

# CHAPTER 04

## PRODUCTIVITY



**Plan Melbourne Outcome 1:**  
Melbourne is a productive city that attracts investment, supports innovation and creates jobs

The Southern Metro Region is a diverse economic region with key strengths in the industrial, health and education, and population serving sectors. The region includes Victoria's most significant stock of existing and future industrial land, with easy access to transport gateways such as Moorabbin Airport and the Port of Hastings.

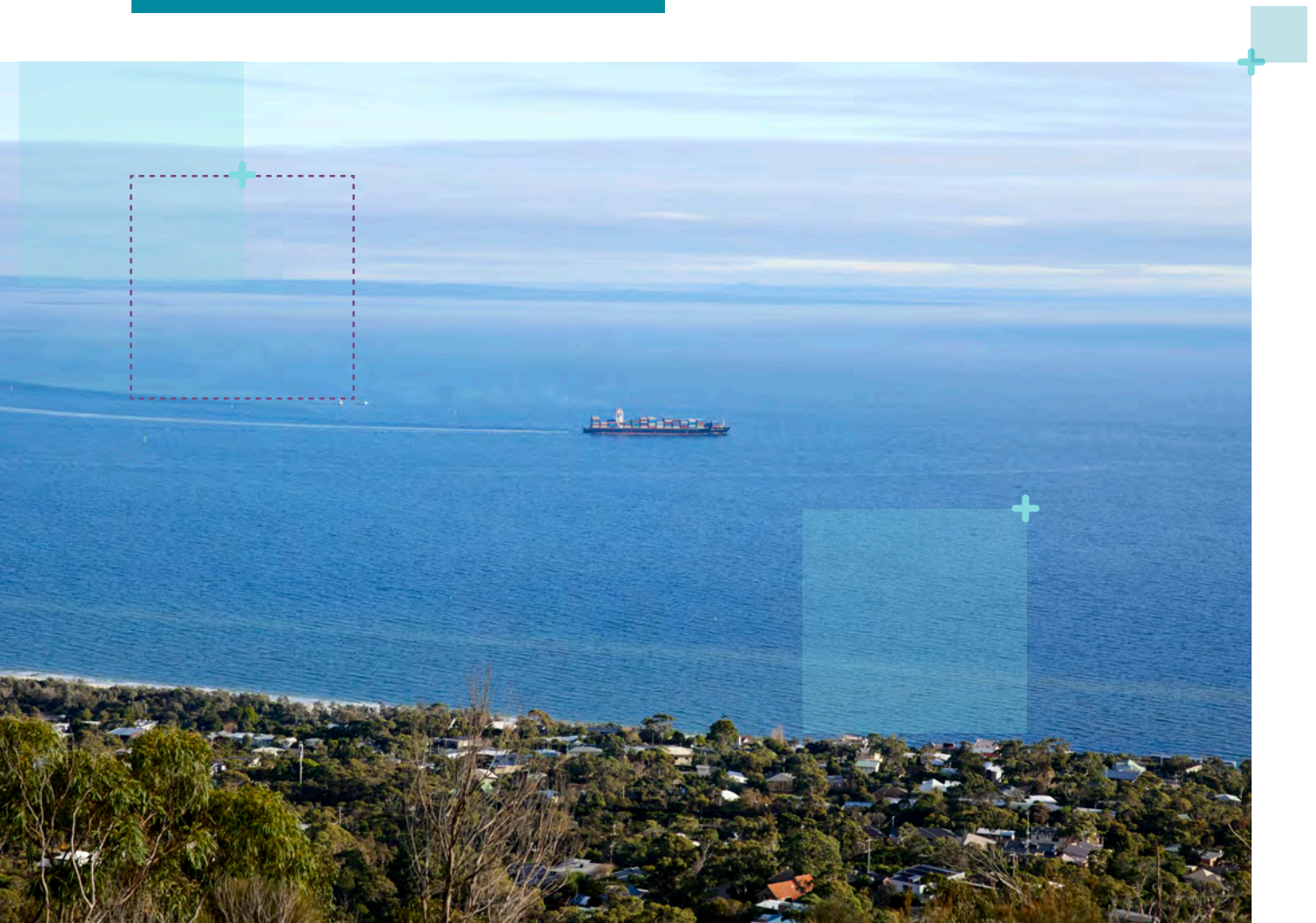
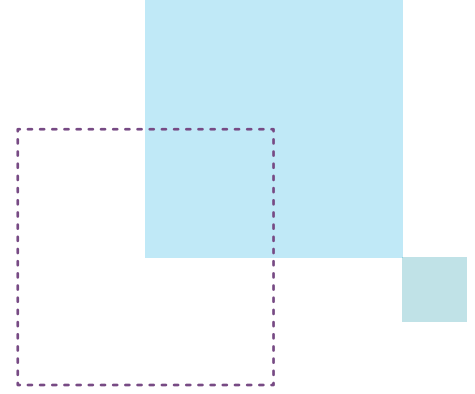


Photo credit: Tim Bell Studio



The Dandenong National Employment and Innovation Cluster (Dandenong NEIC), which contains the Dandenong Metropolitan Activity Centre and a significant part of the Southern Industrial Precinct, provides employment for more than 66,300 people (DELWP, 2017a, p. 30).

The region's top five employment industries are: healthcare and social assistance; retail trade; education and training; manufacturing; and construction. Employment growth is projected to continue in these five industries along with growth in higher-order retail, commercial, institutional and cultural services supported by Dandenong, Frankston and Fountain Gate-Narre Warren metropolitan activity centres. SRL East (Cheltenham to Box Hill) will connect the region to key employment and education precincts in other regions such as Monash NEIC and Deakin University.

Agriculture and horticulture activities also take place in the Southern Metro Region including an important dairy industry, north of Western Port, and horticulture, viticulture and tourism industries on the Mornington Peninsula.

Plan Melbourne creates a city structure that strengthens Melbourne's competitiveness for jobs and investment. It identifies national employment and innovation clusters (NEICs), state-significant industrial precincts (SSIPs), a network of metropolitan and major activity centres, transport gateways and state-significant health and education precincts to ensure employment growth occurs outside the Central City and is linked by sustainable transport options.

Bringing jobs closer to where people live through supportive infrastructure and a commitment to commercial and industrial land supply is a fundamental part of Plan Melbourne. The Southern Metro Region LUFP supports an urban system that is regionally focused and enables regional service delivery, which provides greater certainty for government and private sector investment. Reducing the distance people need to travel for work via regional employment hubs also reduces congestion and offers other benefits for workers, business and industries.

## State of play

The Southern Metro Region's employment and activity centres framework comprises:

- The Dandenong NEIC and part of the Monash NEIC
- Metropolitan activity centres at Dandenong, Frankston and Fountain Gate-Narre Warren
- State-significant health and/or education precincts, including Frankston Hospital and Monash University Precinct (Frankston), Casey Hospital and Monash University Precinct (Berwick), Dandenong Hospital and Chisholm TAFE Precinct
- SSIPs, including the Southern Industrial Precinct (which is composed of several distinct precincts and forms part of the Dandenong NEIC), the Port of Hastings Industrial Precinct and the Officer-Pakenham Industrial Precinct. The SSIPs are referred to as the Southern SSIP, Hastings SSIP and Officer-Pakenham SSIP
- Eleven regionally-significant industrial precincts
- A network of 18 major activity centres and two future major activity centres, which have significant capacity to sustain additional investment and growth
- Two growth area business corridors including the Thompsons Road Business Corridor and the Officer-Pakenham Business Corridor
- Major tourism attractions and significant regional agricultural production areas for dairy, horticulture and viticulture.

The Southern Metro Region generates \$49 billion in Gross Regional Product (GRP), which represents 15 per cent of Melbourne's total GRP. The business service sector and the manufacturing and industrial sector combined account for just over 60 per cent of the total value add for the region. The business services sector is the largest contributor with a total value-added estimate at around \$16.7 billion, while the manufacturing and industrial sector is the next largest contributor with a total value-added estimate at around \$13.2 billion (DELWP, 2020a).

In 2016 the region supported around 392,250 jobs, representing 17 per cent of all employment across metropolitan Melbourne. By 2031, an estimated 128,000 additional jobs will be required, with over half of these new jobs expected to be within the

growth area LGAs of Casey and Cardinia. Industries expected to experience the strongest growth are healthcare and social assistance, retail trade, manufacturing, construction, and education and training. Projected employment growth for the Southern Metro Region is shown in Figure 6.

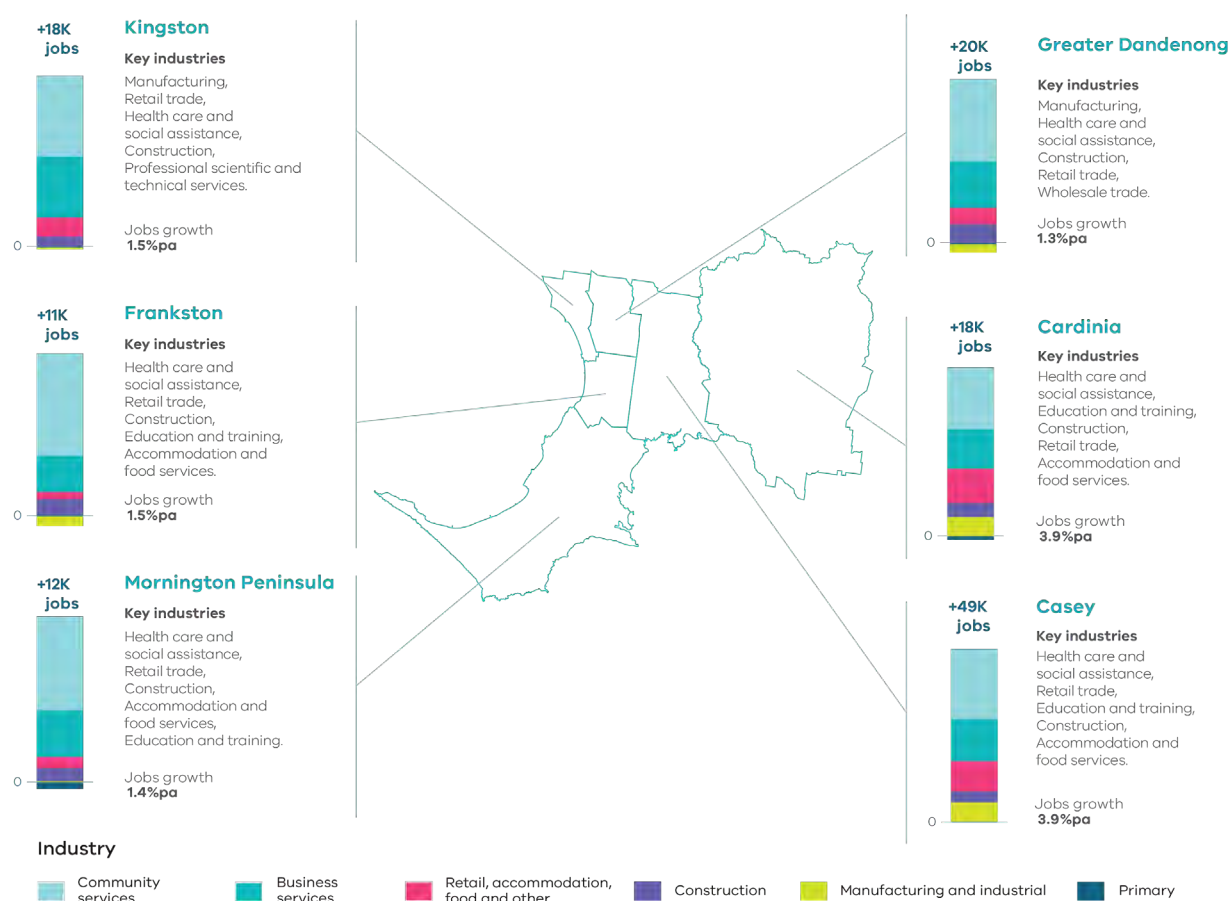
The Southern Metro Region has around 9610 hectares of land zoned for industrial uses with around a quarter of this land currently vacant. In addition, it contains 1184 hectares of land that has been identified for future industrial purposes yet to be zoned accordingly. Of the total vacant and unzoned industrial land, approximately 36 per cent is located within the Officer-Pakenham SSIP, while approximately 31 per cent is available in the Southern SSIP and the Hastings SSIP.

A total of 855 hectares of land in the Southern Metro Region is zoned for commercial purposes. Almost 3.2 million square metres of floorspace is estimated to be used for, or is available for, commercial purposes. Approximately 43 per cent of existing floorspace supply is located in Casey and Greater Dandenong LGAs. Casey and Cardinia contain approximately 555 hectares of land identified for future commercial purposes in strategic plans.

Transport projects that will contribute to the productivity of the Southern Metro Region include:

- Cranbourne Line Upgrade
- SRL, including a proposed station at Cheltenham-Southland
- Level crossing removals
- Monash Freeway upgrade
- Mordialloc Bypass.

**FIGURE 6. Projected employment growth for the Southern Metro Region 2016 to 2031**



Source: Melbourne Industrial and Commercial Land Use Plan, DELWP, 2020

## Regional strengths

- The Dandenong NEIC, with specialisation in knowledge-based advanced manufacturing, has opportunities to grow and its success will have flow-on effects to surrounding activity centres and employment locations in Melbourne's south-east.
- Monash NEIC, specialising in education, innovation, and leading-edge technology and research, contributes significantly to the region's knowledge and technology-based economy.
- The region's metropolitan activity centres of Dandenong, Frankston and Fountain Gate-Narre Warren all have significant potential to accommodate employment growth.
- A network of activity centres and employment precincts will grow and diversify the employment base of the region.
- The capacity for the Port of Hastings to become a major container port if required has significant potential to bring investment to the region.
- Growth areas will provide new employment opportunities, so more people can find work close to where they live.
- Health and education precincts will support the region's growing population.
- Coastal settlements and diverse green wedges support the region's cultural and recreational assets, the visitor and tourism economy, and its agribusiness.
- The region's productive soils and reliable water supplies support agriculture and are a key part of Melbourne's long-term food bowl.
- There is significant availability of extractive resources.

## Regional challenges

- Significant stocks of employment land, industrial land and SSIPs, are under pressure from other land uses.
- Maintaining access to extractive resources in the region is important, both within and outside the UGB, close to areas of resource demand.
- Planning for growth areas should provide local jobs for residents within the region.

## Directions and strategies

The directions identified to achieve the 2050 vision for the Southern Metro Region in terms of Productivity and Outcome 1 of Plan Melbourne are:

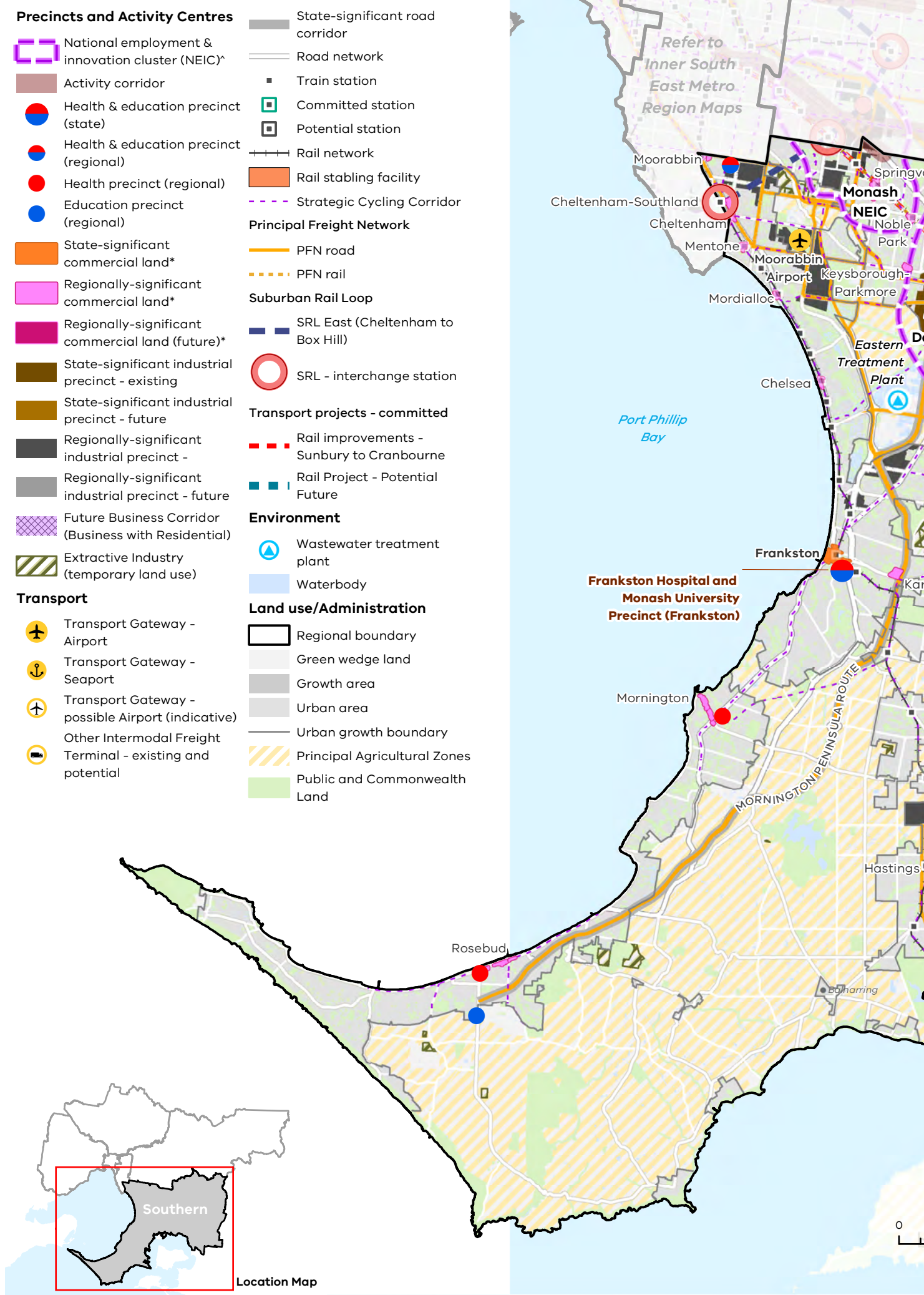
<b>Direction 1</b>	Plan for and manage industrial precincts in the Southern Metro Region to be continued generators of economic activity and employment
<b>Direction 2</b>	Facilitate the development of the Monash and Dandenong NEICs as major economic contributors for the regional and national economy supported by increased transport connectivity
<b>Direction 3</b>	Support the development of a strong network of activity centres to provide jobs closer to where people live
<b>Direction 4</b>	Ensure the South Eastern Growth Corridor accommodates longer-term industrial and commercial development opportunities
<b>Direction 5</b>	Ensure health and/or education precincts continue to provide local jobs while supporting the region's growing population
<b>Direction 6</b>	Ensure protection of green wedges and support their role to provide agriculture, extractive resources, tourism and state infrastructure for the long-term benefit of all Victorians

Each direction is implemented through regionally-specific strategies identified in this LUPF.

