne Metro 2 is one of the most important recommendations relating to shaping the transport network for better access. The City of Melbourne supports planning for Melbourne Metro 2 to begin immediately so that construction can begin directly following the completion of Melbourne Metro 1. Melbourne Metro 2 will provide high capacity public transport access to Fishermans Bend, Australia's largest urban renewal precinct. High capacity rail is vital to provide access to this growing knowledge precinct from across the metropolitan area.

The City of Melbourne also supports increasing suburban rail services and capacity to give more people the opportunity to access the cultural and employment opportunities of the central city. Reshaping the metropolitan bus network would complement rail improvements by linking more people more often to train services by more frequent, more direct buses running from early in the morning to late at night. Reconfiguring the city loop is a vital precursor to Melbourne Metro 2 and is an efficient way to provide more train service and thus more access to the central city.

The City of Melbourne proudly acknowledges its Aboriginal identity across all areas of the municipality. We advocate for Melbourne's community to be well educated about the municipality's Aboriginal culture, knowledge and heritage and work collaboratively with Aboriginal people in creating economic opportunities for Aboriginal people. Many infrastructure projects provide a prime opportunity for cultural engagement and expression and can generate tangible legacies and enduring assets. They can cultivate an awareness of diverse cultural values and appreciation of history, thereby promoting an understanding that cities require ongoing development and care.

The City of Melbourne acknowledges that Aboriginal Australians were the first people of this land and have strived to retain their culture and identity since colonisation over 200 years ago. It is paramount that Aboriginal people are involved in shaping their future and our city.

We are seeking support from the Victorian and Federal Government to bring a major city-shaping opportunity to fruition for the benefit of the Australian community: the Commencement on the staged development of Federation Square East through the delivery of a National Aboriginal Cultural Centre and open space linkages from the Yarra Birrarung river into the east end of the CBD.

- **Develop regional Victoria**
The City of Melbourne responds to 2 (supported in principle) of the 19 recommendations in Theme 4: *Develop regional Victoria* as the recommendations are consistent with our Affordable Housing Strategy 2020-2030.

The City of Melbourne recognises the draft strategy's focus on regional Victoria, and to better understand its diversity and specific infrastructure needs. However, we reassert the importance of the recovery and continued prosperity of the Central City to support the regions and Victoria as a whole to recover and prosper. Sustained investment in large-scale transport initiatives, affordable housing and public realm improvements is essential in the City of Melbourne to respond to the impacts of COVID-19.

It is vital to balance short-term recovery initiatives across the different areas of the state, and to tailor longer-term infrastructure planning and funding support according to the functionality within this ecosystem to ensure a prosperous future for all Victorians.

The City of Melbourne hopes that this submission will play a constructive role in helping Infrastructure Victoria develop a final 30-Year Infrastructure Strategy for Victoria and we look forward to the Victorian Government's response and to working with the government to improve the planning and delivery of infrastructure for the benefit of all Victorians.

CITY OF MELBOURNE DETAILED RESPONSES TO THE RECOMMENDATIONS OF VICTORIA'S DRAFT 30-YEAR INFRASTRUCTURE STRATEGY

Table 2.0 provides the City of Melbourne's detailed responses to 70 of the 95 recommendations articulated in Victoria's Draft 30-Year Infrastructure Strategy (the draft strategy). Our submission responds to recommendations relevant to the City and is informed by a series of strategies, plans or Council practice. Our responses are formulated across four categories as defined in Table 1.0.

Table 1.0 Definitions

Supported	*The recommendation clearly aligns with an endorsed position of the Melbourne City Council or established Council practice*
Supported in principle	*The recommendation is generally aligned with endorsed Council policy but further information may be needed as to how the recommendation would apply*
Supported with amended recommendation	*Rationale provided*
New recommendation	*To be considered for inclusion in the final Victoria's 30-Year Infrastructure Strategy based on Council policy or practice*

Table 2.0 Detailed responses to recommendations in Victoria's Draft 30-Year Infrastructure Strategy

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
Section 1: Confront long-term challenges			
1.1 Navigate the energy transition			
1 Accelerate the uptake of zero	Supported in principle	Transport Strategy 2030	We are supportive of the focus on public transport and freight vehicles for electrification.

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
emissions vehicles		Climate Change Adaptation Strategy Refresh 2017	A concern regarding the focus on the electrification of the private motor vehicle fleet is that incentivising electric private vehicle uptake through subsidies risks incentivising driving over other modes of transport. Demand for e-bikes has surged during COVID-19. The City of Melbourne supports initiatives to accelerate the uptake of e-bikes as an alternative for journeys for which a standard bicycle is not practical. We propose that this be added to the recommendation in the final 30-year infrastructure strategy. The wholesale electrification of the private motor vehicle fleet is likely to reduce the overall cost of driving relative to the cost of all other modes and lead to more driving. To manage congestion, road user charging will be needed. Road pricing is supported by the City of Melbourne. We agree that the policy levers to phase out internal combustion engines during the next 30 years should be considered and that the final 30-year infrastructure strategy should include recommendations about this.
2 Augment electricity transmission for renewable energy and resilience	Supported	Climate Change Mitigation Strategy (CCMS) 1.1	The City of Melbourne supports fast tracking the transformation of electricity networks to ensure a robust transmission and distribution network. A more interconnected National Electricity Market will be needed to support reliable and efficient transmission of renewable energy to major load centres and integration of distributed energy resources. The City of Melbourne made a recent submission to the Federal Government's Technology Investment Roadmap Discussion Paper which aligns with this position.
3 Identify and coordinate priority Renewable Energy Zones	Supported		
4 Require 7-star-energy-rated new	Supported	CCMS 2.7	The recommendation to require new housing builds to achieve 7.0 star NatHERS is supported however an earlier timeframe for adoption of National Construction

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
homes in 2022, increasing towards 8 stars by 2025			Code (NCC) 2022 is encouraged, along with recommendations to require zero carbon homes. It is strongly encouraged that the state government support relevant local planning policy changes, such as The City of Melbourne's Planning Scheme Amendment C376. This should occur prior to the adoption of the proposed 2022 NCC. Additionally, supporting increased energy ratings for apartment buildings – which are unlikely to be able to support sufficient onsite generation to become net zero ready at 7.0 Stars - would improve the impact of this recommendation in urban areas. Increased construction industry training and quality standards would support implementation.
5 Mandate a home energy rating disclosure scheme	Supported	CCMS 2.4	The City of Melbourne supports the introduction of energy performance disclosure for residential buildings, as well as expanding the current disclosure regulations to a greater range and size of commercial buildings, as per the Australian Government Draft CBD Review (2019).
6 Make Victorian Government buildings more energy efficient	Supported	CCMS 2.2	The City of Melbourne supports an increased focus on - and minimum standards for - Victorian Government buildings. We suggest that this should explicitly cover all types of buildings, including schools and healthcare, not just office buildings-.
7 Reduce peak electricity use with demand management pricing	Supported in principle		The City of Melbourne has no articulated policy on demand management pricing. However demand management pricing is likely to provide additional incentives for the uptake of renewable energy and battery technologies for households and business. This will reduce reliance on fossil fuels and assist the grid to operate in a more efficiently.
8 Allow new gas-free housing estates and review current gas policies	Supported in principle	CCMS 2.8	The City of Melbourne supports changes that will ensure new buildings and urban renewal precincts are not locked into natural gas infrastructure. To be fit for purpose in a zero carbon future, planning, building and plumbing regulations need to remove requirements to connect to gas infrastructure. For example, the Draft Structure Plan for the Arden urban renewal precinct calls for all-electric buildings and fossil-fuel free precinct infrastructure. This is challenging to implement due to the requirements of the current Victorian Planning Provisions.