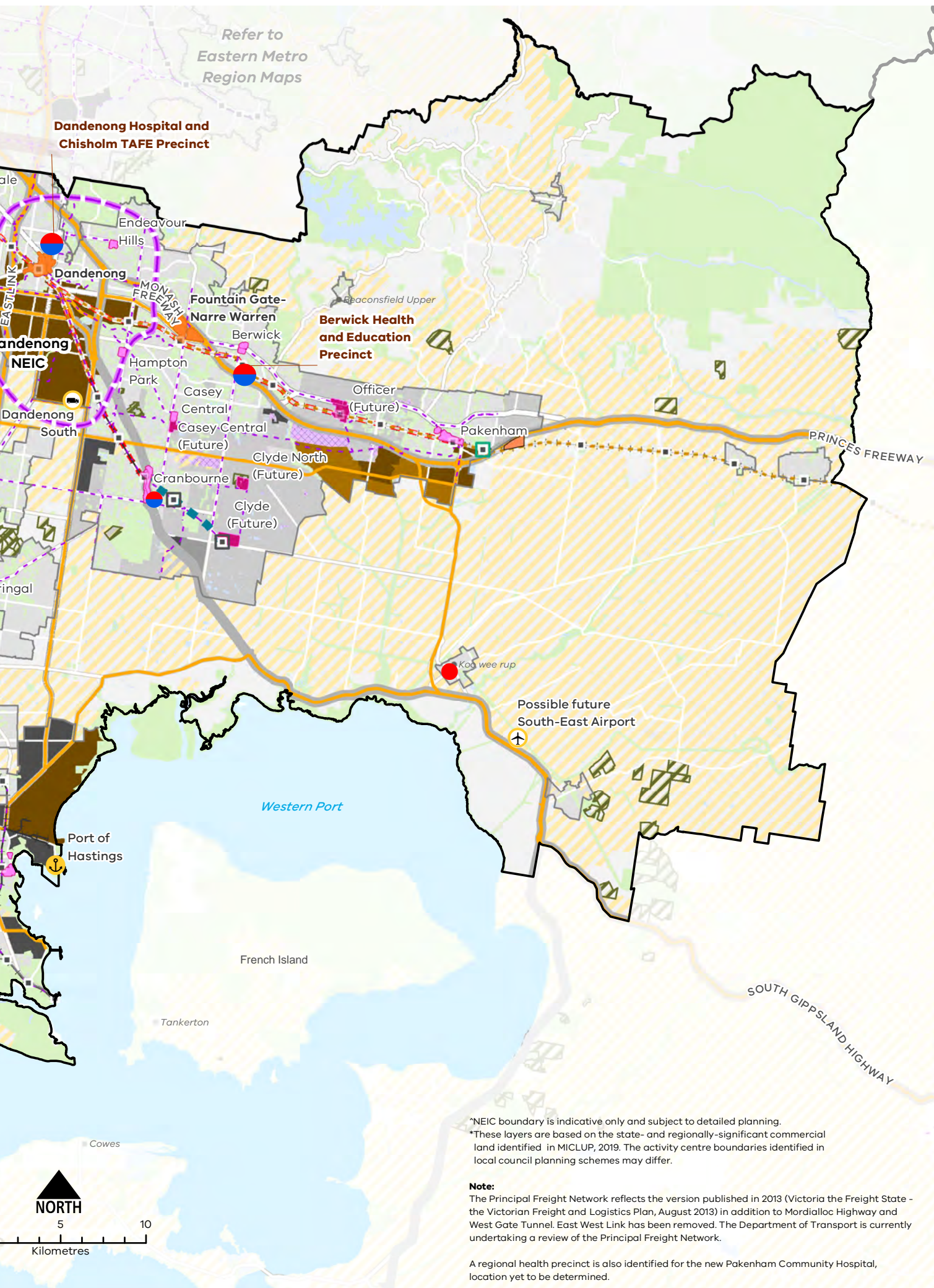
Map 2 shows how productivity will be enhanced across the Southern Metro Region by 2050 as a result of these directions and strategies, together with Plan Melbourne and other strategies and initiatives as outlined in **Appendix 01**.



MAP 2. Southern Metro Region productivity 2050







\*NEIC boundary is indicative only and subject to detailed planning.

\*These layers are based on the state- and regionally-significant commercial land identified in MICALUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.

**Note:**

The Principal Freight Network reflects the version published in 2013 (Victoria the Freight State - the Victorian Freight and Logistics Plan, August 2013) in addition to Mordialloc Highway and West Gate Tunnel. East West Link has been removed. The Department of Transport is currently undertaking a review of the Principal Freight Network.

A regional health precinct is also identified for the new Pakenham Community Hospital, location yet to be determined.

**DIRECTION 01.****Plan for and manage industrial precincts in the Southern Metro Region to be continued generators of economic activity and employment**

There is a need to provide and secure employment land within the Southern Metro Region for it to continue as an attractive, long-term investment destination. Well-priced industrial land needs to be supplied in appropriate, well-serviced locations to support population growth, provide local job opportunities and strengthen industry.

Strong transport connections to Moorabbin Airport and the Port of Hastings provide industrial land in the Southern Metro Region with a significant competitive advantage. SSIPs will continue to play an important economic role generating local jobs and providing high-skilled industry expertise unique to the region, with the manufacturing sector continuing to drive demand in these precincts. Freight, logistics and warehouse sectors will also expand to support growth across the region.

Under existing state planning policy, land within the Southern SSIP is protected from incompatible land uses. Despite this, industrial land supply within the Southern SSIP will be exhausted within the next decade and many established regionally-significant industrial areas such as around Moorabbin Airport and in Carrum Downs will soon offer little or no opportunity for further expansion.

With limited supply, planning for industrial land across the region needs to be carefully managed and retained to ensure its contribution to the regional economy and employment continues. While traditional industrial uses may be transitioning, there is still a need to protect large tracts of industrial land for 'in demand' sectors such as the logistics and advanced manufacturing sectors. With opportunities for expansion limited in more established industrial precincts, future demand for large-format industrial uses will likely be directed into neighbouring areas such as Braeside and Cranbourne West. These locations contain large areas of vacant industrial land with good transport links and access to existing supply chains and distribution networks.

In fully developed industrial precincts, opportunities to consolidate and repurpose land should be considered. In regionally-significant industrial precincts (Table 3), areas could be identified to support a broader mix of employment generating uses. This could include new and emerging businesses that require access to affordable, well-located land to grow and innovate. Offices, creative industries and start-ups that support, or

are well connected to adjacent employment uses or transport connections, would be appropriate in regionally-significant industrial precincts where a broader range of employment uses is desired.

The Hastings SSIP contains a significant amount of vacant land that could support the growth of the Port of Hastings and potentially absorb future demand as established industrial precincts in the region reach capacity (Figure 7). Zoning provisions for the land, however, limit allowable uses to 'port related' only. This land should be investigated to determine if it is appropriate to support a broader range of industrial uses while still providing adequate buffers for the growing port and transport of hazardous materials through the port area.

**STRATEGY 01.** Retain regionally-significant industrial land by managing encroachment by other uses that would cause fragmentation and may compromise the development and efficient operation of existing businesses.

**STRATEGY 02.** Maximise investment opportunities for the location of start-ups and creative industries in regionally-significant industrial precincts as well as in the Dandenong NEIC and across the activity centre network to support innovation and collaboration.

**STRATEGY 03.** Integrate land use and transport planning in industrial precincts to maximise investment opportunities and continue to generate economic activity and employment in the region.

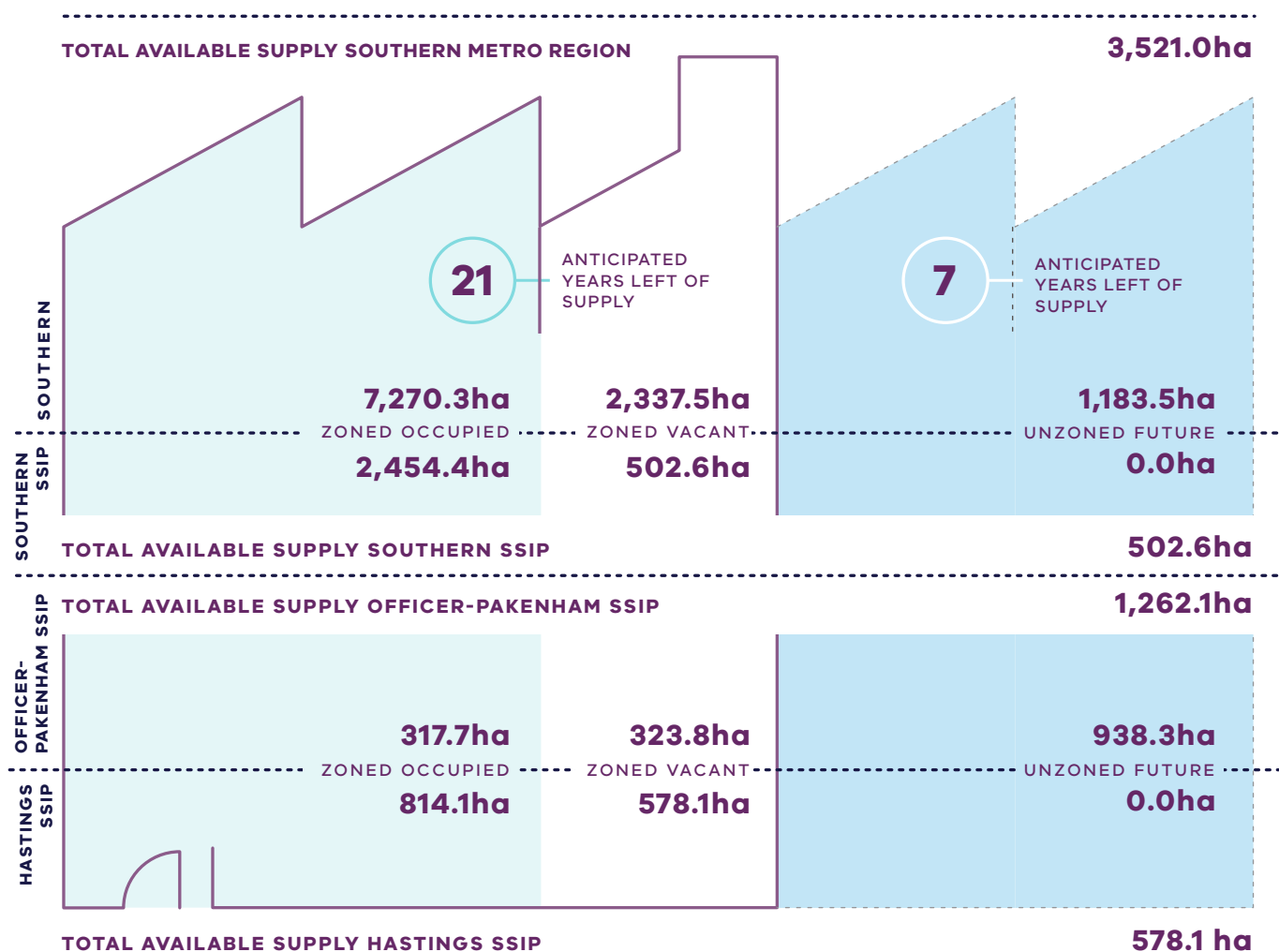
**STRATEGY 04.** Manage the regionally-significant industrial land outside the Hastings SSIP to complement the potential future operations of the Port of Hastings.



**TABLE 3. Regionally-significant industrial precincts within the Southern Metro Region**

REGIONALLY-SIGNIFICANT INDUSTRIAL PRECINCTS	
Casey Fields South Carrum Downs Clayton South Cranbourne West Moorabbin Moorabbin Airport	Mordialloc-Braeside Officer-Pakenham Business Corridor Seaford Thompsons Road Business Corridor Tyabb, Hastings and Cribb Point (surrounding the Port of Hastings)

Source: Melbourne Industrial and Commercial Land Use Plan, DELWP, 2020

**FIGURE 7. Existing and future industrial floorspace requirements for the Southern Metro Region**

Source: Department of Environment, Land, Water and Planning (2020) Melbourne Industrial and Commercial Land Use Plan, State of Victoria, Melbourne, Australia.





Photo credit: Tim Bell Studio

**DIRECTION 02.**

**Facilitate the development of the Monash and Dandenong NEICs as major economic contributors for the regional and national economy supported by increased transport connectivity**

**Dandenong NEIC**

Dandenong NEIC (Figure 8) will continue to develop as the largest business district in the region and as a nationally significant cluster over the coming decades. The cluster incorporates the SouthernSSIP, Dandenong Metropolitan Activity Centre, Dandenong Hospital and Chisholm TAFE Precinct. Prominent sectors in the cluster include advanced manufacturing, health, education, wholesale, retail and transport, postal services and warehouses. Dandenong NEIC has good connections to the Monash Freeway, Princes Highway and Eastlink and forms a productive industrial network with nearby Braeside, Carrum Downs, Pakenham and Knox/Bayswater.

The NEIC currently plays an influential role in the regional economy and has the potential to accommodate significant growth in jobs. Manufacturing in the NEIC is becoming more knowledge-based. For this reason the cluster should enhance its manufacturing productivity as well as research and development. Knowledge-based enterprises should be promoted within the Dandenong NEIC as a priority as well as in metropolitan activity centres and SSIPs in the region.

Dandenong Metropolitan Activity Centre is an important mixed-use centre within the NEIC. It comprises approximately 405,000 square metres of commercial floorspace and has good accessibility to Melbourne's CBD and to the Latrobe Valley and Gippsland. The centre also plays an important civic and community role. Development Victoria is working in partnership with the City of Greater Dandenong, Victorian Government agencies and the private sector to achieve the goals of the Revitalising Central Dandenong initiative including facilitating new development and job-creating economic activity.

Located in Dandenong Metropolitan Activity Centre, the state-significant health and education precinct at Dandenong Hospital and Chisholm TAFE adds to knowledge-based resources in the area, and could support employment growth and future industry expansion. This state-significant health and education precinct will continue to expand and attract associated specialist services. The health

and education sector, which is a high-value and high-growth sector, should also be targeted and developed across the NEIC.

The Metro Tunnel and SRL will directly link Dandenong NEIC with the Monash, Parkville and Sunshine NEICs. They will also provide improved public transport connections to significant precincts in Footscray, Arden, Domain, St Kilda Road and Caulfield.

## Monash NEIC

The Southern Metro Region also contains a significant section of the Monash NEIC. Monash NEIC (Figure 9) is expected to become a globally recognised precinct for employment, education, innovation, leading-edge technology and research. Notable features of the Monash NEIC in the region include part of the Clayton Major Activity Centre and SRL Clayton Precinct, regionally-significant industrial land including the Clayton Business Park and the Springvale Major Activity Centre.

Further development of Clayton Major Activity Centre as part of an SRL precinct would also increase residential density, and Clayton Business Park and the regionally-significant industrial precincts will provide a range of complementary uses and enable more workers to live closer to where jobs are located.

As the regionally-significant industrial land in the Monash NEIC crosses municipal boundaries, consideration should be given to a coordinated approach that provides for consistent planning for this land.

Careful and collaborative planning across multiple municipal boundaries will ensure the Monash NEIC's connected institutions maximise shared economic opportunities. A clear governance arrangement between relevant local councils and Victorian Government departments and agencies is needed to ensure the planning objectives for the Monash NEIC are realised.

**STRATEGY 05.** Facilitate land use and economic intensification of the Dandenong and Monash NEICs to leverage transport infrastructure investment and improved public transport connectivity, including Suburban Rail Loop and Metro Tunnel.

**STRATEGY 06.** Prioritise knowledge-based enterprises within the Dandenong NEIC.

**STRATEGY 07.** Encourage the co-location and development of health and education uses in the Dandenong NEIC to strengthen its role as a health and education precinct in the Southern Metro Region.

**STRATEGY 08.** Encourage high-value manufacturing, research and development activities in the state-significant Southern SSIP (Dandenong South) to complement the role of the Dandenong NEIC.

**STRATEGY 09.** Strengthen Monash NEIC as a pre-eminent healthcare, education, technology and health research provider and activity cluster in the Southern Metro Region.



Photo credit: Tim Bell Studio

FIGURE 8. Dandenong National Employment and Innovation Cluster

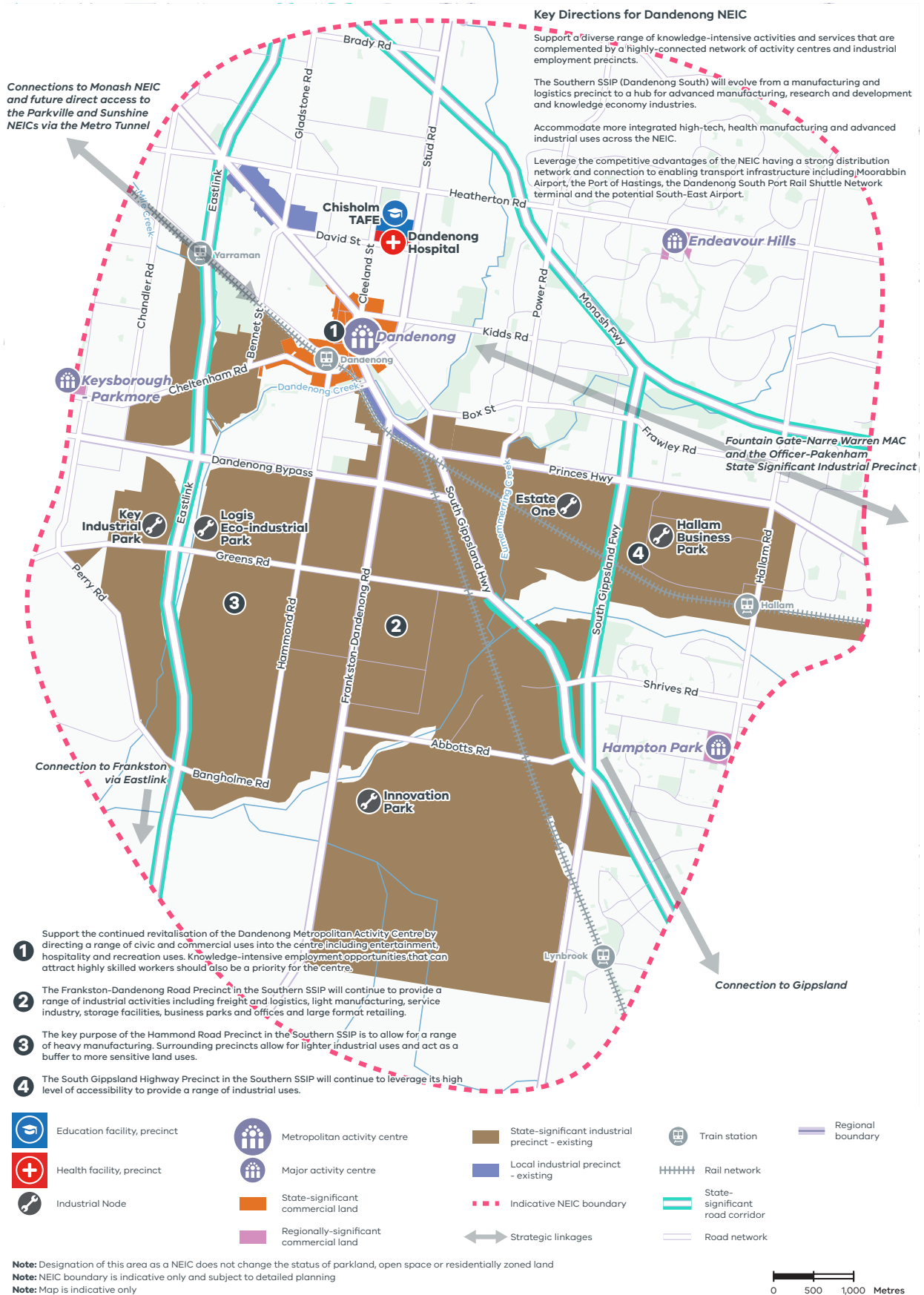
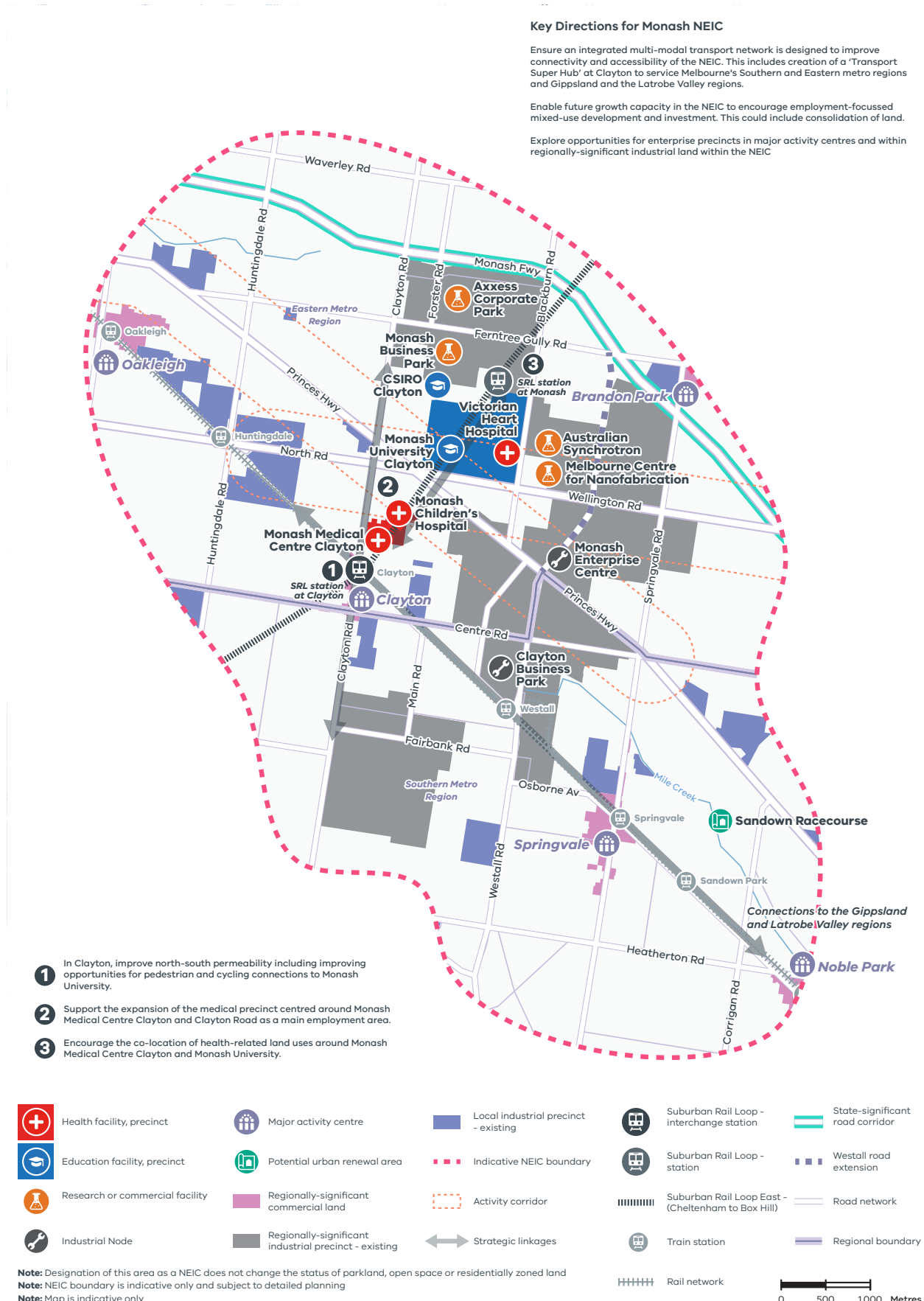




FIGURE 9. Monash National Employment and Innovation Cluster



**DIRECTION 03.****Support the development of a strong network of activity centres to provide jobs closer to where people live**

The Southern Metro Region's activity centres will continue to deliver jobs, housing and services to the region over the coming decades. They play an important role by contributing to the visitor economy and drawing visitors to the local venues and attractions in the region. **Table 7** details the activity centres within the region as well as their strategic role. Activity centres also play an important role in the creation of 20-minute neighbourhoods, particularly in growth areas, through providing more local commercial and employment opportunities.