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
			We would like to see stronger action articulated on strategies to support communities to make the transition away from natural gas. The City of Melbourne Climate and Biodiversity Emergency declaration (2020) supports the rapid transition away from natural gas. In planning for gas-free housing, issues of social equity and pricing need to be considered to ensure that those who cannot afford to transition away from gas are not saddled with increasing gas and infrastructure costs.
1.2 Respond to a changing climate			
9 Specify climate scenarios and carbon value in assessing infrastructure	Supported in principle	Climate Change Adaptation Strategy Refresh 2017	Climate projections should be included in all infrastructure risk assessments for upgrades of existing infrastructure and development of new infrastructure. This is to ensure infrastructure will be resilient in the face of climate change. The provision of guidance and instructions will enable planners and developers to understand and assess their climate risks and support better decision-making. The City of Melbourne includes climate change as a strategic risk in our organisational risk register. Climate change risk includes physical, transition and legal risks. Consider including advice that considers physical, transition and legal liability when developing any guidance on climate related risk. The recommendation in the final 30 year infrastructure strategy should include a updating the Victorian Planning System to align with Section 20 of the Climate Change Act 2017 and to reflect the urgency with which the physical, transition and legal risks of climate change need to be addressed as per Recommendation 45 of the Inquiry into tackling climate change in Victorian communities
10 Strategically review climate consequences for infrastructure	Supported	Climate Change Adaptation Strategy	See comment (above) regarding Recommendation 9.

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
		Refresh 2017	
11 Consider all water supply sources	Supported with amended recommendation	Municipal Integrated Water Management Plan 2017	The City of Melbourne supports adopting more holistic and risk-based approaches for the evaluation of alternative water augmentation options that are based on their economic merit, health and environmental impacts. We also support requesting better policy and Government leadership to bring local government on a journey towards a wider adoption of alternative water sources for both non-potable and potable uses. Through the Municipal Integrated Water Management Plan, City of Melbourne recognises the need to secure an alternative water supply and has set targets and actions to address this need including a 10-year stormwater harvesting plan (2014–2024). **Amend Recommendation 11 to have a more holistic focus:** ▪ A broader alternative water source overview to stimulate new approaches. The adoption of combined alternative water sources for non-potable uses can significantly decrease the demand for potable water. ▪ Roof rainwater use. Roof rainwater tanks for non-potable use in both public and private realm helps reduce the pressure on potable water supply and it should be supported in the Strategy. The gaps to usefully achieve this benefit need to be addressed through a state wide approach. While widely adopted across urban areas, rainwater tanks are often not appropriately connected to the intended water uses or are not operational due to lack of maintenance and even due to intentional disconnections to avoid maintenance and its associated costs. We would like to see a recommendation to establish state wide regulation on rainwater tank operation to define and establish industry best practices. We also encourage a stronger emphasis on stormwater harvesting as it not only

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
			reduces the pressure on potable water supply but also improves urban waterway health and can mitigate flooding. We suggest removing the word 'bulk' from the sentence 'In some cases, bulk use of stormwater for other purposes …' because it gives the notion that only large stormwater harvesting schemes will help save potable water, whereas a network of smaller stormwater harvesting schemes might provide similar benefit.
12 Progress integrated water cycle management	Supported in principle	Municipal Integrated Water Management Plan 2017	To truly progress integrated water cycle management, we encourage expanding this section to include all the integrated water cycle management components, including treating stormwater, improving waterway health, increasing pervious areas, supporting green infrastructure with alternative water, mitigating flood and providing drainage infrastructure that is resilient to climate change impacts and urban intensification. Many local governments now have targets in relation to these integrated water cycle components and face great challenges in embedding those in public and private projects. There is a need for improved state policy to advance the delivery integrated water cycle across all infrastructure projects in both water and non-water sectors. The City of Melbourne proposes that the final 30-year strategy make specific reference to planning controls that aid progressing integrated water cycle management. City of Melbourne has prioritised the update of the Land Subject to Inundation Overlay (LSIO) and the Special Building Overlay (SBO) in the Melbourne Planning Scheme as key actions in our Municipal Integrated Water Management Plan. Updating the overlays will facilitate appropriate development in flood prone areas and in particular urban renewal areas that will have high density development. We support early engagement between land and water planners on stormwater

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
			and recycled water use in developments. We see the need to fully consider: ▪ Melbourne urban renewal areas in addition to the urban growth area because the built-in nature of the land in infill areas poses even more challenges to the adoption of integrated water cycle management practices. ▪ Other water management practices in this early discussion. The provision of stormwater treatment, provision of pervious areas and green infrastructure supported by alternative water for irrigation could be secured in this early engagement. The Department of Environment, Land, Water and Planning (DELWP) Integrated Water Management Forums were established to identify, prioritise and oversee the implementation of collaborative water opportunities. The forums identified strategic directions and specific projects in water management which should now be aligned with infrastructure planning and implementation.
13 Improve decision-making for urban water investment	Supported in principle	Municipal Integrated Water Management Plan 2017	We are supportive of this recommendation and would like to see this section going beyond water supply augmentation. Investment in urban water management needs better governance. The delivery of integrated projects need better governance and investment models. These include alternative water sources, flood mitigation and drainage infrastructure that is resilient to the impacts of climate change and urban intensification and multi-functional open spaces that co-locate stormwater water treatment and storage with recreational services. In addition, embedding integrated water cycle management in stormwater planning delivers benefits that do not necessarily have a monetary value at this time but do deliver a range of other social and environmental benefits. There is a need for State Government guidance on approaches that consider the holistic

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
			benefits of these projects when developing business cases.
14 Strengthen agricultural water security by modernising irrigation	Supported in principle		As in urban settings, the DELWP Integrated Water Management Forums were also established in regional areas to identify, prioritise and oversee the implementation of collaborative water opportunities. We see the need to align infrastructure planning implementation with the strategic directions and projects identified by the Forums.
15 Upgrade Victoria's emergency water network	Supported in principle		For water corporations, the business case for third pipe recycled water may not always meet traditional cost benefit requirements. We suggest the following recommendations: ▪ Government to collaborate with other stakeholders to investigate business models, including pricing and economic incentives that would underpin and promote the take-up of alternative water schemes. ▪ Essential Services Commission, which conducts price, reviews for water corporations, including assessing proposed operating and capital expenditure, and capital investments, to accept business cases that go beyond the cost comparison to potable water to ensure future water supply demands are met.
16 Invest in protecting Victoria's coasts	Supported in principle		City of Melbourne has identified sea level rise and storm surge as key climate change risks for Melbourne. Our Climate Change Adaptation Strategy notes the need to work more closely with Victorian Government agencies to ensure that planning and development in urban renewal areas considers sea level rise. The Municipal Integrated Water Management Plan has an action to *Advocate for consistent, whole-of-government approach to sea level rise mitigation*. The City of Melbourne proposes that this recommendation be expanded to include ensuring planning mechanisms are in place (e.g. LSIO) to ensure appropriate development in areas that are prone to coastal inundation (incorporating sea level

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			rise modelling).
	Proposing new recommendation	Green Our City Strategic Action Plan 2017	**Proposing new recommendation: Protect and invest in urban green and blue infrastructure to support climate change adaptation** To effectively respond to a changing climate, consideration should be given to all types of infrastructure including green and blue infrastructure (trees, green walls, green roofs, water sensitive urban design). Green and blue infrastructure plays a vital role in reducing the risks from climate change, impacts of heat waves, droughts, extreme rainfall events and coastal inundation. In addition, green and blue infrastructure safeguards and rejuvenates our community by providing essential services such as clean air, water and healthy ecosystems. Communities which benefit from green and blue infrastructure assets are more likely to be resilient and adaptable to future shocks and climate changes. The City of Melbourne is actively exploring the role of green infrastructure and urban greening, as outlined in the Green Our City Strategic Action Plan. It is strongly encouraged to acknowledge the important role that green and blue infrastructure will have in the response to climate change, within the broader strategic approach. The provision of green and blue infrastructure addresses multiple objectives in the proposed draft, including fostering health, safe and inclusive communities, protecting and enhancing natural environments, advancing climate change mitigation and adaption, and building resilience to shocks. It is strongly encouraged to include a recommendation to protect and invest in urban green and blue infrastructure, to provide green infrastructure as a key response to climate change, and to encourage the uptake and enhancement of green infrastructure across all settings. Integrating green and blue infrastructure into the established investment processes for general infrastructure is key to being able to develop smart cities that maintain our communities' livability, resilience and wellbeing.

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			We also encourage including the need to provide alternative water sources to support growing green infrastructure, we do not want to see reliance on potable water to irrigate increased tree canopy and green coverage.
.	Proposing new recommendation		**Proposing new recommendation: Minimise loss of existing large canopy trees for transport projects**
1.3 Embrace technological opportunities			
17 Prepare for increasingly automated vehicle fleets	Supported in principle		As outlined in the City of Melbourne Transport Strategy 2030, the focus of transport innovation should be on the net community benefit of technological innovation. Establishing strong public policy in this area is essential to balance a sector that is market led by the technology industry. For example, in the central city where walking is the most important mode of movement, it will be important to ensure that any vehicle automation policies support and enhance – not undermine - the growth of walking and free movement of people on foot. Also, One of the more possible outcomes of driverless cars is an increase in congestion. While vehicle flow may become more efficient on arterial roads and freeways, the large number of intersections and higher demand for scarce street space in the central city mean driverless cars may clog up roads. Preparation for automation should include managing vehicle numbers potentially by using price signals.
18 Facilitate integration of public transport with new mobility services	Supported	Transport Strategy 2030	Outcome 8.6 of the Transport Strategy 2030 is to integrate bikes and public transport, particularly at stations. Integration with public transport should be a requirement for any proposed micromobility schemes for Melbourne. Likewise integrating the public transport system with new mobility-as-a-service platforms may make the use of public transport more attractive as part of a journey.
19 Incorporate personal mobility devices in	Supported	Transport Strategy 2030	Outcome 10.1 of the Transport Strategy is to advocate for regulation of micromobility services.

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regulation			The City of Melbourne supports updating transport regulation to reflect recent advances and community uptake of electric personal mobility devices. Current regulations contain a confusing combination of speed and power limits as well as permitted and prohibited rights of way. For example e-scooters are currently speed limited to 10kph whereas e-bikes are allowed to travel at 25kph. E-scooters are currently permitted on footpaths and bike paths, but not in bicycle lanes. This is out of line with community expectations. The City of Melbourne also supports the creation of regulation specific to public shared fleets of e-bikes and other personal micro mobility devices. This regulation could be based around the idea that these devices offer a service similar to the public transport system. Fit-for-purpose regulation for shared micromobility would allow seamless integration with the public transport network and across multiple local government areas. This regulation should include network planning, safety requirements, integrated fares, designated parking, consumer protection, vehicle standards.
20 Transform road network operations for all current and future modes	Supported in principle		The City of Melbourne agrees that Victoria's road management system needs updating. These changes need to ensure traffic signals allocate time to move more people rather than more vehicles. Prioritising public transport ahead of private vehicles should be the highest priority. A key issue with road operations in Victoria relates to the policy approach and level of resources provided for managing the network, not necessarily the technology. This was noted in Victorian Auditor General's reports "Managing Traffic Congestion" (2013) and "Using ICT to Improve Traffic Management". Signal management at the Department of Transport has historically been under-budgeted and under-resourced. This needs to improve significantly for road

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			operations to reflect changing travel behaviour and the goals of economic growth, environmental sustainability and improved access for the community. Within the central city, the majority of trips are made by walking. The final 30-year strategy should include a specific reference to how network operations needs to place a high priority on walking. Reducing signal cycle times to provide more frequent crossing opportunities may have a higher return on investment than upgrading technology. Automated enforcement of road rules should be considered to discourage vehicles blocking intersections, particularly on public transport routes, reduce the cost of policing and reduce congestion. The City of Melbourne has an open data policy and supports changes to increase the availability of transport data. Management of the road network should be geared towards realising the strategic objectives of the Victorian Transport Plan and the Transport Integration Act 2010.
1.4 Stay connected to global markets			
24 Optimise capacity at the Port of Melbourne	Supported	Transport Strategy 2030	The draft recommendation is well aligned with Policy 21 of the Transport Strategy 2030, to support the growth of the Port of Melbourne while ensuring the mitigation of future amenity impacts. The City of Melbourne supports in particular: • moving a greater proportion of metropolitan, regional and interstate freight by rail • port operations where the amenity impacts are minimised. Operations overnight should not disrupt the amenity of surrounding residential areas • opportunities for using new and innovative truck technology which reduces the impact of the port on the municipality and improves freight efficiency

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			and environmental outcomes • new rail or road freight infrastructure to fully respond to changes in land use around the port The proposed rail and road freight corridor through Fishermans Bend is not supported in its current form as the impacts on the urban form and amenity are unacceptably high.
25 Act now to protect future Bay West Port option	Supported	Transport Strategy 2030	The City of Melbourne supports acting to protect the future Bay West Port option as a sensible planning approach for when the Port of Melbourne is at capacity.
26 Purchase land for Melbourne's future freight terminals	Supported in principle		In addition to the capacity issues at Dynon identified in the draft strategy, the recommendation should consider the land use interface of the Dynon freight terminal and the future Dynon urban renewal area identified in Plan Melbourne.
27 Construct an outer metropolitan road and rail corridor	Supported in principle		Outcome 4.4 of the Transport Strategy 2030 is to focus land development around public transport. The City of Melbourne supports increased density in middle and inner suburbs over urban sprawl. We appreciate the benefits to freight of the outer metropolitan corridor. However the risk of new road projects inducing additional private vehicle trips needs to be considered. The cost of the project is likely to be high, and the benefit must be considered against other priorities identified in the 30 year strategy. Of the large-scale projects identified, Melbourne Metro 2 is the highest priority for the City of Melbourne. It should to be delivered in accordance with a Victorian Transport Plan and the Transport Integration Act 2010 to ensure the most sustainable and productive outcome for Victoria.