The region's network of major activity centres will provide a mix of uses and contribute to meeting projected commercial floorspace demands.

The Fountain Gate-Narre Warren Metropolitan Activity Centre comprises approximately 305,000 square metres of commercial floorspace, including the Fountain Gate Shopping Centre. The centre has strong connections to the Dandenong and Monash NEICs via rail and road links. There are significant opportunities within the centre to take advantage of large areas of available land to expand the provision of retail, commercial, entertainment, civic, and sport and active recreation uses.

Frankston Metropolitan Activity Centre and its unique location on Port Phillip Bay provides lifestyle, education and economic opportunities. It is the retail and commercial hub for the Mornington Peninsula. Traditionally a major retail centre, Frankston now contains significant hospitality, office, civic, health and education uses as well as community, arts and cultural uses. It has approximately 358,000 square metres of commercial floorspace and will continue to diversify from a primarily retail offering to a corporate office and employment location. Additional health and education uses are also encouraged in Frankston Metropolitan Activity Centre.

It is estimated that 1.4 million square metres of commercial floorspace will be required across the Southern Metro Region by 2031 (DELWP, 2020a) (**Figure 10**). While growth area LGAs will play an important role in providing commercial floorspace, all LGAs in the region will need to plan to accommodate floorspace within established commercial areas as well as areas that could be rezoned to accommodate additional future floorspace requirements. Approximately one third of total future commercial floorspace is expected to be located in the Greater Dandenong and Kingston LGAs by 2031.

Health and education precincts, which are all in close proximity to existing activity centres, will also deliver economic benefits and foster innovation and job creation across the region.

SRL will unlock opportunities for the SRL Cheltenham Precinct with a proposed interchange station at Cheltenham-Southland and provide an inter-regional connection to the Monash NEIC (**Figure 11**).

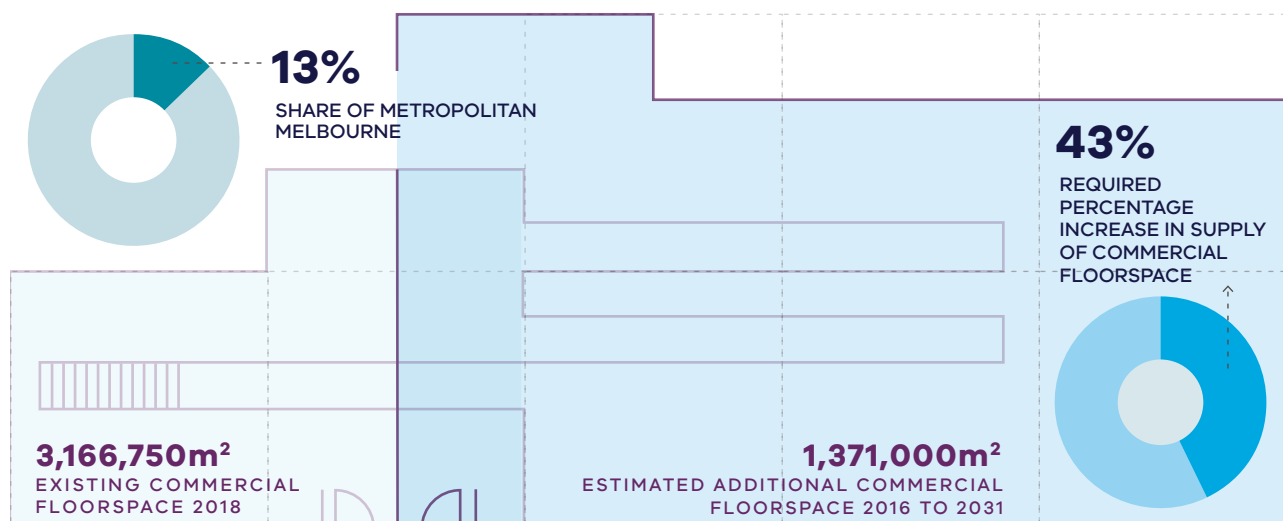
**STRATEGY 10.** Provide retail, commercial, entertainment, civic and active recreation uses on available land in Fountain Gate-Narre Warren Metropolitan Activity Centre.

**STRATEGY 11.** Encourage a diversity of employment uses in Frankston Metropolitan Activity Centre to support the centre's development as a major corporate office and employment location.

**STRATEGY 12.** Retain existing commercial zoned land and identify areas that can support future demand for commercial floorspace and new investment with a focus on metropolitan and major activity centres.

**STRATEGY 13.** Maximise land use and economic intensification around Suburban Rail Loop Cheltenham Precinct, leveraging public transport improvements.

FIGURE 10. Existing and future commercial floorspace requirements for the Southern Metro Region



Source: Department of Environment, Land, Water and Planning (2020) *Melbourne Industrial and Commercial Land Use Plan*, State of Victoria, Melbourne, Australia.

FIGURE 11. Locations for growth and change – Suburban Rail Loop precincts

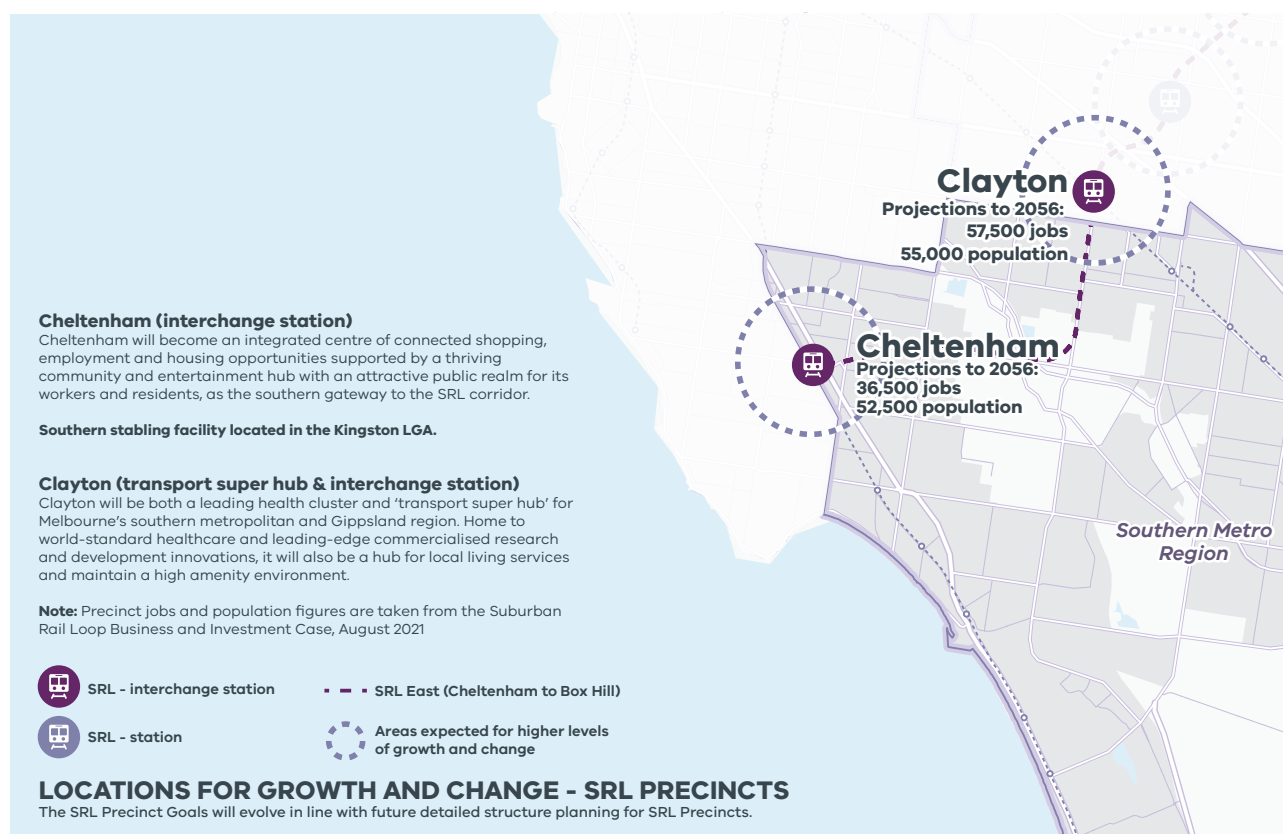






Photo credit: Tim Bell Studio

**DIRECTION 04.****Ensure the South Eastern Growth Corridor accommodates longer-term industrial and commercial development opportunities**

Improving self-containment of jobs in growth area LGAs is a priority for the region. This involves providing access to local jobs for residents within the region. Population growth in growth areas will create strong initial demand for population serving industries, although over time the economy will mature to support a more diverse mix of business activities and employment. To realise improved job self-containment within growth areas, there is a need to plan for the longer-term evolution of the regional economy.

The Southern Metro Region's industrial land holdings, which are the largest across metropolitan Melbourne, are a key advantage for the region. If industrial land consumption rates remain at current levels, it is anticipated the region has approximately 21 years of supply of zoned industrial land, with unzoned areas identified for future industrial purposes providing another seven years of supply.

Growth areas will play a critical role in supporting more established industrial precincts. When supply runs out in other locations, growth areas offer large areas of unfragmented land that could be used for land-intensive uses such as freight, logistics, warehousing, transport, manufacturing and other larger-format industrial uses.

The South Eastern Growth Corridor could address regional issues of future industrial land supply by identifying suitable employment land within PSPs (Figure 12). New growth areas will provide new areas for industrial and commercial uses as well as residential neighbourhoods. Careful sequencing of the arrival of residents to new neighbourhoods will be required so that local jobs, services, infrastructure and recreational opportunities are provided in a timely manner. A coordinated approach to infrastructure provision is required to support regional economic growth in industrial precincts while minimising the impacts of traffic and freight movement on local communities.

As industrial land is increasingly under pressure from other non-industrial uses, strategic planning through the PSP process needs to appropriately allocate and deliver future industrial areas. If industrial uses are not sufficiently planned for in these areas, there will also be a reduction in employment opportunities in the Southern Metro Region.

The South Eastern Growth Corridor will need to provide industrial and commercial land for growth area communities and for the region for the

longer-term. There are three timelines to consider for emerging employment land in the South Eastern Growth Corridor: the first provides for the consolidation of the existing hierarchy and supports long-term options through to 2030; the second seeks to reinforce and augment the maturing regional economy through to 2040; and the third allows for further transformation of the economy through innovation, major investment and new opportunities through to 2060.

Six precincts have been identified:

- Officer South Employment (includes the Officer-Pakenham Business Corridor)
- Cardinia Road (substantially completed)
- Pakenham West
- Pakenham South
- Thompsons Road Business Corridor
- Casey Fields South.

As the established higher-order activity centres and employment precincts mature these precincts will become important business locations containing a variety of higher-order economic activities. This will be driven by the advanced manufacturing sector and eventually high-tech, research and development activities. The precincts will need to cater for a mixture of large-format and smaller-scale manufacturing, logistics and service industries in the near term, but also improve amenity, diversity and accessibility over time. Planning for the PSPs within the Officer-Pakenham SSIP will be of particular importance, as around 80 per cent of total future unzoned supply of industrial land for the region is located within this SSIP.

Over half of required new commercial floorspace by 2031 is anticipated to be provided in the growth area LGAs of Cardinia and Casey. This new floorspace will predominantly be located in future identified activity centres as well as at two key growth area business corridors.

Business corridors in the growth areas will provide substantial office-based and knowledge-based jobs in the region. These precincts, coupled with future identified activity centres, will provide an opportunity to absorb demand for commercial floorspace. It is important for these opportunities to be captured in the PSP planning process to ensure land is safeguarded and secured to fulfil its strategic purpose. These corridors should have a primary role for economic and employment purposes with no less than 50 per cent of the land in each precinct being allocated for these purposes.

The Officer-Pakenham Business Corridor is a future business with residential precinct located adjacent to the Officer-Pakenham SSIP. This corridor will be anchored by high amenity business parks planned at Cardinia Road to the east and Minta Farm to the west. The Officer-Pakenham Business Corridor currently has excellent access to the PFN via the Princes Freeway and will be well serviced by the PPTN identified to connect to the Officer Major Activity Centre and rail line, and the broader south-eastern metropolitan area.

Adjacent to Clyde North Major Activity Centre, the Thompsons Road Business Corridor is also a business with residential precinct that will provide a mix of business services, service industry and associated uses. Detailed planning for this corridor will need to specify the type of employment and industrial uses that are appropriate, given the proximity to physical constraints, such as a transmission easement.

Several growth area precincts within the Southern Metro Region will have an emphasis on supporting economic and employment growth. Table 4 details the strategic roles and future vision for each of these six employment-focused precincts.

- STRATEGY 14.** Consider the future demand and need for commercial and employment land across the South Eastern Growth Corridor and ensure that Precinct Structure Plans make sufficient provision to accommodate longer-term commercial and employment needs.
- STRATEGY 15.** Plan for a significant quantum of employment opportunities in the Officer-Pakenham state-significant industrial precinct.
- STRATEGY 16.** Ensure the Officer-Pakenham Business Corridor and Thompsons Road Business Corridor contain no less than 50 per cent of land allocated for economic and employment.
- STRATEGY 17.** Support the development of high amenity business parks at Cardinia Road and Minta Farm to anchor the Officer-Pakenham Business Corridor.
- STRATEGY 18.** Provide a mix of business services, service industry and associated uses in the Thompsons Road Business Corridor.

**FIGURE 12. Employment precincts in the South Eastern Growth Corridor**



TABLE 4. Vision and strategic role of employment-focused growth area precincts

PRECINCT	VISION	STRATEGIC ROLE	SPECIFIC REQUIREMENT
<b>Officer South Employment</b>	SSIP with strong regeneration potential, and supports leading advanced manufacturing. It is supported by and contains the Officer-Pakenham Business Corridor, a high amenity mixed employment with residential precinct	<ul style="list-style-type: none"> <li>• SSIP south of Grices/Glasscocks Road</li> <li>• Regionally-significant commercial area (growth area business precinct with mixed-use/residential hub)</li> <li>• Excellent access to the PFN via Princes Freeway</li> <li>• Supports the Cardinia Road Employment Precinct, the business park at Minta Farm and has strong links to Officer Major Activity Centre</li> </ul>	Residential development to occupy no more than 50 per cent of land designated as regionally-significant commercial land
<b>Cardinia Road Employment (substantially completed)</b>	SSIP with high amenity mixed-use employment and industry strengths in manufacturing and freight/logistics	<ul style="list-style-type: none"> <li>• SSIP with a business precinct in the regionally-significant commercial land area</li> <li>• Part of the Officer-Pakenham Business Corridor and Pakenham Employment Corridor, excellent access to Principal Freight Network via Princes Freeway</li> <li>• Strong road and high-quality public transport links to Officer Major Activity Centre and Cardinia Road train station</li> <li>• Potential for health manufacturing and Research and Development, based on PFN connections to Dandenong, Frankston and Berwick health and education precincts</li> <li>• Mixed-use connection over Gum Scrub Creek to Officer South Employment</li> </ul>	Residential development to occupy no more than 50 per cent of land designated as regionally-significant commercial land
<b>Pakenham West</b>	SSIP will support a local Motor Sports Cluster, and South East Business Park, as well as providing land for manufacturing and logistics activities using its connectivity to the PFN	<ul style="list-style-type: none"> <li>• SSIP linked to PFN on Princes Freeway, potential for freight and logistics interface with the Princes Freeway</li> <li>• Renewable energy, food production/ value-adding to produce from Gippsland and the Latrobe Valley</li> <li>• Links to the Pakenham Motor-Sports Facility (e.g. Research and Development)</li> <li>• Strong links taking freight and produce to the future Airport via new bypass, and McGregors Road upgrades</li> </ul>	

PRECINCT	VISION	STRATEGIC ROLE	SPECIFIC REQUIREMENT
<b>Pakenham South</b>	SSIP supports local industries away from sensitive residential areas, with larger lots and direct connections to the PFN and potential future South-East Airport	<ul style="list-style-type: none"> <li>• SSIP with excellent links to possible future South-East Airport via McGregor and Koo Wee Rup roads</li> <li>• Market links to South Gippsland, Western Port Green Wedge (inputs)</li> <li>• 136 ha (net) land available for freight and logistics, food/energy production, manufacturing, light and heavy industry</li> <li>• Convenience centre located towards north-western part of precinct, linking to South East Business Park</li> </ul>	
<b>Thompsons Road Business Corridor</b>	Regionally-significant commercial land (mixed-use business park), for offices and commercial uses, with potential to cater for higher-density residential and office uses. The precinct has potential to develop as a business centre serving a broader catchment, leveraging its location on the Thompsons Road Business Corridor	<ul style="list-style-type: none"> <li>• Regionally-significant commercial land area (business precinct), delivering intensive employment (service industries, offices and research), located on the future PFN (Thompsons Road), connected to Cranbourne West and Thompsons Road Business Corridor</li> <li>• Thompsons Road interface preserved for industrial, freight/logistics and urban services linked to PFN</li> <li>• Connected to the PPTN and large established residential catchment, with potential to expand its role to become a business centre serving a larger catchment in future, leveraging high-quality public transport links to the broader region</li> <li>• Southern part residential, linked to Clyde Creek and Cardinia Creek South</li> </ul>	Residential development to occupy no more than 50 per cent of land designated as regionally-significant commercial land
<b>Casey Fields South</b>	Regionally-significant industrial precinct which caters for industrial and larger commercial land uses, supporting the nearby population in Cranbourne, and the emerging Clyde area	<ul style="list-style-type: none"> <li>• Regionally-significant industrial precinct with 288 ha of land for future industrial uses, including leveraging connections to the Royal Botanic Gardens Cranbourne, the Cranbourne Racecourse and the Western Port Green Wedge</li> <li>• Access to the South Gippsland Highway (PFN) and a proposed new train station at Clyde</li> <li>• Large residential catchment and links to Cranbourne, Devon Meadows, future Clyde Major Activity Centre, with potential to expand to a regional role with strong connections to the possible South-East Airport in future</li> </ul>	



Photo Credit: Tim Bell Studio



**DIRECTION 05.****Ensure health and/or education precincts continue to provide local jobs while supporting the region's growing population**

The Southern Metro Region's population is projected to grow and age over the next 30 years, which will increase demand for health-related facilities.

Health and education precincts support medical research and innovation as well as train the future workforce in a range of industries. The success of these precincts is critical in terms of supporting a growing ageing population, close to where people live.

State-significant health and education precincts in Dandenong, Berwick and Frankston are key centres for investment in both health and tertiary education and are well served by public transport (Table 5). Their specialised functions should be reinforced and should provide opportunities for ancillary health and education services. The expansion of these precincts is expected to result in land use impacts, including the demand for student and worker accommodation, both in the precincts themselves and in surrounding areas.