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1.5 Build a circular economy			
28 Facilitate improved recycling infrastructure for priority materials	Supported in principle	Waste and Resource Recovery Strategy 2030	The City of Melbourne agrees that investment in infrastructure is required and that regional areas should receive significant support. A concern is that, if regional areas are prioritized, inner city areas may be disadvantaged regarding recycling opportunities available. Space limitations at points of generation, collection and aggregation (e.g. transfer stations) are limited in inner city areas. This increases costs associated with collections, limits ability to segregate into a wide range of waste streams and limits accessibility to drop off locations for residents.
29 Strengthen end markets for recycled materials	Supported	Waste and Resource Recovery Strategy 2030	The City of Melbourne supports the recommendation to strengthen end markets for recycled materials. We practice a sustainable procurement policy and further support from State government will aid in our transition to purchasing items with recycled content.
30 Address barriers to recycling and reducing waste	Supported in principle	Waste and Resource Recovery Strategy 2030	The City of Melbourne supports the recommendation to address barriers to recycling and reducing waste. A concern is that the level of complexity between councils, as well as their capacity to adopt any new state government requirements, is not fully understood by state government. Waste contracts, collection policies, waste strategies, availability of data and resources (monetary and FTE) varies greatly between councils. Community sentiment and Councillor priorities also have a strong influence regarding how waste is managed and how easily behavioural or systemic change can be initiated.
31 Minimise waste and improve	Supported in principle	Waste and Resource	City of Melbourne supports the principle of minimising waste and improving waste infrastructure planning.

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residual waste infrastructure planning		Recovery Strategy 2030	Regarding minimisation of waste, a concern is that producers are not currently held responsible for the disposal of the products they generate. This is particularly important when considering waste streams such as textiles, e-waste and other products which are commonly designed with planned obsolescence. City of Melbourne is planning to submit a response to the Federal Government's Right to Repair inquiry. Our position is that Federal and State Governments introduce legislation which ensures that, wherever possible, products sold in Australia are long-lasting, reusable, repairable or easily recyclable. Avoidance, reuse, recovery and recycling of waste should always prioritized. If waste-to-energy technology is pursued it should be with the intention that processing capacity will reduce over time as new recycling technologies are developed.
Section 2: Manage urban change			
2.1. Integrate land use and infrastructure planning			
32 Produce public plans for priority infrastructure sectors	Supported in principle		Transparency in planning and reporting is important for collectively achieving long-term objectives for infrastructure development. Developing and sharing long-term plans, and seeking input and feedback from relevant stakeholders (local government, community, etc.) creates a more inclusive, integrated and robust process for planning and delivery of infrastructure. This transparency will also allow for greater flexibility and agility if and when plans need to evolve in response to development changes or shock events / stresses.
33 Publish Victoria's transport plan	Supported	Transport Strategy 2030	The City of Melbourne supports the Victorian Government publishing a Victorian Transport Plan.Outcome 9.1 of the Transport Strategy 2030 is to support the development of a Central City Transport Framework. This outcome could be

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			superseded by a Victorian Transport Plan which includes a central city plan. A Victorian Transport Plan should: • recognise the importance of the central city as the hub of the Victoria's transport network. • support sustainable outcomes from major city shaping projects • support increased use of public and active transport • Improve pedestrian permeability and connectivity within a precinct • not increase private motor vehicle use in the municipality • support integrated land-use outcomes as defined by the Transport Integration Act 2010, Plan Melbourne, the Melbourne Planning Scheme and other Victorian and local strategies • ensure that the principles of the Transport Integration Act can be realised in practice. • ensure that technology and innovation in the transport sector is directed towards achieving outcomes that are in the community interest and align with the principles of the Transport Integration Act.
34 Review Victoria's infrastructure contribution system to cover gaps	Supported in principle		We welcome the recommendation that Victoria's many infrastructure contribution schemes be reviewed to create a consistent and efficient system that contributes to local and Victorian Government infrastructure costs. These funding schemes are inherently connected to governance arrangements and are of particular importance to urban renewal areas.
2.2 Create thriving urban places			
35 Support more homes in priority established places	Supported in principle	Affordable Housing Strategy 2020	Homes for People, City of Melbourne's 2014- 2018 housing strategy, identified 'Improving the design quality and environmental performance of new apartments' as one of its three goals, recognising the importance of living environments on people's health and well-being. In addition, the City of Melbourne's Central City Design Guide (2019) alongside

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			progressing a Design Excellence program, demonstrates Council's commitment to achieving design quality. City of Melbourne continues to support housing that: • is responsive and contribute to local context and character • is built with high quality sustainable materials • is designed with architectural integrity • ensures no visible difference between housing tenures in design quality. • adopts high standards of sustainable building design • has good space standards and high internal amenity to support the well-being of occupants • considers how private and public space is delineated and contributes to the development • offers a diversity of sizes and types of accommodation that is designed to be able to adapt • activates streets and urban spaces. We support the Victorian Government's commitment, as part of the Big Housing Build, for major projects (more than 100 units or 3 storeys) to undergo independent design review by the Office of the Victorian Government Architect (OVGA). We encourage this be extended to smaller scale multiple dwelling applications, either through the OVGA or through seeking early urban design input through the Development Planning process.
36 Deliver very low income housing with inclusionary zoning	Supported with amended recommendations	Affordable Housing Strategy 2020	The City of Melbourne strongly supports the principle of recommendation 36 however, strongly recommends making a series of amendments to the details of the priority. Introduction of state-wide mandatory inclusionary zoning was endorsed in our Housing Strategy. Mandatory state-wide inclusionary zoning for affordable

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			housing received strong support in the community engagement on our Draft Affordable Housing Strategy, with 86 per cent of survey respondents supporting this action.
			The City of Melbourne commissioned a cost benefit analysis of Mandatory Inclusionary zoning to better understand its impact. The analysis balanced costs such as dwelling construction costs, maintenance and operation costs and a reduction in residual land value against offsetting benefits including health cost savings, reduced family violence, reduce cost of crime, enhanced human capital and worker retention.
			The analysis found that over a 20 year period, a 10 per cent Mandatory Inclusionary Zoning requirement delivers $3 in community benefit for every $1 spent.
			Recommended amendment: State-wide application of inclusionary zoning, on all new developments
			Priority 36 recommends that inclusionary zoning (IZ) is introduced only to areas that will generate significant value uplift. However, the City of Melbourne considers this will create an imbalance in the market, by making areas with IZ more expensive to develop than the areas without IZ.
			Therefore, we recommend in the first instance that is IZ introduced at a minimum percentage state-wide, triggered by the construction of a new development (not just residential). This would create a level playing field for developers when it comes to Inclusionary Zoning. Through our consultation with the development sector to develop our Strategy, the importance of creating a level playing field for the sector was made very clear and informed our final position. Our research also demonstrates that this approach embeds the cost of providing affordable housing

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			in the cost of the land, and provides certainty for developers.
			Importantly, applying inclusionary zoning at a state-wide will deliver more affordable homes at scale, bringing the state closer to meeting the demand.
			In addition, we recommend that Inclusionary Zoning is applied across multiple land use types.
			Recommended amendment: that Inclusionary Zoning is introduced across all of Victoria on all new developments, with consideration given to mandate higher percentages for urban renewal areas.
			Higher affordable housing requirements for urban renewal areas
			The City of Melbourne recognizes the important role that areas with significant value uplift play in delivering affordable housing. When land increases in value due to government intervention, such as rezoning or improved transport infrastructure, a portion of the increase in land value may be captured by the government to provide public benefit. Affordable housing is an example of a public benefit.
			There have been a series of missed opportunities for the public and government to capture value from large scale planning changes. To ensure that there is value captured for affordable housing on future sites in Victoria, we suggest the government introduce a mandatory affordable housing requirement policy. This is similar to an inclusionary zoning tool, but applied specifically to land that experiences a windfall increase in value and set at a higher rate than the state-wide inclusionary zoning policy.
			Recommended amendment: higher affordable housing requirements should be introduced in urban renewal areas.

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			Making affordable housing delivered by inclusionary zoning available to very low, low and moderate income households Priority 36 of the Draft IV Strategy seeks to target housing that is delivered through inclusionary zoning to very low income households, at the exclusion of low and moderate income households. However, there is demonstrated need in all three household categories. However, we advocate that the housing deliver by an inclusionary zoning policy should be made available to all households that meet the Victorian legislative definition of affordable housing. We consider all three groups within this definition – very low, low and moderate income households – to all be in need of housing. Our research found that there is existing unmet need for 5,500 affordable dwellings in the City of Melbourne; which includes all three household income groups. **Recommended amendment:** Therefore, we consider that all affordable housing policies, including inclusionary zoning, should be designed to deliver housing to all income groups. **Finally, the City of Melbourne recommends that the Inclusionary Zoning Policy should:** - Phased in to allow the property market to adjust and incrementally increased over time. - Applied to multiple land use types including residential, commercial and some industrial land. Percentages may vary based on land use. - Calculated as an equivalent percentage of net developable floor area. - Transferred at minimal cost to a registered housing organization.

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			• For dwellings to be designed to be indistinguishable from market housing
37 Develop an interconnected open space network	Supported in principle	Open Space Strategy 2012	This recommendation to increase direct funding, and reform the developer open space contribution scheme, to create an interconnected open space network and extend the urban tree canopy, is generally supported as it broadly aligns to Council's Open Space Strategy 2012. The draft recommendation emphasises the need for 'interconnecting' open spaces, to be achieved by networking tree-lined street corridors with existing and underutilised open spaces. The consideration of 'connectivity' across open space assets is generally supported; however, the provision of additional land for parks and open spaces as well as the protection from incursion by inappropriate uses of existing open space, are still critical and will underpin the success of meeting the open space needs of both current and future communities. The proposed changes to incorporate a stronger legislative basis for local governments to prioritise connectivity and tree cover when purchasing or managing public open space is supported but must not diminish the ability of councils to require the provision of sufficient land for parks and open spaces for community recreation, play, social connection and health (linear/connective open spaces are less effective than parks). The objectives assigned to recommendation 37 should include objective 10 – Build resilience to shocks, acknowledging the multiple social and environmental benefits that open space provides.
38 Partner with local governments to fund pedestrian infrastructure	Supported	Transport Strategy 2030	The City of Melbourne Transport Strategy 2030 contains a range of recommendations related to improving the city's walkability including reallocating more space to people walking in the city, designing safe and accessible streets for everyone and facilitating a permeable street network.

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			A permeable walking network is one of the most valuable assets a city can have. It provides many walking connections, route choices and formal and informal road crossings. In the central city, where walking is the most important form of transport, this leads to quicker access to all destinations, higher productivity and greater economic development in the most economically productive part of the state. Research for the City of Melbourne Walking Plan showed that formal pedestrian crossings in busy central cities should be spaced at intervals no greater than 100 m. In some areas they may be needed more frequently or the street may need to be changed to support safe informal crossings between marked crossings. This could be done through traffic speed reductions, lane reductions, kerb extensions, central islands and other tools. Crossings should line up with existing connections through blocks. The state partnering with local government to improve walking infrastructure is one of the most significant opportunities available for boosting economic performance. It is particularly important in the Central City where walking is the mode which connects high value land uses allowing business and creative activity to flourish. It is the mode which underpins the city's economic productivity. There are also social and economic benefits when people feel safe walking or cycling along a city's streets, paths and public spaces. Improving walking networks also makes a significant contribution to improving community health - both mental and physical – and should be designed to deliver improvements such as shade trees, vegetation and water fountains to help mitigate the impacts of heat and heatwaves.
	Proposing new recommendation		**Proposing new recommendation: Elevate walking in the transport network and planning.** Draft Recommendation 38 is targeted at localised urban design, engineering and

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			amenity improvements. There is an opportunity for the Draft 30-year Strategy to go further and include a stand-alone recommendation to elevate planning for walking in all transport and land-use planning and delivery activity in Victoria. Walking is the basis of human movement and the mode which knits the entire transport network together. It is the foundation of the Plan Melbourne 20-minute city concept and the essential ingredient of most activity in activity centres. All infrastructure and planning decisions across the State should consider how they will improve walking conditions and encourage more walking. Some specific improvements to walking planning would include improving the technology for counting people walking and modelling walking networks, more research into the economic value of walking (including health and city agglomeration benefits) and ensuring this is part of project evaluation and more research into appropriate environments, designs and treatments which will encourage more walking. It is important that planning for walking and planning for cycling be considered separately. They are different modes with different needs. Walking requires even stronger integration with Public Transport networks. Frequently strategies fold walking and cycling together undermining the benefits that each offers.
	Proposing new recommendation	Transport Strategy 2030	**Proposing new recommendation: Improve Road safety and reduce speed limits** Outcome 1.8 of the City of Melbourne's Transport Strategy 2030 is to reduce vehicle speed limits to improve safety for all. Vehicle speed is the key determinant of the likelihood of death or serious injury in collisions with other road users. As vehicle speed increases above 30 km/h, there is an exponentially higher risk of serious pedestrian injury or death resulting from a collision with a vehicle. Lower speed limits reduce the likelihood of crashes occurring by reducing the vehicle stopping distance, giving all road users more time to identify and react to hazards

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			and reducing the likelihood of people losing control of their vehicles. In 2012 speed limits in the central city were reduced to 40 km/h. The five-year period following the change saw vehicle collisions with pedestrians decline by approximately 37 per cent compared with the five years before. This means 170 people avoided serious, lifelong, debilitating injury. A further reduction in speed limits will improve road safety for all and increase amenity for the community. The City of Melbourne will continue to implement 40 km/h speed limits throughout the municipality on an area-by-area basis. Speed limits currently vary substantially across the municipality and compared with neighbouring areas. Providing consistent speed limits will ensure safer streets and more intuitive driving conditions. It is critical that reduced speed limits ensure that additional delays to public transport are ameliorated or mitigated. We propose that road safety issues and associated policy be given greater emphasis in the final strategy including recommending to the Victorian Government that it investigate the benefits reducing the default speed limit in built-up areas across Victoria.
39 Transform cycling in Melbourne, Ballarat, Bendigo and Geelong	Supported	Transport Strategy 2030	The City of Melbourne strongly supports Recommendation 39 to Transform cycling in Melbourne, Ballarat, Bendigo and Geelong. The City of Melbourne has committed $10 million to rapidly deliver 40km of protected and connected bicycle lanes within our municipality. These new protected lanes are all on Victorian Government Strategic Cycling Corridors and form important connections across and through the central city. This was made possible by an unprecedented budget in 2020 and expedited approvals issued by the Department of Transport. Funding and approvals are two key barriers to the further rollout of this bicycle network into adjacent LGA's. The City of Melbourne requests that recommendation 39 recognise the recent significant investment in protected bicycle infrastructure and the importance of accelerated approvals.