These areas should leverage their close proximity to metropolitan activity centres within the region and should be planned for as a network of well-distributed facilities to accommodate a range of lifestyles and employment arrangements. Planning should encourage new investment and attract major anchor tenants and start-ups. Additional health and/or education precincts will be required in the region, particularly in growth areas around Cranbourne, Officer and Pakenham.

**TABLE 5. State-significant health and education precincts****STATE-SIGNIFICANT HEALTH AND EDUCATION PRECINCTS**

Frankston Hospital and Monash University Precinct (Frankston)  
Berwick Health and Education Precinct  
Dandenong Hospital and Chisholm TAFE Precinct

**STRATEGY 19.** Ensure the specialised functions of health and/or education precincts are reinforced, and plan for their development and expansion which will also see an increase in demand for retail, commercial and accommodation uses.

**STRATEGY 20.** Plan for additional health and/or education precincts in the South Eastern Growth Corridor.

**DIRECTION 06.****Ensure protection of green wedges and support their role to provide agriculture, extractive resources, tourism and state infrastructure for the long-term benefit of all Victorians**

There are five green wedges within the Southern Metro Region:

- Mornington Peninsula Green Wedge
- Western Port Green Wedge
- South East Green Wedge
- Southern Ranges Green Wedge
- Parts of Yarra Valley, Yarra and Dandenong Ranges Green Wedge.

These green wedges should be promoted and protected as they contain a variety of different uses and attributes that contribute to the productivity and quality of life of the region.

Proximity to Melbourne, the rapid pace of growth and change, and the range of other land uses competing for space underline the need for strategic planning to ensure the valued features, assets and industries of these green wedges are protected and prioritised over other land uses.

Each green wedge has significant environmental, landscape and cultural heritage values (**Table 6**). These are protected within bushland reserves, coastal foreshore reserves and national and state parks and support a diversity of flora and fauna. For example, the Western Port Green Wedge includes the internationally significant Ramsar Western Port wetlands which supports migrating bird species.

Parts of the green wedges provide protection for endangered species such as the Southern Brown Bandicoot, while other areas provide important space for urban infrastructure services. For example, the South East Green Wedge area provides for buffers associated with the Moorabbin Airport and makes provision for the Eastern Treatment Plant to ensure it can continue to deliver sewerage services to protect the health and environment of a growing Melbourne.

Green Wedge Management Plans identify the values and features of each green wedge, the preferred future land use, environmental and natural resources that should be protected, and the needs of the local community. They are prepared by local councils. Green Wedge Management Plans have been prepared for all green wedges in the Southern Metro Region other than the Southern Ranges Green Wedge.

There is agricultural land in the region, particularly around Koo Wee Rup, which has some of Victoria's most productive soils. These areas provide fruit and vegetables, dairy produce, wine and other food produce and play an important role in ensuring food security for metropolitan Melbourne. Access to water is critical for these agricultural uses and sustainable, restorative agriculture practices should be encouraged, including the development of infrastructure to enable the use of recycled water.

The natural landscapes of the Mornington Peninsula contribute to tourism and tourism-related employment in the region. The Western Port Green Wedge has seen strong investment in equine and horse racing infrastructure, with the relocation of the Pakenham Racing Club to Tynong.

**Extractive Resources**

The Southern Metro Region also has significant areas of commercially viable stone and sand resources, including identified Extractive Industry Interest Areas in Tynong and Garfield North (granite resource) and from Lang Lang to Grantville (sand resource).

Extractive resources are essential for the development of housing and infrastructure. Resources extracted from quarries are the foundation of our built environment, providing jobs and fuelling Victoria's economic development.

Maintaining cost competitiveness for construction and locating extractive industry close to demand centres can help ensure that public infrastructure, housing and private sector development can be built more cost efficiently.

Extractive industries are a temporary land use and can be rehabilitated consistent with surrounding landscape character to the benefit of the local community. Existing approved and operational quarries should be protected from encroachment by sensitive land uses.

Extractive Industry Interest Areas (EIAs) have a longstanding designation in the Southern Metro Region, particularly in Casey and the growth areas of Cardinia (**Figure 13**). They were established to identify land located in reasonable proximity to major population centres that is likely to contain commercially viable stone resources, and where the extractive industry is more likely to be established.

Since the identification of EIAs, demand for resources has increased and other land use pressures have emerged resulting in diminished opportunities for extractive industries to establish in EIAs.

The Victorian Government has established the concept of strategic extractive resource areas (SERAs), which will assist in providing greater planning certainty for the continued extraction of critical resources in identified strategic areas. They were established to provide stronger protection for strategic extractive resources.

There is an opportunity to identify and implement a SERA in the Southern Metro Region for areas of strategic importance. Extractive resources as part of the Lang Lang to Grantville sand belt should be investigated and potentially secured as a SERA within Cardinia LGA.

It is also important that post-quarrying land uses provide beneficial outcomes for local communities and the region. Post-quarrying land uses can improve the amenity and lifestyle of locations. They can make a valuable contribution towards enhancing networks of open space as well as providing important habitats for threatened species. Innovative end land uses options and progressive rehabilitation should be encouraged and developed in consultation with local communities.

- STRATEGY 21.** Protect and optimise the productive potential of high-quality agricultural land for agricultural purposes to encourage jobs in the agricultural sector in the Southern Metro Region.
- STRATEGY 22.** Support tourism and recreation activities that contribute to vibrant green wedge communities, economic growth, and which respect other green wedge priorities such as landscape and environmental values, biodiversity conservation, cultural heritage and agricultural production.
- STRATEGY 23.** Support value-adding sustainable agricultural uses and complementary tourism activities where they contribute to viable, productive operations.
- STRATEGY 24.** Protect existing quarries from incompatible use, development and subdivision to maintain supply of extractive resources.
- STRATEGY 25.** Identify and manage long-term strategic extractive resources in the Southern Metro Region.

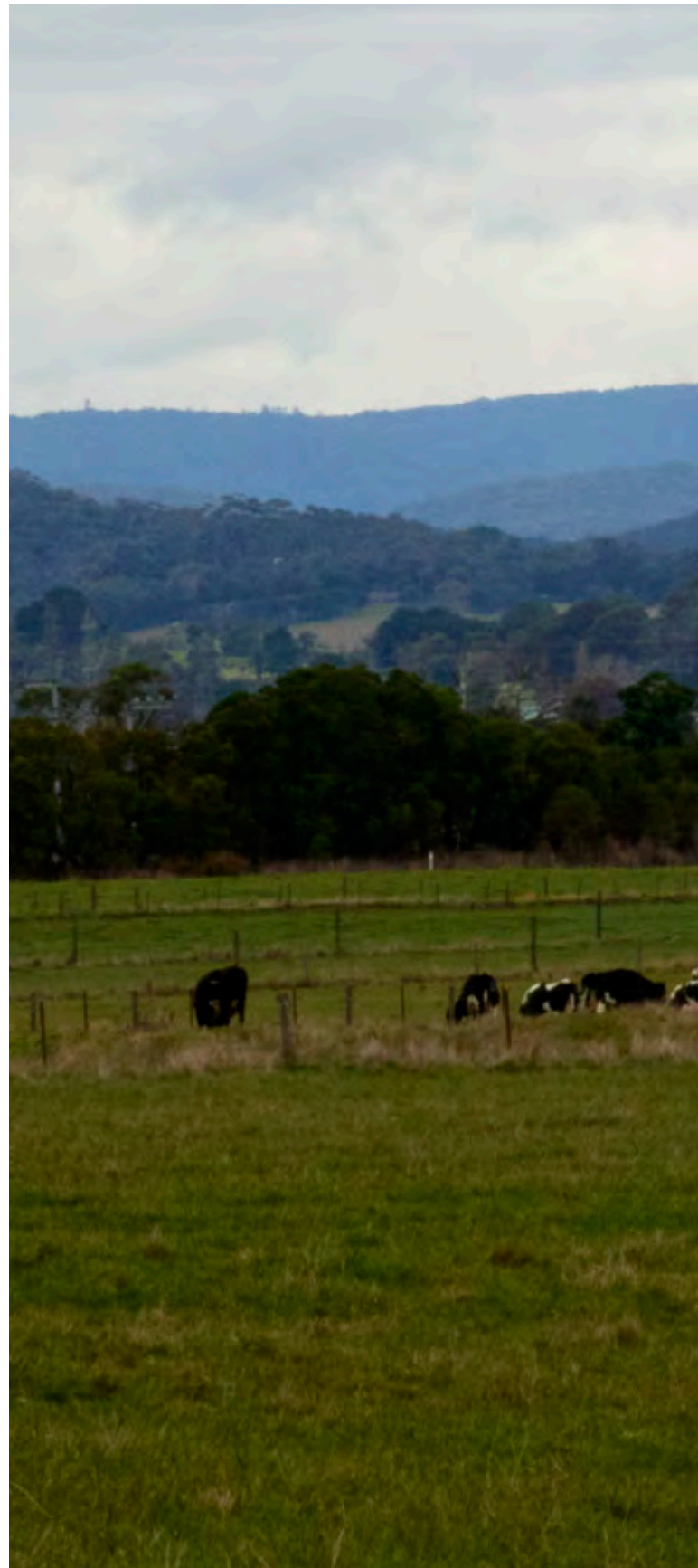






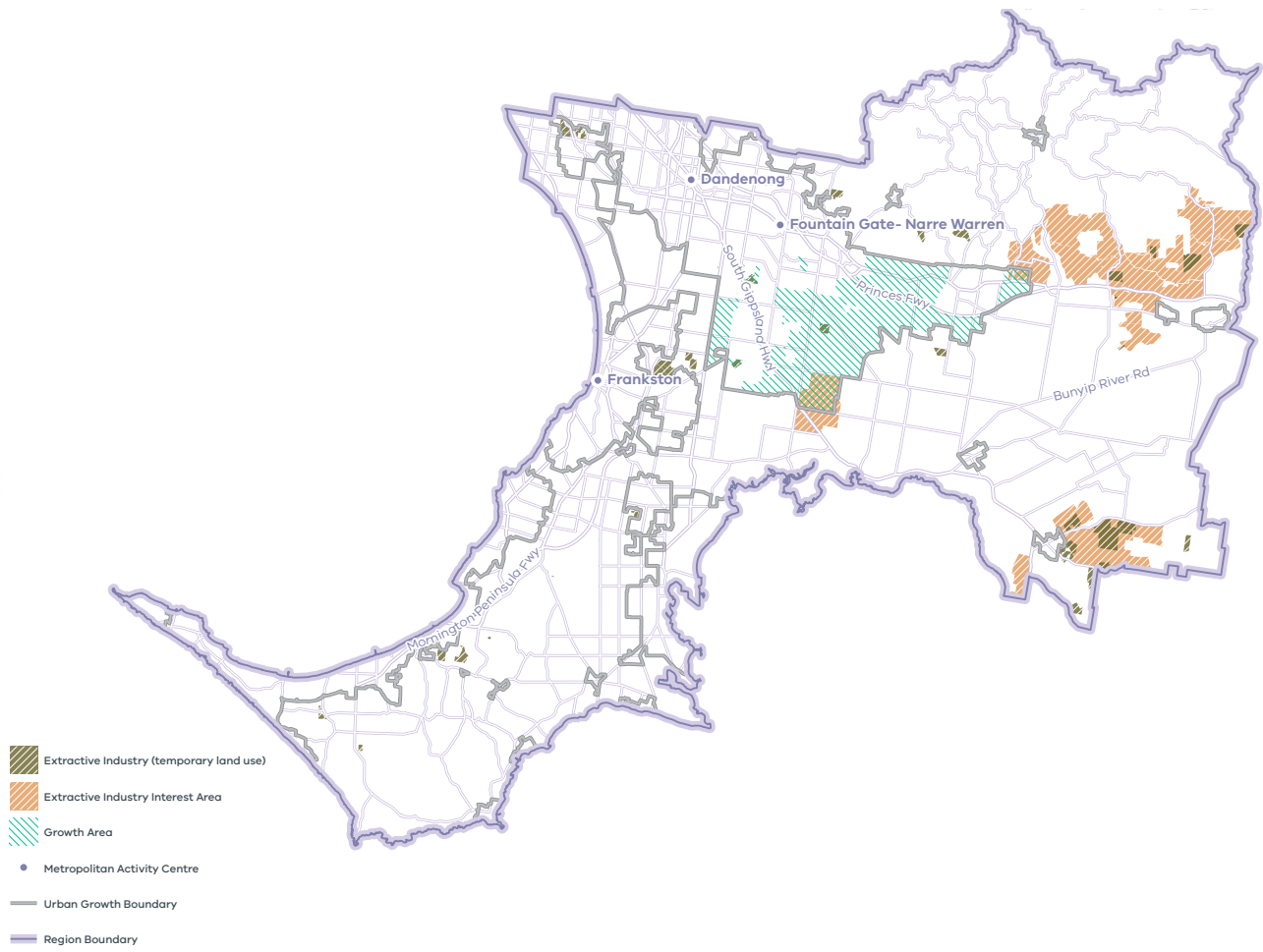
Photo credit: Tim Bell Studio

TABLE 6. Green wedges: current role and strategic opportunities

GREEN WEDGE	CURRENT ROLE	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Mornington Peninsula Green Wedge</b>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Environment and biodiversity</li> <li>• Economy</li> <li>• Rural living</li> </ul>	<ul style="list-style-type: none"> <li>• Limit fragmentation of land to protect natural systems, habitat areas and fauna species</li> <li>• Engage private landowners in biodiversity conservation through a range of actions, incentives and controls to protect and improve biodiversity</li> <li>• Increase the use of recycled water through projects such as the Boneo Irrigation Scheme</li> <li>• Support ecotourism and agritourism, in appropriate locations, at a scale and in a form consistent with the rural character and function of the area</li> <li>• Ensure that separation is retained between towns if the duplication/electrification of the Frankston/Baxter rail line occurs, or if further connections to Somerville, Hastings or Crib Point are created. This will avoid an urban corridor developing and retain the distinctive settlement pattern of the Mornington Peninsula</li> <li>• Provide greater opportunities for local produce to be sold through other farm outlets, to capture some of the value of selling direct to the customer. Locate broiler farm development away from scenic landscape areas</li> <li>• Limit further land fragmentation and occupation of rural land</li> </ul>
<b>South East Green Wedge</b>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Water supply and catchments</li> <li>• Environment and biodiversity</li> <li>• Recreation</li> <li>• State-significant infrastructure</li> <li>• Economy</li> <li>• Mineral, stone and resources</li> </ul>	<ul style="list-style-type: none"> <li>• Retain larger lot sizes to continue to provide opportunities for larger-scale agriculture. Support the retention of existing agricultural activities including market gardens, horticulture, poultry and egg farming, and animal husbandry to maintain food security for the Greater Melbourne area</li> <li>• Integrate water harvesting techniques in low lying, prone to flooding areas of Greater Dandenong. Increase usage of Class A water from the Eastern Treatment Plant for sport and recreational areas, gardens, cleaning operations, and other uses</li> <li>• Incentivise the consolidation of lots for agricultural uses. Land fragmentation in the green wedge makes large-scale operations unrealistic, however consolidation has the potential to increase niche agriculture in the area and promote uses that are consistent with the green wedge</li> <li>• Limit non-airport related uses around Moorabbin Airport</li> <li>• Improve the efficiency, sustainability and use of the Eastern Treatment Plant</li> <li>• Continue to develop a chain of parks by rehabilitating former quarry and landfill sites to strengthen and expand green space for people and vegetation, while balancing the ongoing need to accommodate state-significant infrastructure. Support other uses in these areas such as solar parks, private recreation and plant farms that do not require substantial structures</li> <li>• Ensure extractive quarry operations continue in appropriate locations to avoid resource shortages in the region and state</li> </ul>

GREEN WEDGE	CURRENT ROLE	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Southern Ranges Green Wedge</b>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Water supply and catchments</li> <li>• Environment and biodiversity</li> <li>• Agriculture</li> <li>• Rural living</li> <li>• Recreation</li> <li>• State-significant infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Promote agricultural uses in areas with good soil quality</li> <li>• Promote tourism surrounding the scenic qualities of the area, primarily the foothills of the Dandenong Ranges</li> <li>• Ensure new development is of a scale and sited appropriately to respond to the valued built form character of the green wedge</li> </ul>
<b>Western Port Green Wedge</b>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Water supply and catchments</li> <li>• Agriculture</li> <li>• Mineral, stone and resources</li> </ul>	<ul style="list-style-type: none"> <li>• Manage the effects of sea level rise along the Western Port coast and improve flooding protection and stormwater management</li> <li>• Develop a Class A recycled water treatment plant to support agriculture and horticulture. South East Water has recently committed to establishing a new recycled water scheme in the Bunyip region</li> <li>• Manage activities that may disturb coastal acid sulphate soils in low-lying coastal areas</li> <li>• Support the longevity of agricultural businesses and the potential for agricultural diversification and production in the future. This can be done by promoting the use of recycled water and stormwater, retaining larger lots and restricting opportunities for hobby farms, rural living and other non-conservation or productive agricultural uses</li> <li>• Support potential future extractive industry, particularly in the north area of the green wedge and in the Lang Lang – Grantville area</li> <li>• Develop the area as a south-east daytrip region, around parks, trails and Puffing Billy</li> <li>• Retain the rail corridor to Leongatha to future-proof the reconnection of the passenger train service to this area</li> <li>• Assess opportunities for a Koo Wee Rup Bypass, Wonthaggi Desalination Pipeline, Port of Hastings upgrade and possible South-East Airport</li> <li>• Develop community markets and regional food outlets such as farm sales and specialist local food shops to take advantage of the area's proximity to the growing south-eastern metropolitan area</li> <li>• Protect existing and future extractive industry from residential encroachment by ensuring that buffer areas are enforced and protected</li> </ul>
<b>Yarra, Yarra Valley and Dandenong Ranges Green Wedge</b>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Agriculture</li> <li>• Tourism</li> </ul>	<ul style="list-style-type: none"> <li>• Diversify with a mix of small and large agricultural, tourism, recreation, environmental businesses as well as hobby farms, due to declining conditions for potato growing</li> <li>• Promote tourism surrounding the scenic qualities of the area, primarily the foothills of the Dandenong Ranges</li> <li>• Ensure new development is of a scale and sited appropriately to respond to the valued built form character of the green wedge</li> </ul>



**FIGURE 13.** Extractive Industry Interest Areas in the Southern Metro Region

**Note:** EIAs were established in the 1990s by the Geological Survey of Victoria following an assessment of land where extractive industry operations were more likely to be established, both for reasons of resource availability and where there are potentially fewer land use planning constraints. EIAs serve as a geographic indicator in the planning scheme for the purpose of referral of planning permit applications only. EIAs do not imply that a quarry can be established 'as-of-right' in these areas, nor do they preclude extractive industry from being established outside EIAs. In growth areas, the EIAs provide a guide to ensure the location of earth resources and the need for extractive resources to support the long-term growth of Melbourne is strategically considered in the development of PSPs. The EIAs require ongoing review and refinement as demand for resources increases and other land use pressures emerge.

## ACTIONS – Productivity

**ACTION 1.** Implement a program of State Government-led planning projects, in partnership with local government, to ensure metropolitan and major activity centres and urban renewal areas maximise their respective strategic opportunities and contribution within the network of activity centres. Priority will be given to those which deliver significant jobs and housing; leverage investment in state infrastructure; and play an important role in the growth corridor and/or region. State-led planning for these state- and regionally-significant places will contribute to creating liveable communities and achieving more dwellings and jobs in established areas, and identify implementation and coordination actions that support growth and economic investment.

**ACTION 2.** Undertake Precinct Planning for the Cheltenham and Clayton Suburban Rail Loop Precincts with local councils and other stakeholders to guide land use change, transport integration and the creation of a liveable, walkable and prosperous precinct.

**ACTION 3.** In consultation with the Port of Hastings Development Authority and Mornington Peninsula Shire Council, investigate the potential for any Special Use Zone 1 land outside of the Port of Hastings Industrial Precinct that could allow for a broader range of industrial uses while still providing adequate buffers for the growing port.

**ACTION 4.** Investigate, identify and implement a SERA for sand resources around Lang Lang – Grantville in the Southern Metro Region in partnership with Cardinia, South Gippsland and Bass Coast shires.