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			It has been encouraging to see the Victorian Government commit $13 million to deliver a complimentary 100 kms of new and upgraded bike routes. City of Melbourne commends the Department of Transport for the collaborative approach taken to bike infrastructure implementation and approvals. However, significantly more funding is required to transform Melbourne's bike network and ensure the network is attractive for riders of all abilities. This recommendation should also consider end of trip facilities in commercial and residential buildings. Delivery of an integrated network of bike lanes is guided by the Transport Strategy 2030, Victorian Government Strategic Cycling Corridors and the IMAP bicycle network model. These tools put the Victorian Government in a strong position to significantly accelerate the delivery of protected infrastructure.
40 Improve walking and cycling data to better estimate travel impacts and benefits	Supported	Transport Strategy 2030	The City of Melbourne fully supports this recommendation and agrees with IV's conclusion that transport models, which are used to assess the value of major infrastructure proposals, do not adequately reflect active modes. This makes it difficult to develop strong funding cases for active transport infrastructure, even though walking and cycling projects offer the potential to reduce crowding and demand on the wider transport network. In collaboration with the Inner Melbourne Action Plan councils, the City of Melbourne developed an Inner Melbourne Bicycle Model to analyse the cumulative benefits of protecting and separating the bicycle network across the IMAP region. This model has been used to prioritise bicycle routes for construction as part of the response by inner city councils to COVID-19. The City of Melbourne would be happy to provide this work to IV as the basis for further expansion and analysis in accordance with the modelling and future research

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			aspirations of the draft strategy.
41 Reallocate road space towards priority transport modes	Supported	Transport Strategy 2030	Outcome 1.1 of the City of Melbourne Transport Strategy 2030 identifies the need to allocate more space to people walking, cycling and using public transport. This would increase the efficiency of movement in the central city delivering significant economic productivity benefits. We support improved enforcement, including the use of technology, to reduce the frequency of vehicles queueing across intersections. As well as reallocating space from motor vehicles to more efficient modes, the City of Melbourne proposes that this recommendation be broadened to include the reallocation of time at traffic signals. Adjustments to space and time are the levers by which movement is governed on our travel network. Currently, traffic signals are frequently adjusted to maximise the movement of vehicles, rather than the flow of people and access to destinations. Long signal cycles may be thought to assist the movement of motor vehicles in some cases but they can also significantly delay on-road public transport, walking and cycling which are the priority modes in the central city, activity centres and across the priority on-road public transport network throughout metropolitan Melbourne.
42 Redesign tram routes	Supported	Transport Strategy 2030	Outcome 8.3 of the City of Melbourne's Transport Strategy 2030 is to support a review and redesign of tram and bus routes to increase capacity and efficiency.
43 Activate urban renewal with new tram links	Supported	Transport Strategy 2030	Outcome 9.3 of the City of Melbourne's Transport Strategy 2030 is to support early delivery of integrated transport for urban renewal areas. The City of Melbourne's highest priority tram route extensions include the link to Fishermans Bend and the extension of the tram line via Spencer Street into the Arden Precinct. These tram extensions will unlock the economic potential of these areas.

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44 Plan for public transport accessibility, including tram stop upgrades	Supported	Transport Strategy 2030	Outcome 8.4 of the City of Melbourne's Transport Strategy 2030 is to enable a fully accessible public transport system. Inaccessible tram stops are particularly poor for equitable access.
.	Proposing new recommendation		**Proposing new recommendation: Protect and incorporate space for green infrastructure within transport corridors for amenity and climate adaptation purposes** Green roofs and vertical greening are living systems that have been shown to improve the built environment by providing environmental and economic benefits, as well as social and aesthetic benefits. The City of Melbourne is actively exploring the role of green infrastructure and urban greening. The Green Our City Strategic Action Plan outlines the way the City of Melbourne and its community can substantially increase the quantity and quality of green infrastructure in both the public and private realm, using a variety of approaches. By encouraging the relevant landowners and land management authorities to protect and incorporate adequate space for green infrastructure within transport corridors, multiple benefits can be realised. Incorporating green infrastructure into transport corridors and major transport projects can deliver greater amenity, localised cooling and better stormwater resource use.
2.3 Steer changes in travel behaviour			
45 Adopt peak and off-peak public transport fares	Supported	Transport Strategy 2030	Outcome 13.3 the City of Melbourne's Transport Strategy 2030 is to support effective public transport pricing to manage demand. This includes adopting peak and off-peak fares.
46 Price each	Supported in		The City of Melbourne supports in principle the concept of adjusting fares to

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public transport mode differently	principle		encourage greater use of underused services, particularly buses, and to improve fairness and equity. It will be important to ensure that changes to fares do not reduce the attractiveness of travel to the central city or diminish the integration of transport modes.
47 Abolish the free tram zone	Supported in principle		The City of Melbourne made a submission to the recent parliamentary "Inquiry Into Expanding Melbourne's Free Tram Zone (FTZ)." This submission noted that - while the free tram zone may make it easier for some visitors to explore the central city, the FTZ also raises some issues of concern. These include that the time spent loading and unloading trams has increased by an estimated 10 per cent during peak periods and five per cent off peak. This increased loading time is due to crowding on tram stops, particularly central city island stops which are some of the busiest stops on the network. Overcrowding particularly affects people with limited mobility. Some of the increase in tram patronage is likely to come from people being attracted to use trams for a short distance because they are free, rather than walking, leading to an inefficient use of valuable community resources. The City of Melbourne submission recommended that further investigation was needed into the costs and benefits of the FTZ to determine whether it is the best way to enhance access to destinations across metropolitan Melbourne.
48 Remove annual charges while introducing distance-based pricing for electric vehicles	Supported	Transport Strategy 2030	Outcome 13.1 of the City of Melbourne's Transport Strategy 2030 is to advocate for a road user pricing system which improves transport equity and efficiency. The proposal in the draft strategy for distance-based fees is consistent with this outcome.
49 Appoint an independent transport pricing adviser	Supported in principle		The City of Melbourne agrees that establishing an independent body to advise the Victorian Government on transport pricing would help achieve better outcomes from pricing decisions, including ensuring prices align with reducing congestion. It is noted that a community panel convened by Infrastructure Victoria supported the

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			idea of an independent body for pricing to ensure government accountability, transparency and adequate community consultation when proposing a change to transport pricing. This approach of using a community panel to develop recommendations aligns with the City of Melbourne's commitment to be a deliberative city.
50 Increase and extend the Melbourne Congestion Levy on parking	Supported	Transport Strategy 2030	Outcome 4.5 of the City of Melbourne's Transport Strategy 2030 is to Review off-street parking policies. It also proposes further improvements to the successful Victorian Government Congestion Levy, including: • in the short-term, increase the charge to address current congestion • expand the Category 2 area to include Richmond, South Yarra, Windsor and Prahran • regularly review and increase the levy to reflect Melbourne's population growth rate The City of Melbourne also supports increased revenue from the congestion levy going to the City of Melbourne and other inner councils where the money is levied. Local government is extremely effective at using this funding to deliver sustainable transport projects such as improved walking and bike riding infrastructure. Since the levy was established, the amount of money received by the City of Melbourne has been fixed while the while the revenue has continued to increase meaning the city's share has continued to fall each year.
51 Incorporate congestion pricing into all new metropolitan freeways, bridges and tunnels	Supported in principle		Currently new roads are often tolled for revenue recovery and not for demand management. This means that the community tolls the roads that were designed to accommodate traffic while other roads remain free, including streets in activity centres where through traffic makes no economic contribution while causing congestion and undermining the amenity and economic performance of those centres. Tolling new roads needs to be done in a broader framework which supports the demand management benefits of variable road pricing applied

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
			across the road network.
52 Trial full-scale congestion pricing in inner Melbourne	Supported	Transport Strategy 2030	Outcome 13.1 of the City of Melbourne Transport Strategy 2030 is to advocate for a road user pricing system which improves transport equity and efficiency. Current vehicle charges were not designed to manage road demand. People currently pay for roads based on how much fuel they use (fuel excise) and how many cars they own (vehicle registration), not based on how much and when they drive. This leads to congestion, as people are not given a price signal when roads are being underused or overused. The current system does not reflect the delays and costs each vehicle imposes on other road users or society. State and local government revenue from road users is less than expenditure. Without road pricing reform, the arrival of driverless cars could have serious effects on congestion and government budgets. Empty cars could be programmed to drive around waiting for passengers, increasing congestion. The potential benefits of road user pricing include: • moving more people with the existing road network, delaying or avoiding the need to build new infrastructure • supporting the reallocation of road space to more space-efficient transport modes • incentivising the uptake of low-emissions and zero emissions vehicles • providing new and sustainable revenue options for all levels of government, including local government • reducing public transport delays from being stuck in traffic congestion • improving travel times for all road users, including deliveries and service vehicles.
53 Trial demand-responsive pricing on parking in inner Melbourne	Supported	Transport Strategy 2030	Outcome 7.2 of the City of Melbourne Transport Strategy 2030 is to improve on-street parking access and efficiency through demand-responsive pricing.
		Transport	The Melbourne Central Business District (as well as Sydney CBD) has not had a

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	Proposing new recommendation	Strategy 2030	minimum parking requirement in the planning scheme for many decades. As a result the market has not been forced to construct parking it did not need. This policy that could be expanded to other activity centres, particularly those which share characteristics with the central city including high density mixed use development. The City of Melbourne adopted Amendment C133 in 2010 which removed minimum car parking requirements for residential developments in 2010. This applies to Carlton Southbank and parts of North Melbourne West Melbourne and East Melbourne. C133 has reduced the oversupply of car parking and provides a good case study for investigation and application across more land use types and in more high activity areas across Victoria. The City of Melbourne would be keen to participate in further research related to this recommendation **Proposing new recommendation: Investigate removing parking minimums in Activity centres as they apply in the Planning Scheme**
54 Price parking at major public transport hubs, all train stations and park-and-rides	Supported in principle		The City of Melbourne agrees that the principle of appropriately pricing parking leads to greater efficiency and equity in the transport network. Also pricing parking is likely to lead to greater use of feeder buses which would reduce single occupant car use and in the longer term lead to improved bus services. Better bus services would not only provide access to stations, relieving people of the need to drive and the cost to do so, but would also provide access to many other destinations. Providing parking at transport hubs including train stations can be extremely expensive. Most spaces are used for only one public transport patron. Without pricing, there is no disincentive for people who live within walking distance - or on a feeder bus route - to drive. This takes away parking from those who really need it and creates pressure for more public expenditure on parking. Parking also occupies land which could be used for other purposes such as business or residential development. New businesses around public transport hubs will help

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			create more public transport travel in non-peak directions, thus boosting the return on the community's investment in the network.
55 Phase out fixed road user charges and introduce user pays charging	Supported	Transport Strategy 2030	Outcome 13.1 of the City of Melbourne Transport Strategy 2030 is to advocate for a road user pricing system which improves transport equity and efficiency. (See Recommendation 52 above).
2.4 Adapt infrastructure for modern needs			
56 Require accessible buildings for public services	Supported in principle	Disability Access and Inclusion Plan (2020)	
	Proposing new recommendation	Melbourne Arts Infrastructure Framework 2016-21	**Proposing new recommendation: Increase the number of creative spaces with a focus on new models for securing, resourcing and operation.** Melbourne Arts Infrastructure Framework (MAIF) Priority 2: *significantly increase the number of creative spaces within the municipality".* Action 2.5 *"develop new models for management, resourcing and operation of spaces".* Victoria's Creative State Strategy 2016-20 notes that Victoria's creative industries make up eight per cent of the economy, contributing almost $23 billion and 220,000 jobs (Boston Consulting Group, Victoria's Creative and Cultural Economy, April 2015.) At the same time a lack of affordability is pushing the creative sector out of cities. In 2020-21 the City of Melbourne reviewed its Creative Spaces program and found that in 2016, the World Cities Cultural Forum (WCCF) declared that a crisis of affordability posed a profound threat to arts and culture in global cities (*Making Space for Culture: Handbook for City Leaders, Jones, T et al, 2017*.) Research has proven this to be true for Melbourne also, with a loss of 36,620 square meters

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			(14%) of workshop/studio spaces between 2013 and 2018 (Workshop/Studio floor space use - CLUE data 2002-2018) Melbourne recognizes that what was already determined as a crisis of affordability in global cities prior to COVID-19 now presents as a significantly increased threat if Melbourne cannot support its creative eco-system.
57 Rapidly renew old public housing	Supported		
59 Build back better after emergencies	Supported in principle		Investing in building more resilient infrastructure rather than 'like-for-like' Also includes governance and decision-making models that are inclusive and consider multiple benefits of chosen interventions (rather than single-purpose solutions)
60 Expand critical infrastructure definition and improve information flow	Supported in principle		We recommend consideration of the inclusion of natural green/blue infrastructure that support livability, respond to the impacts of climate and provide ecosystem services such as drinking water, cleaning water, filtering air, capturing carbon and providing oxygen. City of Melbourne are currently carrying out action 5.2 in our Climate Change Adaptation Strategy: *Complete an interdependency study mapping the city's infrastructure and service systems relationships and stakeholder networks to enable integrated adaptation across services* in partnership with DELWP as we know that the city's critical services will come under increased pressure from climate change. This recommendation should consider including an assessment of interdependencies of critical infrastructure (as described in the text) these systems are highly interdependent and one failure can cause multiple cascading failures. This recommendation should also consider critical services that the infrastructure supports (e.g. major roads supporting ambulance and emergency

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			services). This should be done in the context of climate change risk.
61 Incorporate lessons of emergency reviews	Supported in principle		Incorporate lessons in the context of climate change risk. We strongly support Recommendation 45 in the Inquiry into tackling climate change in Victorian communities - That the Victorian Government seek to amend the Planning and Environment Act 1987 and/or the Climate Change Act 2017 to ensure that consideration of climate change receives stronger emphasis in the Victorian planning system. (to support and facilitate Infrastructure Strategy recommendations 9 and 10). Strongly support Recommendations 9.4 and 9.5 in the Royal Commission into National Natural Disaster Arrangements Report around further understanding critical infrastructure interdependencies. This should be done with a climate risk context. These recommendations can facilitate Infrastructure Strategy Recommendations 60 Recommendation 44 in the Inquiry into tackling climate change in Victorian communities: *That the Victorian Government instruct the Essential Services Commission to consider the impacts of climate change in its regulation of water corporations, including pricing reviews* can assist in facilitating Infrastructure Strategy Recommendation 15.
Section 3: Harness infrastructure for productivity and growth			
3.1 Shape the transport network for better access			
62 Reshape the metropolitan bus network	Supported	Transport Strategy 2030	Outcome 8.7 of the City of Melbourne Transport Strategy 2030 is to support establishing a rapid, high-frequency orbital transport network, beginning with buses. The strategy also notes that Greater Melbourne's radial public transport system lacks resilience. Disruption of one service can impact much larger areas of the network. Without orbital public transport - based initially around buses - many people are left to endure disruptions without an alternative. The strategy supports