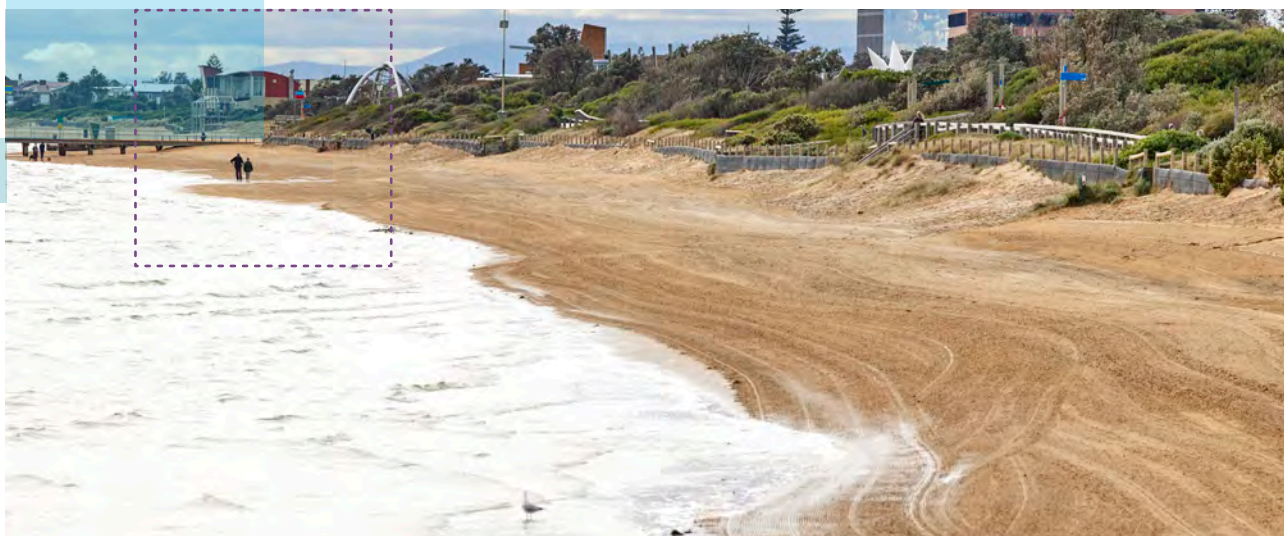


Photo credit: Tim Bell Studio

**TABLE 7. Metropolitan and major activity centres: existing attributes and strategic opportunities**

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Metropolitan Activity Centres</b>		
<b>Dandenong (Greater Dandenong)</b>		
<ul style="list-style-type: none"> <li>Hybrid centre with strip-based shopping along Lonsdale Street supported by a regional shopping centre, Dandenong Plaza, on Dandenong Valley Highway</li> <li>Plays a major service delivery role with retail, including Dandenong Market, and civic and government services</li> <li>Within the Dandenong NEIC</li> <li>State-significant health and education precincts at Dandenong Hospital and Chisholm TAFE</li> <li>State-significant industrial land located to the west and south</li> <li>Train (Dandenong Station) and SmartBus services</li> <li>Transport hub at Dandenong Plaza</li> </ul>	<ul style="list-style-type: none"> <li>Revitalise Central Dandenong Project</li> <li>Urban renewal opportunities in the core of the activity centre</li> <li>Level crossing removal at Webster Street</li> <li>Heritage significance</li> </ul>	<ul style="list-style-type: none"> <li>Support Dandenong's role as a regional hub for retail and commercial activity and location for higher-order jobs and industry within metropolitan Melbourne and the South Eastern Growth Corridor</li> <li>Provide supporting commercial floorspace, including a growing office precinct, and jobs in public administration, healthcare, and retail trade</li> <li>Encourage higher-density housing opportunities and mixed-use/residential development</li> <li>Provide important community services and civic functions, as well as cultural events</li> <li>Maximise opportunities provided by regional transport linkages through the Metro Tunnel project which will link Dandenong with Monash, Parkville and Sunshine NEICs, and will also provide improved public transport connections to significant precincts at Footscray, Arden, Domain, St Kilda Road, Caulfield, Oakleigh and Chadstone</li> </ul>
<b>Fountain Gate – Narre Warren (Casey)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre with large format retail precinct located along Monash Freeway, Princes Highway and Narre Warren Road</li> <li>Plays a major service delivery role including council offices and community services at Bunjil Place and Business Park east of Narre Warren-Cranbourne Road</li> <li>Council offices and community services at Bunjil Place</li> <li>Train (Narre Warren Station) service</li> <li>PPTN interchange at Fountain Gate Shopping Centre</li> </ul>	<ul style="list-style-type: none"> <li>Strong connections to the Dandenong NEIC and SSIP</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate the activity centre as a regional focus for retail, community, employment, entertainment, civic and recreational uses</li> <li>Facilitate investment and the uptake of large areas of land that are available for expansion, consolidation and the development of mixed uses</li> <li>Encourage higher-density housing opportunities and mixed-use/residential apartments</li> </ul>



EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Frankston (Frankston)</b>		
<ul style="list-style-type: none"> <li>Hybrid activity centre with finer-grain shops between Nepean Highway and Fletcher Road</li> <li>Plays a major service delivery role with retail, commercial, arts and leisure uses, and council offices and community services</li> <li>On Port Phillip Bay and a gateway to the Mornington Peninsula</li> <li>State-significant health and education precincts at Frankston Hospital and Monash University Precinct</li> <li>Freestanding large format retail at the intersection of Moorooduc Highway and Cranbourne Road</li> <li>Train (Frankston Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Transport connections to metropolitan Melbourne and the Mornington Peninsula</li> <li>Some inundation risk with Kananook Creek along the western boundary</li> </ul>	<ul style="list-style-type: none"> <li>Retain role as a key retail and commercial hub for the region</li> <li>Support diversification of retail offerings and the emerging role as a corporate office location and employment provider</li> <li>Continue to develop significant hospitality, office, civic, health and education uses as well as community, arts and cultural uses</li> <li>Maximise the potential for tourism based on the bayside location, entertainment and commercial facilities and proximity to Mornington Peninsula</li> <li>Encourage higher-density residential development to diversify housing options</li> </ul>
<b>Major Activity Centres</b>		
<b>Berwick (Casey)</b>		
<ul style="list-style-type: none"> <li>Hybrid activity centre with strip-based shopping focused on High Street (Princes Highway)</li> <li>Retail, commercial, and service industries with community services</li> <li>State-significant health and education precincts at Casey Hospital and Monash University Precinct (Berwick) to the south</li> <li>Train (Berwick Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Connections to the state-significant health and education precinct</li> <li>Heritage and landscape significance</li> <li>Level crossing removal at Clyde Road</li> </ul>	<ul style="list-style-type: none"> <li>Continue to strengthen street-based mixed-use development which supports an enhanced retail and commercial offer</li> <li>Facilitate the development of the Berwick Health and Education Precinct as a high-density, technology precinct, based around the Federation University, Chisholm Institute of TAFE and Casey Hospital campuses in Berwick</li> <li>Maintain the activity centre's village character</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Casey Central (Casey)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre on Narre Warren-Cranbourne Road south of Littlecroft Avenue</li> <li>Retail, supermarket and food retail uses</li> <li>Casey Central Town Centre PSP applies to land to the south and provides for future regionally-significant office, retail, entertainment, civic and residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Integration with the existing Casey Central Town Centre</li> <li>Adjacent to Cranbourne North established residential area</li> <li>Future Glasscocks Road realignment</li> </ul>	<ul style="list-style-type: none"> <li>Retain primary retail core of the Casey Central Town Centre</li> <li>Provide mixed uses including convenience retail, commercial, civic, education and recreation</li> <li>Provide employment opportunities and housing in multi-storey office, commercial and mixed-use developments</li> <li>Integrate the existing activity centre with the Casey Central Town Centre PSP</li> </ul>
<b>Chelsea (Kingston)</b>		
<ul style="list-style-type: none"> <li>Strip-based activity centre on the western side of Nepean Highway</li> <li>Retail, restaurants, supermarket and services</li> <li>Train (Chelsea and Bonbeach stations) services</li> </ul>	<ul style="list-style-type: none"> <li>Level crossing removals at Chelsea Road, Argyle Avenue and Swanpool Avenue</li> <li>Protect and enhance the visual and aesthetic appearance of the foreshore area</li> <li>Heritage significance</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role</li> <li>Encourage investment and growth in commercial development</li> <li>Promote higher-density housing opportunities and high-density mixed-use/residential apartments</li> </ul>
<b>Cheltenham (Kingston)</b>		
<ul style="list-style-type: none"> <li>Strip-based shopping centre on Charman Road and Station Road, adjacent to Nepean Highway</li> <li>Retail, retail food and office uses</li> <li>Community services including library and council offices located in activity centre</li> <li>Train (Cheltenham Station) service</li> </ul>	<ul style="list-style-type: none"> <li>SRL Cheltenham Precinct</li> <li>Highbett Gasworks is a significant urban renewal redevelopment opportunity (located in Bayside LGA)</li> <li>Park Road level crossing removal</li> <li>Some heritage considerations</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role</li> <li>Encourage growth in key employment areas</li> <li>Support a thriving community and entertainment hub</li> <li>Future role as southern gateway to SRL East (Cheltenham to Box Hill) corridor</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Cheltenham – Southland (Kingston/Bayside)</b>		
<ul style="list-style-type: none"> <li>• Freestanding shopping centre located across the Nepean Highway</li> <li>• A focus on retail, office, commercial, service, entertainment and leisure uses</li> <li>• Regionally-significant industrial land located at Moorabbin and Highett</li> <li>• Train (Cheltenham Station) service</li> </ul>	<ul style="list-style-type: none"> <li>• SRL Cheltenham Precinct</li> <li>• Level crossing removal at Park Road</li> <li>• Highett Gasworks (1136-1138 Nepean Highway) urban renewal site</li> </ul>	<ul style="list-style-type: none"> <li>• Continue regional role providing significant retail, commercial and community services through the Southland Shopping Centre</li> <li>• Leverage investment opportunities presented through the development of the SRL interchange station</li> </ul>
<b>Clyde (Casey) (Future)</b>		
<ul style="list-style-type: none"> <li>• Future major activity centre on Ballarto Road</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed train station at Clyde</li> <li>• Proximity to the Casey Fields future industrial precinct (SSIP)</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a range of housing, employment, retail, business and community facilities</li> <li>• Service nearby industrial and employment precincts by providing day-to-day needs</li> <li>• Encourage a range of housing types, including higher-density around the future station and PPTN</li> </ul>
<b>Clyde North (Casey) (Future)</b>		
<ul style="list-style-type: none"> <li>• Future major activity centre on Tuckers Road</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to the Thompsons Road Business Corridor, a future business with residential precinct</li> <li>• Clyde Creek</li> </ul>	<ul style="list-style-type: none"> <li>• Support the development of the future activity centre as a focus for retail, business, offices and employment</li> <li>• Encourage a diversity of housing types at a range of densities, within and near to the activity centre</li> <li>• Provide local community and health services and a range of civic functions</li> <li>• Integrate Clyde Creek into the character of the activity centre</li> </ul>



EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Cranbourne (Casey)</b>		
<ul style="list-style-type: none"> <li>Hybrid centre based around High Street (South Gippsland Highway) including strip shopping and Cranbourne Park Shopping Centre</li> <li>Community services, retail uses, education and health precinct (Cranbourne Integrated Care Centre and Chisholm Institute of TAFE)</li> <li>Gateway to South Gippsland</li> <li>Cranbourne Racecourse and Royal Botanic Gardens Cranbourne to the south</li> <li>Large format retail centre to the north</li> <li>Train (Cranbourne Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Level crossing removal at Camms Road</li> <li>Potential/proposed train station at Cranbourne East</li> <li>Proximity to South Eastern Growth Corridor</li> <li>Heritage significance, including Avenue of Honour</li> </ul>	<ul style="list-style-type: none"> <li>Maintain regional role serving the growing population in the South Eastern Growth Corridor and South Gippsland region</li> <li>Encourage the growth and development of the retail core</li> <li>Promote higher-density residential development</li> <li>Improve the activity centre's image, built form and landscape character</li> <li>Create an attractive and accessible activity centre without detracting from its country town character</li> </ul>
<b>Endeavour Hills (Casey)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre at the intersection of Heatherton Road and Matthew Flinders Avenue</li> <li>Retail, leisure, and services including a police station</li> <li>Bus services</li> </ul>		<ul style="list-style-type: none"> <li>Broaden the mix of activities to integrate commercial, community and leisure functions</li> <li>Continue local retail and services role for the residential area north-east of Dandenong</li> <li>Improve the diversity of housing opportunities within or close to the activity centre</li> </ul>
<b>Hampton Park (Casey)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre bordered by Hallam Road, Somerville Road, Stuart Avenue and Fordholm Road</li> <li>Medical, retail, retail food and community services</li> </ul>	<ul style="list-style-type: none"> <li>Near Hampton Park Wetlands which is subject to inundation</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role</li> <li>Provide retail, commercial, medical and community services</li> <li>Focus on improving pedestrian movement and accessibility</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Hastings (Mornington Peninsula)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre along High Street between the railway line to the west and Marine Parade to the east</li> <li>On Western Port</li> <li>Retail, commercial and service role, with some regionally-significant industrial land to the north</li> <li>Hastings state-significant industrial precinct to the north</li> <li>Train (Hastings Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Environmental significance of Western Port and environs</li> <li>Flooding risk in parts of the activity centre</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate and enhance role as a higher-order service centre for the eastern side of the Mornington Peninsula</li> <li>Provide a wide range of retail, commercial and community services including visitors and non-permanent residents</li> <li>Support economic activity and the diverse needs of the community</li> <li>Support growth in commercial and community functions</li> </ul>
<b>Karingal (Frankston)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre and cinema complex at the intersection of Cranbourne Road and Peninsula Link</li> <li>Retail, commercial, entertainment, medical and community services</li> <li>Close to Ballam Park (regionally-significant active open space and recreation facility), Cruden Farm and McClelland Sculpture Park and Gallery at Langwarrin</li> </ul>	<ul style="list-style-type: none"> <li>Connectivity to Frankston and communities east of Peninsula Link</li> </ul>	<ul style="list-style-type: none"> <li>Focus on greater employment land use along Cranbourne Road</li> <li>Support a range of health, medical and associated commercial (non-retail) development opportunities</li> <li>Encourage higher-density housing on strategic development sites within the heart of the activity centre and along Cranbourne Road</li> <li>Provide a range of retail, entertainment and community uses</li> </ul>
<b>Keysborough – Parkmore (Greater Dandenong)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre at the intersection of Cheltenham Road and Kingsclere Avenue</li> <li>Retail and commercial uses</li> <li>SSIP located to the east</li> </ul>	<ul style="list-style-type: none"> <li>Significant green open space at Frederick Wachter Reserve to the north</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role</li> <li>Provide a diverse retail offering</li> <li>Encourage residential infill and growth around the periphery of the shopping centre</li> </ul>
<b>Mentone (Kingston)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre along Balcombe Road, Mentone Parade and Como Parade West</li> <li>A mix of retail, office, commercial and restaurant uses</li> <li>Train (Mentone Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Heritage significance</li> <li>Proximity to SRL Cheltenham Precinct</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role</li> <li>Encourage significant retail and residential growth in the activity centre core</li> <li>Maintain the activity centre's village character</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Moorabbin (Kingston)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre at the intersection of the Nepean Highway and South Road</li> <li>Large format retailing along Nepean Highway, Worthing Road and the Frankston railway line</li> <li>A range of commercial uses and civic facilities</li> <li>Regionally-significant industrial land located to the east</li> <li>Regionally-significant health and education precinct at Holmesglen Private Hospital and Holmesglen Institute of TAFE</li> <li>Major recreation facility at Moorabbin Oval and regionally-significant recreation facility at Linton Street Reserve</li> <li>Train (Moorabbin Station) service</li> </ul>	<ul style="list-style-type: none"> <li>At the junction of three LGA boundaries (Kingston, Glen Eira and Bayside) and divided by major arterial roads and railway line</li> <li>Proximity to SRL Cheltenham Precinct</li> </ul>	<ul style="list-style-type: none"> <li>Facilitate business and employment role</li> <li>Encourage growth in retail, commercial, civic and community uses</li> <li>Consolidate role of community retail supported by significant large format commercial floor space</li> <li>Focus higher-density residential development around the station, along Nepean Highway and on key redevelopment sites</li> <li>Improve accessibility to and within the activity centre due to road and rail barriers</li> <li>Improve train-bus intermodal connections</li> <li>Activate the activity centre and enhance its cultural uses</li> </ul>
<b>Mordialloc (Kingston)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on the Nepean Highway</li> <li>A focus on retail and hospitality</li> <li>Mordialloc Creek</li> <li>Regionally-significant industrial land around Moorabbin Airport</li> <li>Train (Mordialloc Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Heritage significance along the main street, foreshore and on the Mordialloc Creek</li> <li>Managing sea level rise and land subject to inundation</li> </ul>	<ul style="list-style-type: none"> <li>Provide a range of retail, commercial and community services for residents and visitors</li> <li>Sustain residential growth and infill while respecting the natural qualities and views to Port Phillip Bay</li> </ul>



EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Mornington (Mornington Peninsula)</b>		
<ul style="list-style-type: none"> <li>Hybrid activity centre on Main Street</li> <li>A focus on retail, commercial, community services, recreation, and civic uses and includes the Mornington Central and Mornington Village shopping centres</li> <li>Regionally-significant health precinct at Peninsula Health, the Bays Hospital and Beleura Private Hospital</li> </ul>	<ul style="list-style-type: none"> <li>Village and landscape character</li> <li>Heritage significance along the foreshore and within the activity centre</li> </ul>	<ul style="list-style-type: none"> <li>Support regional role for retailing, commercial and community services, including for visitors</li> <li>Broaden diversity of land uses and increase housing diversity</li> <li>Support appropriate increased residential densities within and on the fringe of the activity centre</li> <li>Enhance the iconic sense of place – village ambience and seaside atmosphere, heritage values and main street focus</li> </ul>
<b>Noble Park (Greater Dandenong)</b>		
<ul style="list-style-type: none"> <li>Strip-based activity centre on Douglas Street</li> <li>A focus on retail and commercial uses</li> <li>Significant open space assets</li> <li>Train (Noble Park Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Several heritage sites and trees</li> <li>Improving connectivity between commercial areas, as enabled by new elevated railway line</li> </ul>	<ul style="list-style-type: none"> <li>Ensure major development and activity occurs in the retail core and on identified key redevelopment sites</li> <li>Improve housing opportunities that respond to the local social and cultural needs of the community and provide for well-designed, higher-density housing options to support the commercial component of the activity centre</li> <li>Improve public transport linkages, supporting infrastructure and user facilities</li> </ul>
<b>Officer (Cardinia)</b>		
<ul style="list-style-type: none"> <li>Future activity centre south of the Princes Highway based around Siding Avenue</li> <li>Council offices located adjacent to Officer Station</li> <li>Regionally-significant health precinct</li> <li>Train (Officer Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Future regionally-significant commercial land</li> <li>Flooding risk in parts of the activity centre</li> </ul>	<ul style="list-style-type: none"> <li>Support local retail, commercial, community and service role</li> <li>Encourage higher-order retail supported by high-quality pedestrian access, public transport and urban design</li> <li>Provide employment-related services and facilities</li> <li>Support a range of higher-density housing types around the core retail area and within proximity to Officer Station</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Pakenham (Cardinia)</b>		
<ul style="list-style-type: none"> <li>Hybrid activity centre on Main Street south of Princes Highway</li> <li>A focus on retail, large format retail, supermarkets, restaurants, take-away food and civic services, including two shopping centres (Pakenham Central Marketplace and Pakenham Place)</li> <li>The most easterly extent of the metropolitan area</li> <li>State-significant Officer-Pakenham Industrial Precinct to the south</li> <li>Train (Pakenham Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Future state-significant industrial land located to the south</li> <li>Level crossing removals at McGregor Road, Main Street and Racecourse Road</li> <li>Flooding risk in parts of the activity centre</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen the regional role of the activity centre to provide retail, community and commercial uses to support residential growth and the Officer-Pakenham SSIP</li> <li>Provide a gateway to employment precincts to the south-west</li> <li>Provide a variety of housing types, including higher-density housing within the core of the activity centre</li> <li>Encourage a mix of uses including commercial, community services, office and higher-density residential</li> </ul>
<b>Rosebud (Mornington Peninsula)</b>		
<ul style="list-style-type: none"> <li>Hybrid activity centre on Point Nepean Road</li> <li>A focus for tourist-oriented commercial and retail and includes the Rosebud Plaza Shopping Centre</li> <li>Regionally-significant health precinct including Rosebud Hospital, Peninsula Health and Rosebud Community Health</li> <li>Regionally-significant education precinct at Chisholm Institute of TAFE Precinct (Rosebud)</li> </ul>	<ul style="list-style-type: none"> <li>Managing sea level rise and land subject to inundation</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen Rosebud's role as a major activity centre and regional visitor destination</li> <li>Facilitate additional retail and commercial developments and community services</li> <li>Support the ongoing redevelopment and improvement to the building stock in the street-based elements of the activity centre, including intensification of activity and mixed-use development outcomes</li> <li>Broaden the diversity of land uses and facilitate additional residential development</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Springvale (Greater Dandenong)</b>		
<ul style="list-style-type: none"> <li>Hybrid activity centre on Springvale Road</li> <li>Vibrant multicultural retail and commercial activity with a growing health services precinct</li> <li>Regionally-significant industrial land to the east</li> <li>Train (Springvale Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to Monash NEIC including Monash University and SRL Clayton Precinct</li> <li>Sandown Racecourse as a potential urban renewal opportunity</li> </ul>	<ul style="list-style-type: none"> <li>Build on the current unique cultural and Asian food retailing strengths to become a place of business growth and local employment</li> <li>Reinforce the activity centre's role in promoting a diverse mix of land uses that include retail, commercial, industrial and residential, and continue to support housing close to public transport</li> <li>Accommodate more intensive development and provide capacity for new higher-density housing and commercial uses</li> <li>Improve amenity and provide improved public open space, community facilities, and enhancements along Springvale Road</li> </ul>





# CHAPTER 05

## HOUSING CHOICE



**Plan Melbourne Outcome 2:**  
Melbourne provides housing  
choice in locations close to jobs  
and services

Plan Melbourne seeks to increase the supply of housing in established areas close to jobs, services and public transport to accommodate the anticipated increase in population over the next 30 years while ensuring Melbourne remains liveable, sustainable and accessible.