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			upgrading key bus routes to 10 minute frequencies. Better orbital services would support job growth at public transport interchanges.
63 Connect suburban jobs through premium buses and road upgrades	Supported	Transport Strategy 2030	See comment under recommendation 62.
64 Increase suburban rail corridor capacity	Supported	Transport Strategy 2030	Outcome 8.1 of the City of Melbourne Transport Strategy 2030 is to advocate for investment to increase rail capacity.
65 Redesign the city loop for cross-city train services	Supported	Transport Strategy 2030	Outcome 8.1 of the City of Melbourne Transport Strategy 2030 is to advocate for investment to increase rail capacity including reconfiguring the City Loop.
66 Prepare for Melbourne Metro Two	Supported	Transport Strategy 2030	Outcome 8.1 of the City of Melbourne Transport Strategy 2030 is to advocate for investment to increase inner-city rail capacity including immediately beginning detailed planning for Melbourne Metro 2. This project is vital to relieve pressure on lines in the west and northeast and connect to Fishermans Bend, the largest urban renewal precinct in Australia. The City of Melbourne supports construction resources being redirected to work on Melbourne Metro 2 immediately upon the completion of tunneling on Melbourne Metro 1.
67 Protect a future option for a new cross-city motorway	Supported in principle	Transport Strategy 2030	Outcome 4.2 of the City of Melbourne Transport Strategy 2030 is to capture the benefits of road bypass projects. Increasing road capacity attracts more traffic. The City of Melbourne does not support increasing road capacity into the central city. Where new road projects are proposed, especially those which provide bypasses of the central city, we will work to ensure that the benefits of traffic reductions on the bypassed areas are enabled by converting motor vehicle space to other uses such as wider footpaths, greening, bicycle lanes, public spaces and public transport space. This should occur prior to or upon opening of the bypass road. In the past this has not always occurred. For example, when CityLink was

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			completed in the 1990s, traffic volumes on Flemington Road initially declined as people used the new road instead. The spare capacity was quickly absorbed by additional vehicles. The net result is an overall increase in vehicle trips as Flemington Road traffic volumes are comparable with pre-CityLink levels.

The need for public open space is growing. The City of Melbourne is creating new and expanded parks across the municipality. Any road project which leads to a net reduction in public open space will not be supported.

A new east-west motorway may present opportunities to improve the tram, bus, bicycle and walking network across the inner north of Melbourne as well as improving urban amenity. Alexandra Parade, Princes Street and College Crescent would need to be significantly downgraded for private vehicles. However, the costs and benefits of such a project would require detailed analysis. The benefits of this project are likely to be reduced by several factors including a demand based road pricing scheme, the construction of North East Link and Melbourne Metro 2, the City of Melbourne's highest priority major transport infrastructure project.

The City of Melbourne agrees there may be future requirement for planning work to identify an alignment which will protect open space, improve public transport services, enhance active transport connectivity and improve local amenity. |
| **3.2 Plan for growth areas** | | | |
| 68 Prioritise and oversee infrastructure delivery in growing communities | Supported | | Currently, one of the greatest challenges cited by stakeholders involved in planning and delivering new communities is the delay to infrastructure provision relative to resident occupancy of these places. Providing greater oversight to ensure alignment of funding and sequencing for infrastructure with residents' and visitors' needs in growing communities and precincts is critical. This should be inclusive of transport and social infrastructure alike to ensure strong livability and social cohesion outcomes are achieved in new communities. |

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69 Expand rail access in outer suburbs	Supported		Outcome 8.8 of the City of Melbourne's Transport Strategy 2030 is to support improvements to public transport capacity. An expansion of rail access in outer suburbs will allow more people to access important destinations which are located in the central city, especially high-paying jobs and cultural, sporting, social and business destinations.
71 Target 30% tree canopy coverage in new growth areas	Supported in principle	Living Melbourne	**Proposing revised wording for the detail in the document:** "Achieve 30% tree canopy coverage in new growth areas by mandating coverage during precinct development via planning scheme mechanisms. Fund relevant Victorian Government agencies and local government to plant, replace and maintain canopy trees. Protect existing canopy trees from loss and damage as a result of infrastructure projects." We also encourage including the need to provide alternative water sources to support growing urban forest with healthy trees, we do not want to see reliance on potable water to irrigate increased tree and green coverage.
	Proposing new recommendation	Municipal Integrated Water Management Plan 2017	**Proposing new recommendation: Enable Integrated Water Management to address significant flood challenges** In addition to planning for transport and tree canopy, planning for resilient and climate adaptive drainage and street infrastructure is necessary to provide the right infrastructure, at the right time. There is significant increase in urban development in low lying areas in particular in Urban Renewal areas such as Fishermans Bend and Arden and Macaulay that require greater level of service. Besides being in low lying areas and the presence of contaminated soils pose flood mitigation challenges not seen before in greater Melbourne. New challenges require novel stormwater conveyance and flood mitigation approaches such as new road and open space designed to keep stormwater on the surface as well as classic infrastructure consisting of pipes and pumps. This type of approach heavily relies on flood management at the various scales of the developments – lot, street, neighbourhood and whole of precinct. We would like to see a recommendation on planning and delivering drainage and integrated water cycle management in urban growth areas, mainly urban renewal.

CITY OF MELBOURNE

Submission to Infrastructure Victoria on Victoria's Draft 30-Year Infrastructure Strategy

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			Support, governance and leadership from state government are required to plan and deliver this new type of solutions, assets and spaces.
3.3 Align social infrastructure with better service delivery			
72 Co-design an Aboriginal Community-Controlled Infrastructure Plan	Supported	Draft Reconciliation Action Plan (RAP)	The City of Melbourne proudly acknowledge its Aboriginal identity across all areas of the municipality. We advocate for Melbourne's community to be well educated about the municipality's Aboriginal culture, knowledge and heritage and work collaboratively with Aboriginal people in creating economic opportunities for Aboriginal people. Many infrastructure projects provide a prime opportunity for cultural engagement and expression and can generate tangible legacies and enduring assets. They can cultivate an awareness of diverse cultural values and appreciation of history, thereby promoting an understanding that cities require ongoing development and care.

The City of Melbourne acknowledges that Aboriginal Australians were the first people of this land and have strived to retain their culture and identity since colonisation over 200 years ago. It is paramount that Aboriginal people are involved in shaping their future. |
73 Set targets to grow social housing	Supported with amendment		Bringing Victoria's share of social housing up to the national average featured in our Housing Strategy. To reach the national; average of 4.5 per cent social housing dwellings, we also recommended a housing target of delivering between 6,000 to 10,000 additional dwellings each year for the next ten years. In order to support the Victorian Government have a clear goal, and to measure and track its performance, we recommend that Infrastructure Victoria amends the recommendation to include this target.
Section 4: Develop Regional Victoria			
4.1 Enhance market access and productivity			
4.4 Foster regional Victorians' health, safety and inclusion			

Infrastructure Victoria Draft Recommendation	City of Melbourne response	Relevant City of Melbourne Strategy	Comment
94 Expand social housing in regional centres, in locations with good access	Supported in principle		
95 Make social housing suitable for changing local climates	Supported in principle		