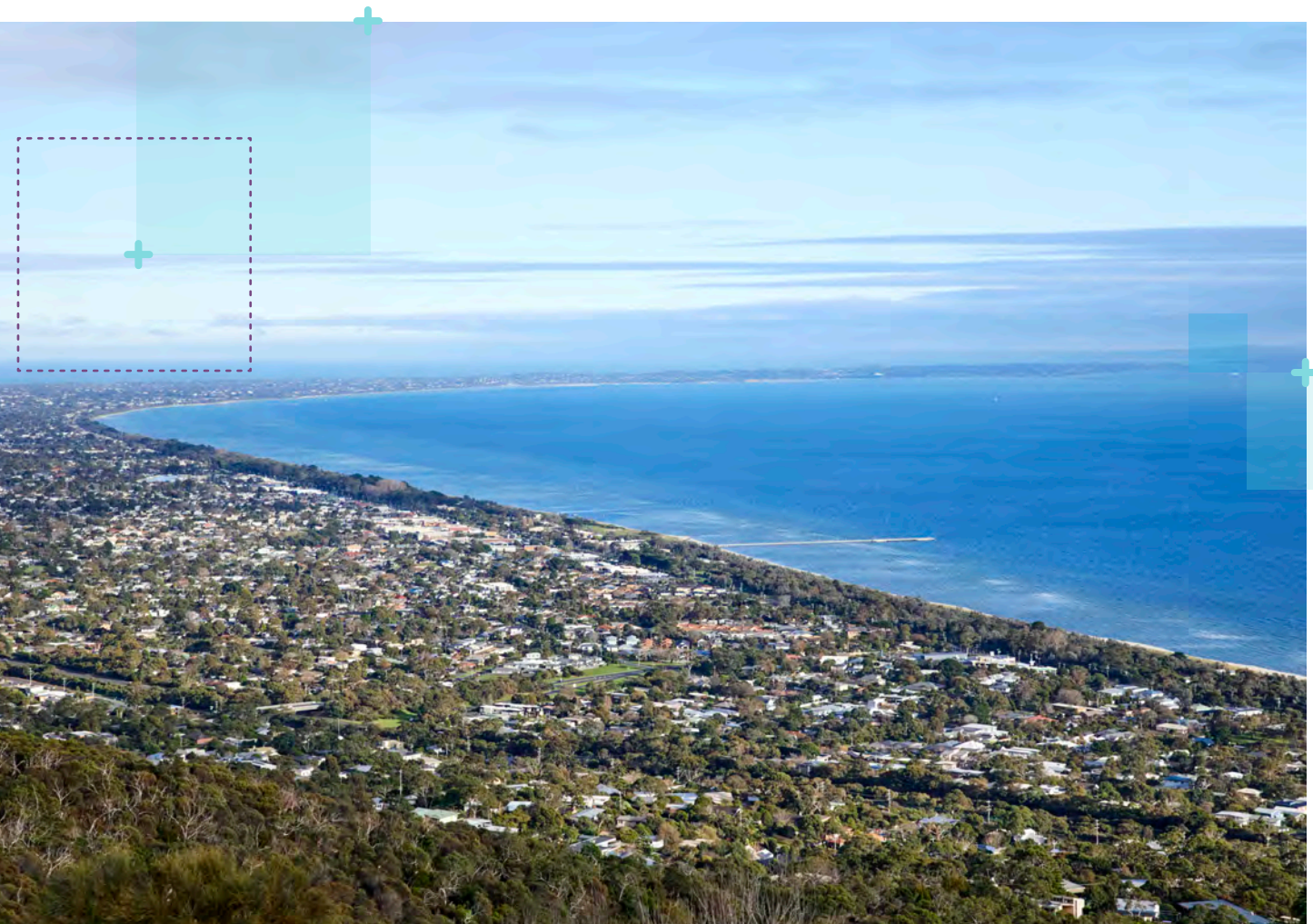
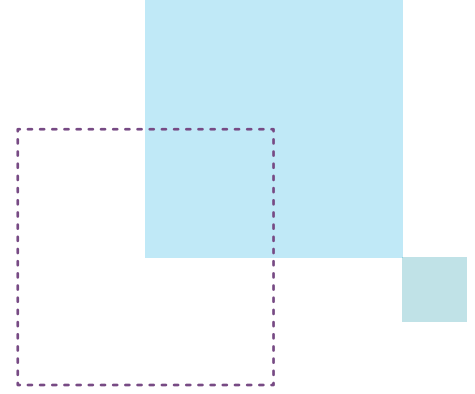


Photo credit: Tim Bell Studio



The Southern Metro Region is a region of housing contrasts, with established LGAs such as Kingston, Dandenong and Frankston, greenfield housing developments in Casey and Cardinia, and lifestyle properties across the Mornington Peninsula. The region is well placed to deliver a diversity of housing in locations to cater for different life stages. It features an established network of metropolitan and major activity centres supported by neighbourhood activity centres, growth areas, urban renewal areas, established suburbs, and an extensive public transport network in the established middle ring suburbs.

A priority for the region is to undertake extensive urban consolidation to meet future housing demand and make better use of existing infrastructure and services. The Southern Metro Region's sensitive landscapes, including agricultural land, conservation reserves and coastal foreshores, will be protected from urban development. Planning for housing in the region must also consider bushfire and storm surge risks.

## State of play

### Metropolitan Melbourne

Strong demand for housing in established inner areas with good access to jobs, services and public transport has led to increased competition for housing in inner and middle ring suburbs of Melbourne.

The residential development industry is responding to higher demands for housing by increasing supply across Melbourne. The amount and location of additional housing developed depends on the availability and suitability of land and the willingness of households to pay for it. Melbourne is seeing a significant number of homes developed in growth areas, in part due to the relative availability of zoned land which has enabled residential developers to meet demand for relatively affordable housing.

There has also been an increase in the supply of apartments in the Central City – and increasingly in inner suburbs of Melbourne – driven by investors purchasing apartments to meet increased demand for rental accommodation in the inner city. In other areas, particularly middle ring suburbs, housing supply has been less responsive to increasing demand, leading to increasing competition for what is, in some cases, a relatively fixed supply of housing.

## Southern Metro Region

### Regional demographics

In 2020 the population of the Southern Metro Region was 1,128,650 people, which accounted for 22 per cent of the metropolitan Melbourne population. Between 2020 and 2051 the region's population is projected to increase by more than 630,000 people to a total of 1,759,730, which will account for 21 per cent of metropolitan Melbourne's projected population. The annual rate of growth in the region is expected to be 1.4 per cent, which is 0.1 per cent lower than metropolitan Melbourne's expected annual growth. The Southern Metro Region is projected to grow less than the Western, Northern and Inner Metro Regions.

Population growth in the Southern Metro Region differs widely between the LGAs as shown in **Table 8**. Casey LGA is one of the fastest growing regions in Australia, with an expected population of 522,250 people by 2036. Between 2016 and 2036, Casey LGA is estimated to grow by 209,460 people compared to Frankston LGA which will only see a small increase of 26,290 people in the same period (DELWP, 2019c). Casey and Cardinia LGAs are projected to see the most growth in the region, reflecting the growth projected in the South Eastern Growth Corridor.

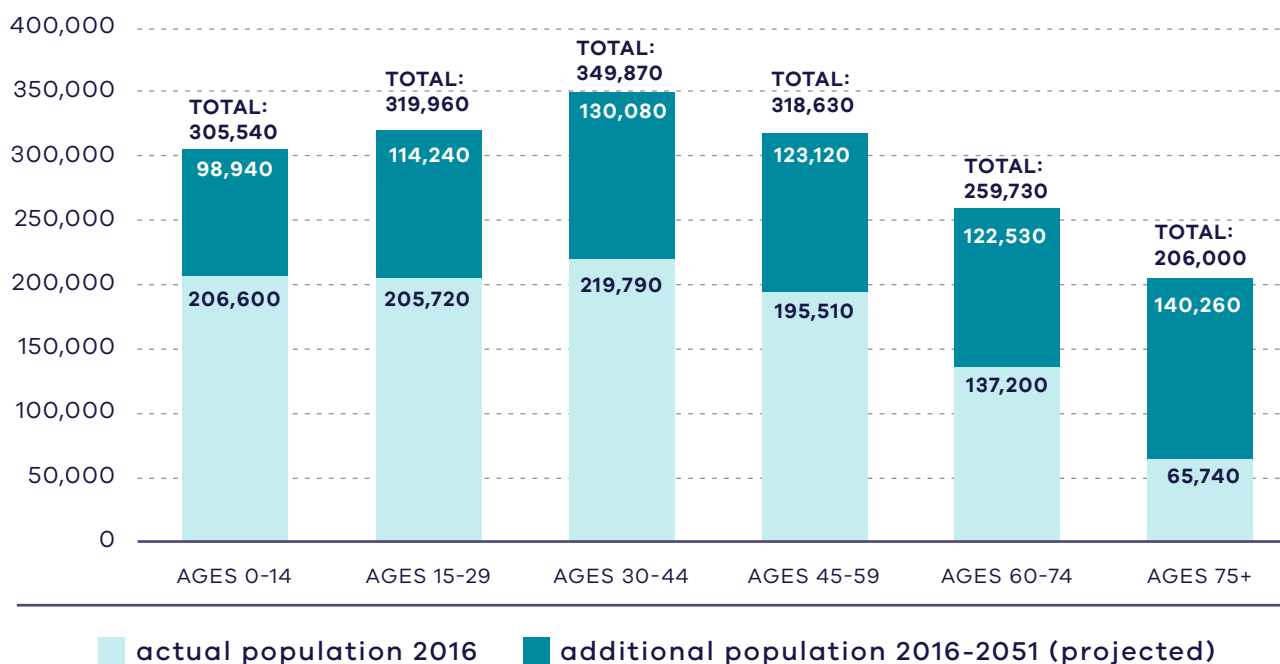
The Southern Metro Region will require an additional 312,960 dwellings between 2016 and 2051 to accommodate projected population growth. This projected increase of 77 per cent will increase the total dwellings in 2051 to 718,600 (DELWP, 2019c).

The population of the Southern Metro Region is relatively evenly distributed between age groups as seen in **Figure 14**. Each age group under the age of 59 makes up approximately 20 per cent of the population while the population aged 60 years and above also makes up 20 per cent of the overall population. By 2051 approximately 27 per cent of the region's population will be over the age of 60, which will make it the largest age group in the region (DELWP, 2019c). This is a similar trend to other regions across metropolitan Melbourne.

**TABLE 8.** Actual and projected population by Local Government Area, 2016 - 2036

LGA	2016	2020	2026	2031	2036
<b>Cardinia</b>	97,570	116,190	144,560	163,330	177,870
<b>Casey</b>	312,790	364,600	432,450	481,320	522,250
<b>Frankston</b>	139,500	143,340	151,880	158,470	165,790
<b>Greater Dandenong</b>	160,220	168,360	189,140	203,460	218,560
<b>Kingston</b>	158,940	167,290	179,240	190,600	201,090
<b>Mornington Peninsula</b>	161,530	168,860	180,070	189,730	200,360
<b>Southern Metro Region</b>	1,030,560	1,128,650	1,277,340	1,386,900	1,485,920

Source: Victoria in Future, DELWP, 2019 and Regional Population, Australian Bureau of Statistics, 2021

**FIGURE 14.** Regional actual and projected population by age, 2016 - 2051

Source: Victoria in Future 2019, DELWP

In 2016, almost half of the household types in the region comprised families with children, followed by couples without children at 24 per cent and lone persons at 22 per cent. The percentage of families with children is 4 per cent higher than metropolitan Melbourne which recorded 45 per cent. By 2051, it is expected couples without children households will increase to 27 per cent and families with children households will decrease to 46 percent as a proportion. Despite a decreased percentage, an increase of 124,400 families with children households is still substantial (DELWP, 2019c).

## Housing stock

Eighty per cent of the 2016 housing stock in the Southern Metro Region comprised detached dwellings of which 82 per cent have three or more bedrooms. The metropolitan Melbourne average for detached dwellings is 67 per cent. Flats and units contribute 6 per cent of housing stock in the region, substantially less than the 16 per cent of this dwelling type found across metropolitan Melbourne, while semi-detached, row and terrace dwellings make up 17 per cent of the region's housing stock

compared to the metropolitan Melbourne average of 16 per cent (DELWP, 2019c).

Mornington Peninsula, Casey and Cardinia LGAs provide significant opportunities for a rural lifestyle as an alternative to urban residential areas. Similarly, the southern townships of the Mornington Peninsula, including Somers, Balnarring, Shoreham and Flinders provide a mix of permanent and holiday housing that contributes to the regional tourism economy. The Cardinia railway line to Gippsland includes a series of towns along the route that are small urban service centres for their communities.

The region is a popular holiday destination for Melburnians as well as interstate and international travellers and has a substantial holiday home offering particularly in Mornington Peninsula LGA. Many of these dwellings are vacant for over six months of the calendar year.

### Projected housing requirements

Victoria in Future (VIF) projections are published at LGA level for a 20-year horizon from the most recent Census data – currently from 2016 to 2036. Beyond this period knowledge of land supply, dwelling construction and population distribution trends be less certain.

VIF projections indicate that based on the continuation of current trends, and knowledge of long-term greenfield land supply, approximately 66 per cent of net additional dwellings across metropolitan Melbourne are expected to be in established areas and 34 per cent in greenfield areas. The housing distribution figures between established areas and greenfield areas are shown in Table 9.

Plan Melbourne provides an alternate aspirational housing distribution scenario based on achieving 70 per cent of new housing in Melbourne's established areas and the remaining 30 per cent accommodated in greenfield areas. This scenario assumes a total of 70,000 dwellings across metropolitan Melbourne, which VIF 2019 projections allocated to greenfield areas, can be accommodated in established areas to realise the aspirational 70/30 distribution between 2019 to 2051 (Table 10).

The aspirational housing distribution scenario provides for a redistribution of 20,000 dwellings from greenfield areas in the Southern Metro Region to established areas. The region is projected to accommodate 20,000 dwellings in established areas of the region, while the remaining 10,000 dwellings will be distributed among other regions' established areas.

Table 11 shows the aspirational housing distribution scenario for each LGA to 2036. This is achieved by apportioning the net dwelling additions in the established area for each metropolitan region and distributing the amount between LGAs in the region. The aspirational scenario is based on the locations where most housing growth is anticipated across the established metropolitan area such as the Central City, NEICs, metropolitan and major activity centres, major urban renewal precincts and future SRL precincts. The 70/30 dwelling redistribution for the region will provide guidance for each LGA to accommodate housing growth that achieves the aspirational housing distribution for metropolitan Melbourne.

**TABLE 9. Scenario 1 VIF 2019**

REGION	NET DWELLING ADDITIONS 2016 TO 2051		
	Total	Established	Greenfield
Inner Metro	225,000	225,000	0
Western	412,000	177,000	235,000
Northern	352,000	167,000	185,000
Inner South East	119,000	119,000	0
Eastern	192,000	192,000	0
Southern	313,000	184,000	129,000
<b>Total Melbourne</b>	<b>1,613,000</b>	<b>1,064,000</b>	<b>549,000</b>
	<b>100%</b>	<b>66%</b>	<b>34%</b>



TABLE 10. Scenario 2 Aspirational scenario

REGION	NET DWELLING ADDITIONS 2016 TO 2051		
	Total	Established	Greenfield
Inner Metro	235,000	235,000	0
Western	402,000	197,000	205,000
Northern	347,000	182,000	165,000
Inner South East	124,000	124,000	0
Eastern	202,000	202,000	0
Southern	303,000	194,000	109,000
<b>Total Melbourne</b>	<b>1,613,000</b>	<b>1,134,000</b>	<b>479,000</b>
	<b>100%</b>	<b>70%</b>	<b>30%</b>

**Note:** For the purpose of these figures, greenfield areas include land in a growth area council that is either currently under development or identified for future development

TABLE 11. Southern Metro Region 70/30 dwelling redistribution by LGA to 2036 (established areas only)

LGA	VIF2019 DWELLINGS		INCLUDING 70/30 DWELLINGS	70/30 DWELLING REDISTRIBUTION	SHARE OF REGIONAL REDISTRIBUTION
	2021	2036			
Cardinia	10,500	13,100	13,300	200	4%
Casey	70,900	82,000	83,300	1,300	26%
Frankston	61,000	71,700	72,300	600	12%
Dandenong	75,200	94,100	95,100	1,000	20%
Kingston	55,400	67,100	68,400	1,300	26%
Mornington Peninsula	95,500	113,200	113,800	600	12%
<b>Southern Metro Region</b>	<b>368,500</b>	<b>441,200</b>	<b>446,200</b>	<b>5,000</b>	<b>100%</b>

Source: DELWP, 2021

## Locations for housing growth

Housing supply in well-serviced areas, with good access to higher-paying inner-city jobs, has not kept pace with the demand. This is affecting dwelling prices, with price rises much greater in inner and middle ring suburbs than in outer suburbs and growth areas. To respond to the housing challenges in the Southern Metro Region, supply is needed in locations close to jobs, services and public transport.

Between 2005 and 2016 there was an average annual increase of 7060 new dwellings constructed in the region. Sixty-five per cent of new housing stock occurred as part of broad hectare or greenfield development, mostly within the growth areas of Casey and Cardinia LGAs. Casey and Cardinia LGAs contributed an additional 41,436 and 16,082 new dwellings respectively over this period, which meant an average of about 86 per cent of all development was greenfield development in these LGAs (DELWP, 2018a).

Housing development in established areas of the region has been lower. Greater Dandenong and Frankston LGAs contributed 8389 and 8362 new dwellings respectively, Mornington Peninsula contributed 6134 and Kingston contributed 5172 over the same period. Much of the major housing in the redevelopment pipeline is located in or within 400 metres of metropolitan and major activity centres and is occurring in the middle suburbs of the region and along the Pakenham-Cranbourne railway line. Frankston Metropolitan Activity Centre has around 500 developments, with 10 or more dwellings in and around the activity centre (Figure 15) (DELWP, 2018a).

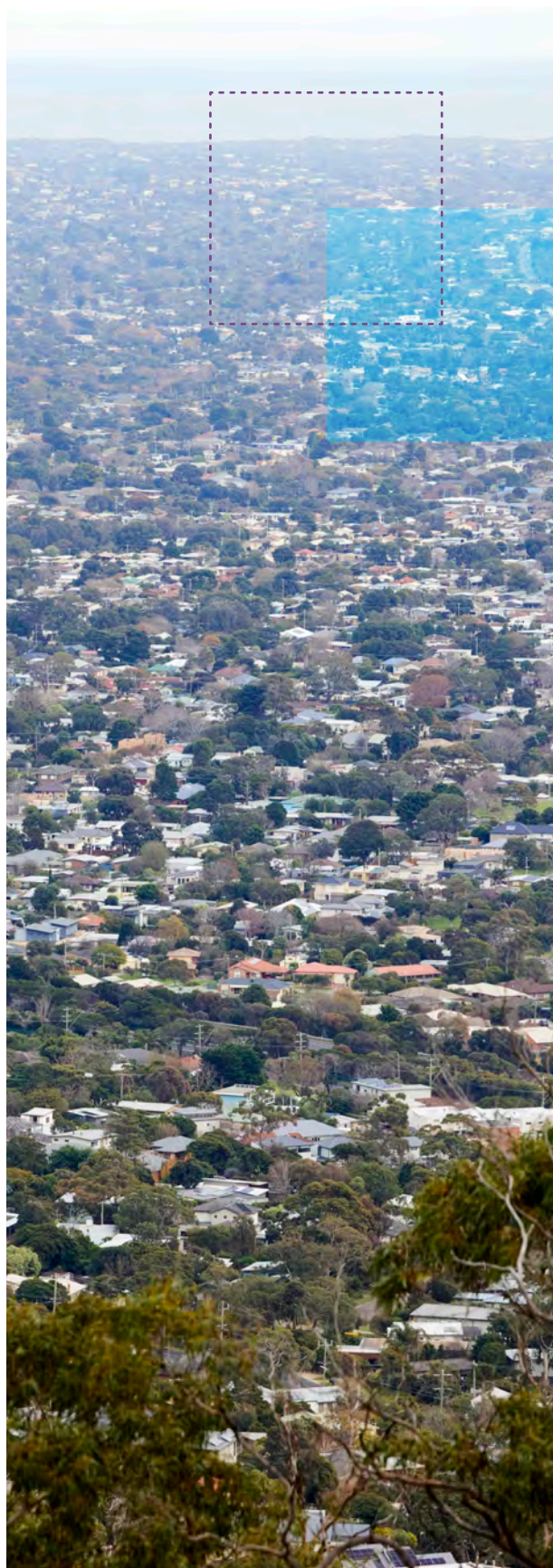
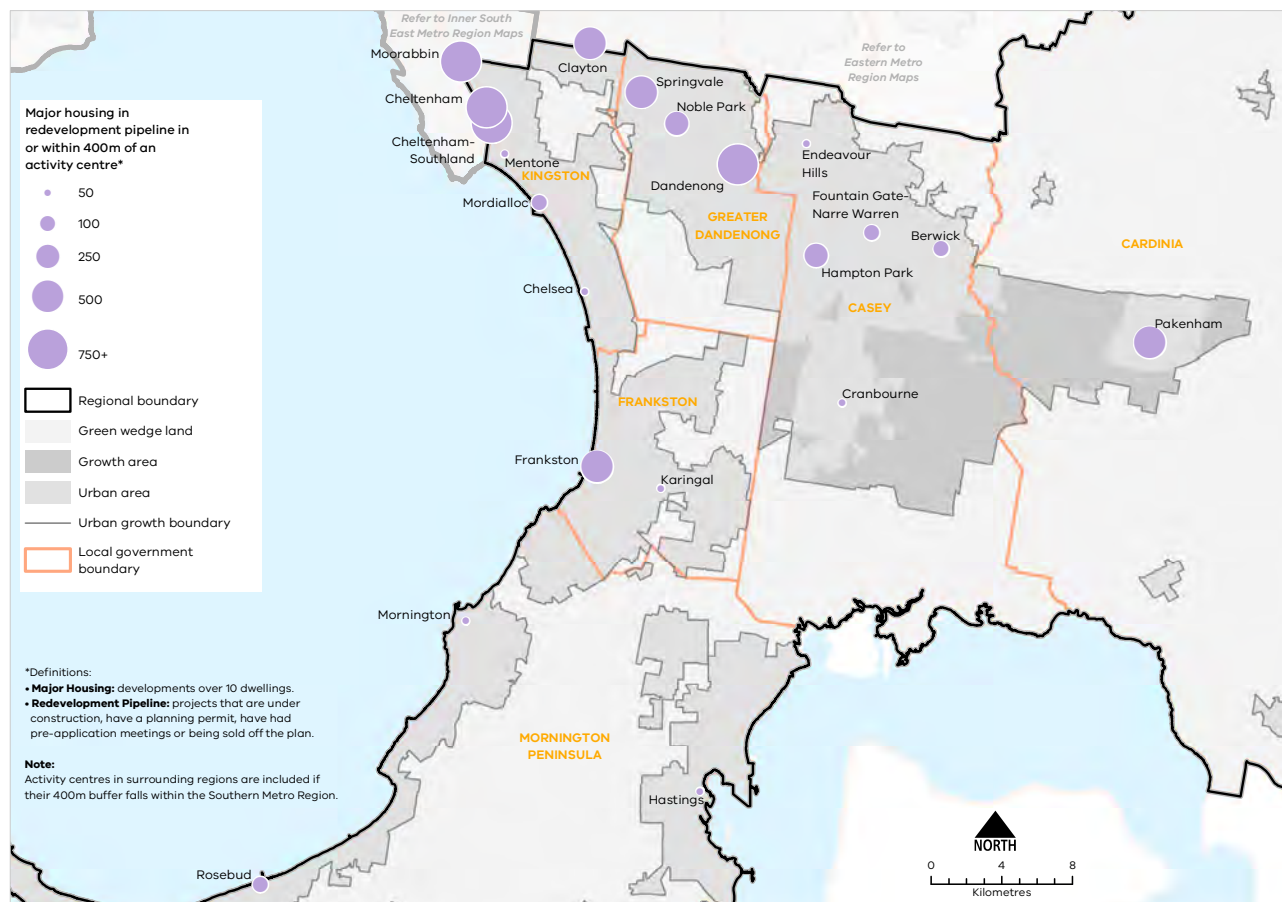


Photo credit: Tim Bell Studio

**FIGURE 15.** Major housing in the redevelopment pipeline in or within 400 metres of an activity centre

**Source:** Urban Development Program 2019, Department of Environment, Land, Water and Planning

## Housing demand and its impact on affordability

Housing affordability is an issue across metropolitan Melbourne. Moderate-income first homebuyers are increasingly priced out of the housing market in inner and middle suburbs of the Southern Metro Region.

However, median house prices in Cardinia and Casey LGAs are below the median for metropolitan Melbourne and provide opportunities for moderate income first home buyers. The Southern Metro Region also provides the lowest rent of all metropolitan Melbourne regions, with Pakenham offering the most affordable rent for a two-bedroom flat and a three-bedroom dwelling. Even so, very low-income single person households are increasingly priced out of the rental market across much of the region.

The proportion of affordable housing differs by LGA. Homes Victoria measures how much rental housing is affordable for lower income households in Victoria where no more than 30 per cent of gross income is spent on rent (DHHS, 2020). Cardinia LGA offers the highest percentage of affordable dwellings with 26 per cent followed by Casey LGA with 17 per cent (DHHS, 2020).

There are several existing Victorian Government initiatives in place to improve the supply of affordable housing, including social housing. These include Victoria's Big Housing Build, the Social Housing Growth Fund, 1,000 Homes Initiatives and the Redevelopment of Public Housing Estates. Casey and Cardinia LGAs have been identified as priority areas to increase the supply of social and affordable housing in the Southern Metro Region as part of Homes Victoria's Big Housing Build program.

## Regional strengths

- There are opportunities to locate medium- and higher-density housing in and around metropolitan and major activity centres, identified urban renewal areas and in locations supported by good public transport.
- Greenfield development opportunities in the South Eastern Growth Corridor can accommodate housing supply and diversity to meet the needs of new communities and the ageing population.

## Regional challenges

- The Southern Metro Region will experience significant population growth to 2051 and will need to increase housing supply and diversity.
- Housing development must be balanced with protecting employment uses, particularly around the Dandenong NEIC, SSIPs and regionally-significant industrial precincts.
- There are limited opportunities for increased housing in locations affected by storm surge, sea level rise, bushfire risks and other environmental impacts.
- Housing must be designed to reflect community needs, especially providing adaptable housing options for the ageing population to 'age in place'.

## Directions and strategies

The directions identified to achieve the 2050 vision for the Southern Metro Region in terms of Housing choice and Outcome 2 of Plan Melbourne are:

<b>Direction 7</b>	Increase the supply of housing in the Southern Metro Region
<b>Direction 8</b>	Prioritise housing growth in areas with access to jobs, services and good public transport
<b>Direction 9</b>	Limit housing growth in the green wedge and in locations affected by natural hazards
<b>Direction 10</b>	Provide greater choice and diversity of housing in the Southern Metro Region
<b>Direction 11</b>	Increase the supply of social and affordable housing
<b>Direction 12</b>	Improve planning processes for growth areas to ensure the delivery of diverse and vibrant new communities

Each direction is implemented through regionally-specific strategies identified in this LUPF.

**Map 3** shows how housing choice will be enhanced across the Southern Metro Region by 2050 as a result of these directions and strategies, together with Plan Melbourne and other strategies and initiatives as outlined in **Appendix 01**.






















**MAP 3. Southern Metro Region housing choice 2050**

### Precincts and Activity Centres

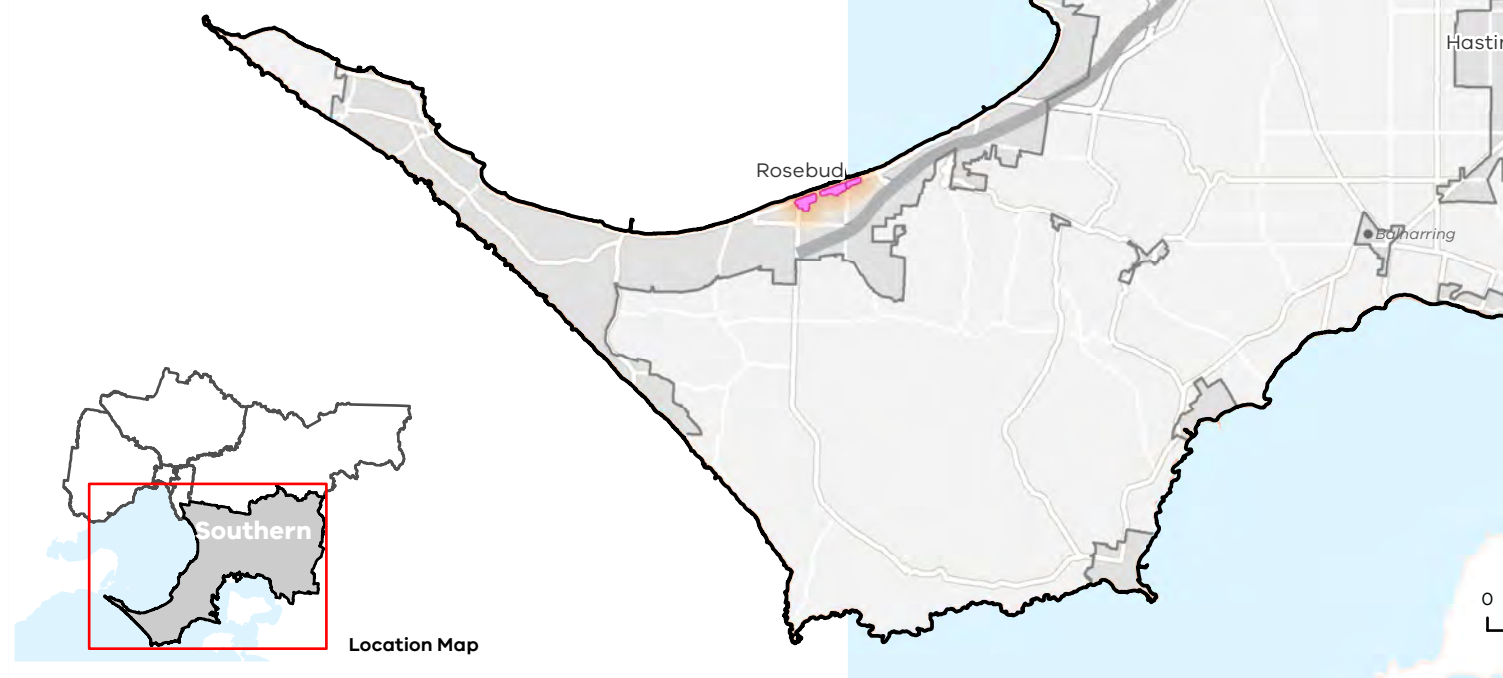
-  National employment & innovation cluster (NEIC)<sup>^</sup>
-  Walkable catchment - indicative<sup>°</sup>
-  Activity corridor
-  Housing investigation area
-  State-significant commercial land\*
-  Regionally-significant commercial land\*
-  Regionally-significant commercial land (future)\*
-  Urban renewal area
-  Areas expected for higher levels of growth and change

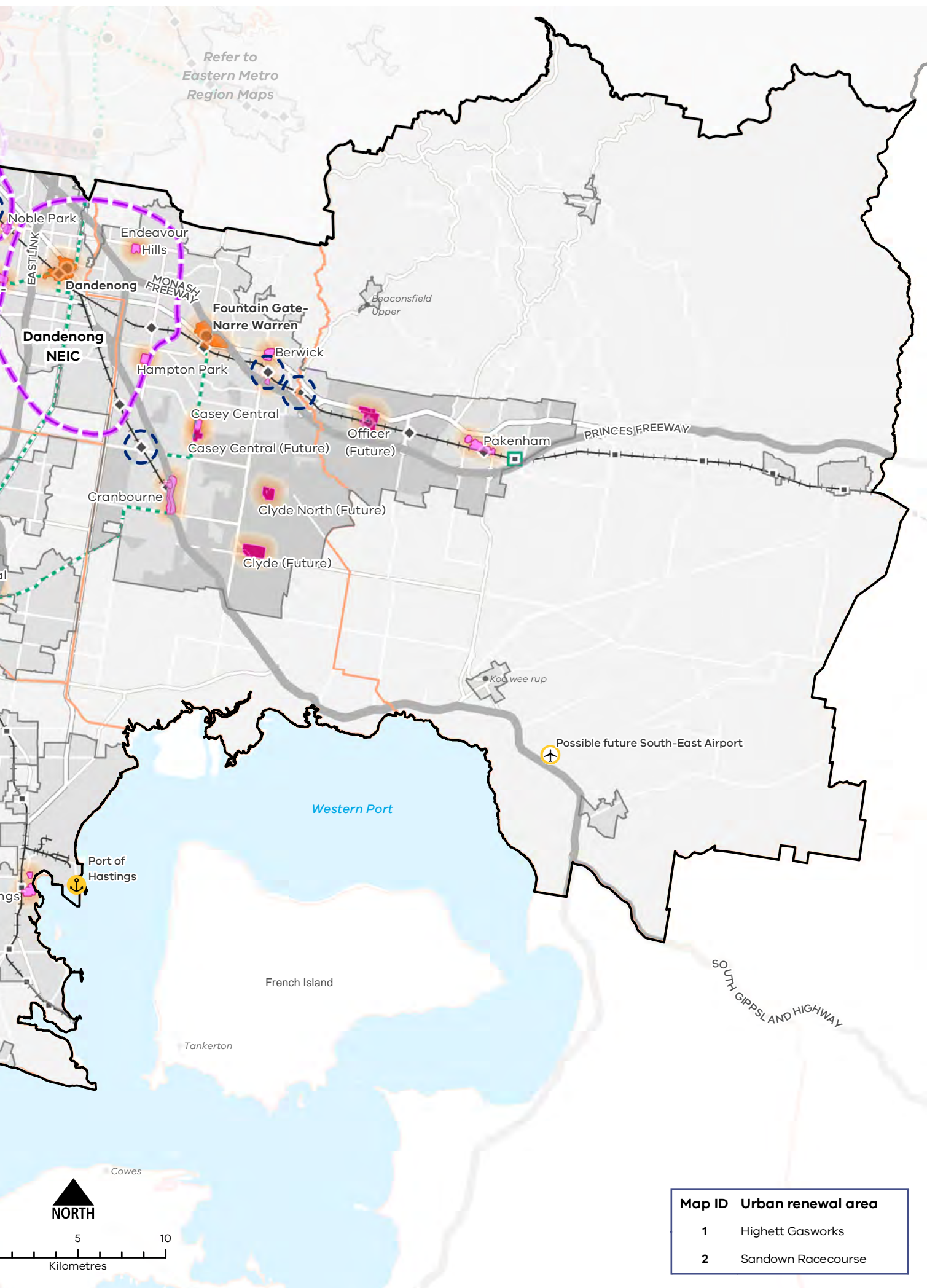
### Transport

-  Transport Gateway - Airport
-  Transport Gateway - Seaport
-  Transport Gateway - possible Airport (indicative)
-  State-significant road corridor
-  Road network

-  Train station
-  Committed station
-  Rail network
- Principal Public Transport Network**
-  PPTN station
-  PPTN interchange
-  Bus
- Suburban Rail Loop**
-  SRL East (Cheltenham to Box Hill)
-  SRL - interchange station
- Land use/Administration**
-  Regional boundary
-  Green wedge land
-  Growth area
-  Urban area
-  Urban growth boundary
-  Local government area boundary

<sup>^</sup>NEIC boundary is indicative only and subject to detailed planning.  
<sup>\*</sup>These layers are based on the state- and regionally-significant commercial land identified in MICLUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.  
<sup>°</sup>Residential zoned land in these locations suitable for medium- and higher-density housing, subject to the provisions of any local council planning scheme or adopted municipal housing strategy.





**DIRECTION 07.****Increase the supply of housing in the Southern Metro Region**

Plan Melbourne aims for 70 per cent of net additional dwellings to be provided in Melbourne's established areas, with the balance provided in greenfield areas. Housing supply in the Southern Metro Region will be delivered by a mix of infill and greenfield development. Greater Dandenong and Kingston LGAs are likely to provide for the greatest amount of development close to activity centres.

The Southern Metro Region provides opportunities for well-located, higher-density housing particularly around activity centres, the PPTN, and urban renewal areas. These locations are identified in local strategies prepared by all LGAs in the region. Opportunities also exist in SRL Cheltenham Precinct. The provision of housing in these areas will help achieve the overall aspiration of 70 per cent of new housing in established areas. Future housing growth will respect and enhance the diversity of character and lifestyle options available across the region.

Substantial and incremental change areas will experience varying degrees of change relative to the existing context and not only increase the supply of housing, but also the diversity in housing types and built form outcomes. Lower-density areas in the region are expected to accommodate housing growth within the context of the existing or preferred character. Minimal housing change areas are identified for their special characteristics such as neighbourhood, heritage, environmental or landscape characteristics that should be protected.

By encouraging development in the established areas, agricultural land can be protected, along with conservation reserves, coastal foreshores, green wedge areas and creeks and waterways. Mornington Peninsula, Casey-Cardinia foothills, Western Port Green Wedge townships and Cardinia railway towns are popular destinations for people across metropolitan Melbourne for their cultural, agricultural, natural and recreational contribution. Managing change and reducing the impact on these values will be important for future developments. The supply of housing in townships in the green wedges is in some cases limited by the UGB around these settlements.

**STRATEGY 26.** Maximise housing development within the established areas of the Southern Metro Region to achieve the aspirational housing distribution scenario for metropolitan Melbourne.

**DIRECTION 08.****Prioritise housing growth in areas with access to jobs, services and good public transport**

Plan Melbourne directs medium- and higher-density housing development in and around NEICs, in and around metropolitan and major activity centres, in neighbourhood activity centres with good public transport connections, and in urban renewal areas. These areas generally contain a concentration of jobs and services and are well connected by public transport. Locating medium- and higher-density housing in these locations is important for meeting the employment, service and infrastructure needs of a region's growing population while delivering on the 20-minute neighbourhood principle.

Dandenong NEIC's primary role is to supply land for industrial and employment uses, with a large portion of the NEIC being designated as state-significant industrial land. Sensitive land uses including residential development are prohibited in the Southern SSIP although locations around the NEIC, particularly in and around Dandenong Metropolitan Activity Centre which is part of the NEIC, may provide opportunities for housing close to jobs for the region.

A pipeline of dwelling approvals in metropolitan and major activity centres anticipates an additional 4269 dwellings across the Southern Metro Region. Dandenong Metropolitan Activity Centre has the largest number of approved major housing redevelopments, totalling 1947 projects, with each of these redevelopments providing more than 10 dwellings. Major activity centres in Cheltenham, Moorabbin, Pakenham and Springvale are expected to provide an additional 2364 approved dwellings. These approvals indicate the type and location of development expected to be constructed over the next 10 years close to, or within, activity centres. Within 400 metres of metropolitan and major activity centres 1950 dwellings were approved in the Southern Metro Region (DELWP, 2018a). Fewer developments are occurring in activity centres that are not serviced by railway lines, such as Hampton Park, Karingal, Mornington and Rosebud.

Opportunities to increase housing supply, affordability and diversity can be realised through the development of urban renewal precincts and as part of major transport infrastructure projects. Level crossing removals along the Pakenham and Frankston railway lines, and city-shaping transport infrastructure such as SRL provide the opportunity for higher-density, transit-oriented development. Cheltenham is the southern gateway for SRL with a proposed new interchange station. There will



be increased opportunities for housing growth in and around Cheltenham-Southland Major Activity Centre as SRL creates closer and more efficient connections to jobs and services in other job-rich locations such as Monash and La Trobe NEICs. As the activity centre borders Bayside and Kingston LGAs, collaboration between these two LGAs, and across Victorian Government agencies, will ensure planning for Cheltenham is integrated, holistic and maximises land use opportunities.

Moorabbin Major Activity Centre is located on or close to the boundary between Kingston LGA and Bayside and Glen Eira LGAs in the Inner South East Metro Region and will benefit from inter-regional planning.

**Table 12** identifies locations for medium- and higher-density housing in the Southern Metro Region.

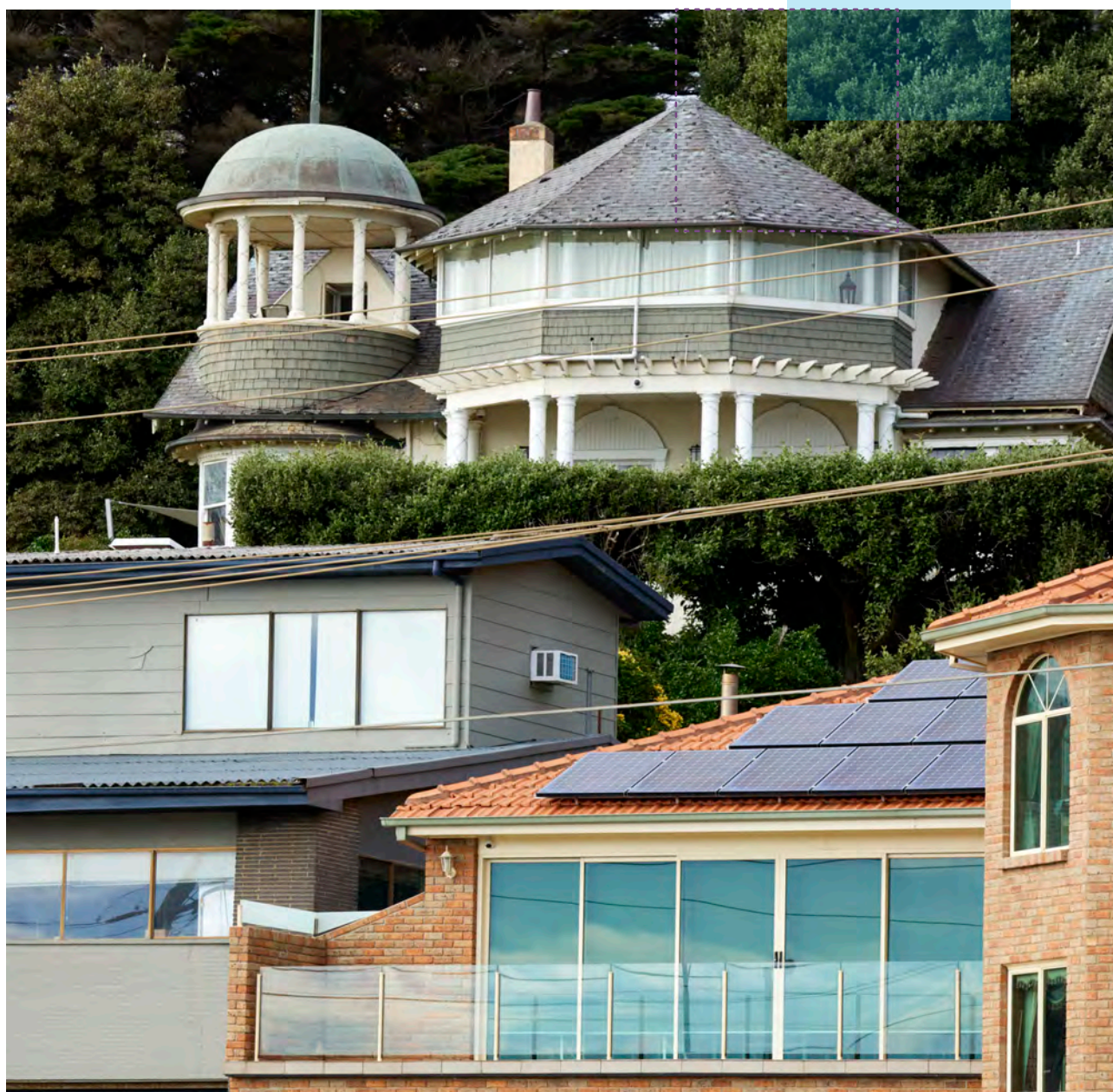


Photo credit: Tim Bell Studio



**TABLE 12.** Locations for medium- and higher-density housing in the Southern Metro Region

CLASSIFICATION	LOCATIONS	ROLE/FUNCTION FOR HOUSING
<b>NEICs</b>	Dandenong	<ul style="list-style-type: none"> <li>NEICs can provide housing opportunities in designated locations where it complements the NEIC's' primary role as a cluster of business activity of national significance.</li> <li>Dandenong NEIC is predominantly a state-significant industrial precinct and the primary focus is to retain land for employment uses. Planning for housing should not impact on existing or future employment uses in the NEIC.</li> </ul>
<b>Metropolitan activity centres</b>	Dandenong Frankston Fountain Gate- Narre Warren	<ul style="list-style-type: none"> <li>Metropolitan activity centres are locations for medium- and higher-density housing and mixed-use development. Substantial housing change opportunities may extend to a walkable catchment of 800m around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport.</li> <li>Metropolitan activity centres play a major role in supporting a broad range of other uses such as retail, commercial, entertainment and community uses to a regional catchment. Housing development in and around metropolitan activity centres will be complementary to the existing and future jobs and employment role of the centres (refer to <b>Table 7</b>).</li> <li>Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre.</li> </ul>



Photo credit: Tim Bell Studio

CLASSIFICATION	LOCATIONS	ROLE/FUNCTION FOR HOUSING
<b>Major activity centres</b>	Berwick Casey Central Chelsea Cheltenham Cheltenham-Southland Clyde (future) Clyde North (future) Cranbourne Endeavour Hills Hampton Park Hastings Karingal Keysborough-Parkmore Mentone Moorabbin Mordialloc Mornington Noble Park Officer Pakenham Rosebud Springvale	<ul style="list-style-type: none"> <li>Major activity centres are locations for medium- and higher-density housing and mixed-use development. Substantial housing change opportunities may extend to a walkable catchment of 800m around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport.</li> <li>While all major activity centres will accommodate housing change, the degree of change is relative to the existing context and characteristics of each major activity centre (refer to <b>Table 7</b>).</li> <li>Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre.</li> <li>Cheltenham-Southland Major Activity Centre is designated as a location for SRL interchange station and will provide greater opportunities for housing change.</li> </ul>
<b>Neighbourhood activity centres</b>		<ul style="list-style-type: none"> <li>Some neighbourhood activity centres may be locations for mixed-use medium- and higher-density housing, particularly when they are serviced by good public transport. Housing opportunities may also extend to a walkable catchment of 800m around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport.</li> <li>Approved PSPs for the South Eastern Growth Corridor identify future neighbourhood activity centres that will accommodate medium- and higher-density housing.</li> <li>Future PSPs in growth areas will be guided by the 20-minute neighbourhoods principle and the Victorian Planning Authority's guidelines for precinct structure planning.</li> </ul>

CLASSIFICATION	LOCATIONS	ROLE/FUNCTION FOR HOUSING
<b>Urban renewal areas and greyfields</b>	Sandown Racecourse Highett Gasworks	<ul style="list-style-type: none"> <li>Urban renewal areas identified in the LUFP are locations nominated by state or local government with opportunities for medium- and higher-density mixed-use development. These locations have regional value based on one or more the following characteristics: land size, proximity to the PPTN or future transport infrastructure, government-owned, or require cross-municipal planning. These areas will be planned according to 20-minute neighbourhood principles. A coordinated approach to planning for these areas will maximise their development opportunity and any infrastructure needs.</li> </ul>
<b>Suburban Rail Loop precincts</b>	Cheltenham (interchange)	<ul style="list-style-type: none"> <li>SRL precincts are opportunities for medium- and higher-density housing development due to their proximity to future SRL train stations. Housing development in the SRL precincts will be supported by other uses such as commercial, retail and services and maximise their potential as transit-oriented development. They will undergo substantial change and will be subject to further detailed precinct planning.</li> </ul>
<b>Housing investigation areas</b>	Aspendale Station Bittern Station Berwick Station Bonbeach Station Carrum Station Chelsea Station Edithvale Station Highett Station Leawarra Station Merinda Park Station Parkdale Station Seaford Station	<ul style="list-style-type: none"> <li>Housing investigation areas are areas within an 800m walkable catchment around existing and future train stations that have the potential to support medium- and higher-density housing development in line with maximising access to public transport and 20-minute neighbourhood principles. These areas are outside designated metropolitan and major activity centres and are based on their access to rail infrastructure, existing zones that allow residential development and the absence of 'special characteristics' such as heritage, landscape, bushfire values or airport environs.</li> <li>A further assessment to determine locations within Housing Investigation Areas suitable for substantial housing change and rezoning, in response to the local context, will be required.</li> </ul>
<b>Greenfield growth area</b>	South Eastern Growth Corridor	<ul style="list-style-type: none"> <li>Growth areas are designated to provide future supply of land for development in metropolitan Melbourne. A detailed PSP process will articulate the land uses and determine suitable locations for medium- and higher-density housing in the growth corridors.</li> </ul>

**STRATEGY 27.** Increase the supply of medium- and higher-density housing around the Dandenong NEIC, in and around metropolitan and major activity centres, urban renewal areas, SRL precincts and in neighbourhood activity centres serviced by good public transport.

**STRATEGY 28.** Ensure new housing in and around the Dandenong NEIC does not encroach on the primary employment and innovation role of the NEIC and does not impact the ongoing and future uses in the Southern SSIP.

**STRATEGY 29.** Support substantial housing change in locations where transport upgrades and improvements such as Suburban Rail Loop create opportunities to locate housing closer to jobs, services and infrastructure.

**STRATEGY 30.** Maximise development potential in housing investigation areas around existing and proposed train stations to leverage access to the PPTN.

## **DIRECTION 09.**

### **Limit housing growth in the green wedge and in locations affected by natural hazards**

While the Southern Metro Region features a range of much-loved, natural landscapes, it is also affected by numerous natural hazards. With a total of 236 kilometres of coastline along Port Phillip Bay and Western Port, several coastal settlements in the Southern Metro Region are faced with coastal inundation, storm surges, sea level rise and soil erosion. Bushfire risk is identified in all LGAs in the Southern Metro Region and is a serious consideration with regard to the location of new housing development. Rural residential areas are more prone to bushfire risks due to the mix of grassland and high vegetation cover. Natural hazards will be managed through settlement planning and limiting housing growth in locations where the risks are higher.

The regions five green wedges contribute to the state's economy through food and wine production on agricultural land and extractive resources. There are also significant environmental and ecological values that need protecting including endangered flora and fauna species. Residential development in the green wedges will need to consider the primary uses and values of these areas by retaining the distinct settlement patterns of the existing rural towns and responding to the valued built-form character.

**STRATEGY 31.** Reduce the community's level of exposure to natural hazards by discouraging further housing development or housing intensification in locations that are impacted by natural hazards such as bushfire risk, flooding, coastal inundation or storm surges.

**STRATEGY 32.** Avoid dispersed housing development that would detract from non-urban uses and values of green wedge land, including agricultural uses, extractive resource areas or significant environmental and ecological values.



**DIRECTION 10.****Provide greater choice and diversity of housing in the Southern Metro Region**

The Southern Metro Region offers a unique diversity of lifestyle options, ranging from coastal and rural living options through to housing in new urban communities, older established suburbs and apartment living. Future housing growth will respect and enhance the diversity of character and lifestyle options available across the region. The natural landscapes and lifestyle values in the region make it a coveted location for Victorians to retire and increases the demand for residential aged care facilities and retirement homes.

By 2051, the largest age group in the region will be people over 60 years old. Housing will need to respond to an ageing population and should provide opportunities for residents to 'age in place' and remain in their existing communities, with access to community services, good public transport and ways of easily meeting their daily needs. Future housing development will also need to consider housing adaptability, dwelling size and type to cater for downsizing options and more affordable options for the region's ageing population.

In terms of household type, couples without children are projected to overtake families with children in the region by 2051, which may warrant an increase in the supply of one- and two-bedroom dwellings in the Southern Metro Region. However, the significant increase in number of families with children will still require a steady supply of dwellings with three or more bedrooms. While the South Eastern Growth Corridor is providing majority of separate housing with three or more bedrooms, there are opportunities in the existing urban area to accommodate larger households too. The provision of three-bedroom units and flats may be suitable in and around established activity centres and in proximity to public transport. This will provide greater diversity in housing typology while catering for future population changes across in the region.

**STRATEGY 33.** Encourage a genuine mix of dwelling types and sizes in the Southern Metro Region to accommodate the changing future needs of the region.

**STRATEGY 34.** Facilitate the development of housing that is adaptable and flexible to cater for changing demographics and to support 'ageing in place'.

**STRATEGY 35.** Adopt a place-based approach to the delivery of infill housing developments to replace ageing housing stock, ensure a high-quality of design that is appropriate for the local context and contributes to housing supply and diversity.

**DIRECTION 11.****Increase the supply of social and affordable housing**

Affordable housing is defined in the *Planning and Environment Act 1987* as housing appropriate for the needs of very low-, low- and moderate-income households, and includes social housing provided by the government or a registered housing agency. Social housing also includes public housing and community housing to accommodate people who have experienced homelessness, family violence or have other special needs. The provision of more social and affordable housing requires a range of programs and measures across all levels of government.

Housing affordability is affecting an increasing number of residents across metropolitan Melbourne. Planning should facilitate the delivery of affordable housing in the Southern Metro Region by considering opportunities to develop under-utilised or disused government-owned land for social housing. Facilitating the supply of affordable housing in locations that are closer to jobs, services and public transport - in addition to sustainable design - will lower household costs, which is particularly important to the very low-, low- and moderate-income households. By strengthening the role of planning to facilitate and deliver affordable housing opportunities will contribute to continuing to make Melbourne a liveable city for all.

Greater Dandenong LGA has the highest proportion of social housing among the other LGAs in the Southern Metro Region with over 3 per cent recorded in 2016 (Australian Bureau of Statistics, 2016). Greater Dandenong LGA also has the highest percentage of homeless people in the region recorded in the same year; at 1.2 per cent of the total population. Frankston and Casey LGAs recorded 0.4 per cent each in the same period (Australian Bureau of Statistics, 2016).

The social and affordable housing system, consisting of the government, community housing sector and industry, provides housing options for those unable to access the private housing market. There are currently 116,351 people living in social housing owned or managed by the Homes Victoria (Director of Housing) or a registered housing corporation across Victoria. Victoria has the lowest proportion of social housing in Australia and will require 4000 homes per year for Victoria's social housing to reach the national average of 4.2 per cent of social housing to total dwellings.

The Victorian Government's Big Housing Build program aims to increase existing social housing stock across Victoria by 10 per cent and, in the next five years, over 12,000 new dwellings will be built.

The program is Victoria's largest investment in social and affordable housing and Homes Victoria has been established to deliver the program as well as ensure an ongoing pipeline of social and affordable housing development beyond the Big Housing Build. In addition, existing social housing dwellings will be upgraded, maintained or replaced under the program. The Victorian Government has identified 21 priority LGAs for social housing development including Casey and Cardinia in the Southern Metro Region.

Addressing the supply of crisis accommodation is a key priority for the region and Victoria generally. *Homes for Victoria* contains initiatives that demonstrates a statewide commitment to increasing and renewing social housing stock, including construction of new crisis accommodation. Planning reforms in 2018 also clarified the provisions and permit exceptions regarding community care accommodation and crisis accommodation, and rooming houses in planning schemes.

**STRATEGY 36.** Facilitate more affordable housing across the region, particularly in locations that have good access to jobs, services and public transport.

**STRATEGY 37.** Support the delivery of social housing, particularly in Casey and Cardinia LGAs.

**STRATEGY 38.** Support the delivery of community care accommodation and rooming houses to provide housing requirements for Victorians in need.

**DIRECTION 12.****Improve planning processes for growth areas to ensure the delivery of diverse and vibrant new communities**

Development of growth areas in the Southern Metro Region is guided by the South Eastern Growth Corridor Plan (Map 4). This plan outlines an overarching strategy for the development of Melbourne's growth corridors over the coming decades, which is then realised at a local level through PSPs. PSPs set out the preferred spatial location of key land uses and infrastructure to guide decisions on staging of development, subdivision permits, building permits and infrastructure delivery. They have a specific role to address matters within the scope of the planning system, ensuring they are consistent with the regulatory environment that operates in conjunction with the planning system.

Plan Melbourne highlights the importance of an integrated approach between land use and infrastructure delivery in growth areas to ensure residents have access to workforce opportunities, education, health services and other infrastructure. Policy 2.2.5 states that planning and development in growth areas should:

- Provide around 15 years supply of land approved for development
- Over time, seek an overall increase in residential densities to more than 20 dwellings per hectare. Melbourne's average housing density is currently 14 dwellings per hectare. Research shows that a minimum density of 25 dwellings per hectare is needed to support 20-minute neighbourhoods
- Be sequenced to ensure new precincts are contiguous with previously approved precincts.

The Southern Metro Region is estimated to have approximately 76,000 available broad hectare lots. Planning for the release and development of this land will provide for a supply of housing over the next 20 years. There are over 30 PSP areas in the South Eastern Growth Corridor designed to guide ongoing development. Development will be staged to ensure efficient and orderly provision of infrastructure and services to these communities including to new residential areas of Clyde and Clyde North focused on two future major activity centres.

New master planned estates are typically developed in phases and therefore new residents do not have immediate access to many essential services such as hospitals and schools, community services and/or retail stores to meet their everyday needs and foster social cohesion. This is compounded by a lack of adequate public

transport to connect people to nearby communities (Grodach, et al., 2019). Car dependency is also high due to poor provision of community infrastructure including schools, health facilities and public transport options, early in the development process. This car dependency often continues even after community infrastructure has been provided locally (Grodach, et al., 2019).

While the PSP process often articulates a desire to stage development and delivery of facilities and transport networks, and seeks to sequence development that 'should have regard to' the proximity of services, infrastructure and facilities, this does not explicitly require the delivery of services and infrastructure in a timely manner. Staging development in growth areas through the PSP process will help with the timely delivery of infrastructure and 20-minute neighbourhood features in these communities.

A greater diversity of housing types is needed in the growth area. This includes medium- and higher-density housing types around the future major activity centres of Clyde and Clyde North.

**STRATEGY 39.** Require development in growth areas to be sequenced and staged at a regional level to better link infrastructure delivery to land release.

**STRATEGY 40.** Facilitate the development of medium- and higher-density housing in the growth areas to provide greater housing diversity and create 20-minute neighbourhoods close to services, jobs and public transport.

## ACTIONS – Housing choice

**ACTION 5.** Update planning schemes to align with housing policies in Plan Melbourne and the Southern Metro Region Land Use Framework Plan and the implementation of the reformed residential zones. This includes:

- Providing capacity for 15 years of regional housing supply focusing on locations identified for housing growth in the LUFP
- Reviewing planning controls in housing investigation areas as potential locations for substantial or incremental housing change.

This may require strategic planning work to support these changes such as preparing or updating local housing strategies or preparing structure plans to further investigate where increased densities can be supported, and determine specific changes required to planning schemes.

**ACTION 6.** Identify underutilised and surplus government land that has potential to deliver additional social housing.

**ACTION 7.** In partnership with councils, identify a pipeline of sites in the Southern Metro Region for social and affordable housing.

**ACTION 8.** Develop a model and seek support for a whole-of-government approach to better sequence and prioritise locations for key services, social infrastructure and public transport access in the development of growth areas to better enable walkable 20-minute neighbourhoods.



Photo credit: Tim Bell Studio



## MAP 4. South Eastern Growth Corridor Plan

### Precincts and Activity Centres

- National employment & innovation cluster (NEIC)\*
- Health & education precinct (state)
- Health & education precinct (regional)
- Health precinct (regional)
- State-significant commercial land\*
- Regionally-significant commercial land\*
- Regionally-significant commercial land (future)\*
- State-significant industrial precinct - existing
- State-significant industrial precinct - future
- Regionally-significant industrial precinct - existing
- Regionally-significant industrial precinct - future
- Local industrial precinct - existing
- Future Business Corridor (Business with Residential)
- Extractive Industry (temporary land use)

### Transport

- Transport Gateway - possible Airport (indicative)
- Other Intermodal Freight Terminal - existing and potential
- State-significant road corridor
- Road network
- Train station
- Committed station
- Potential station
- Rail Network

### Principal Public Transport Network

- PPTN station
- PPTN interchange
- Bus

### Principal Freight Network

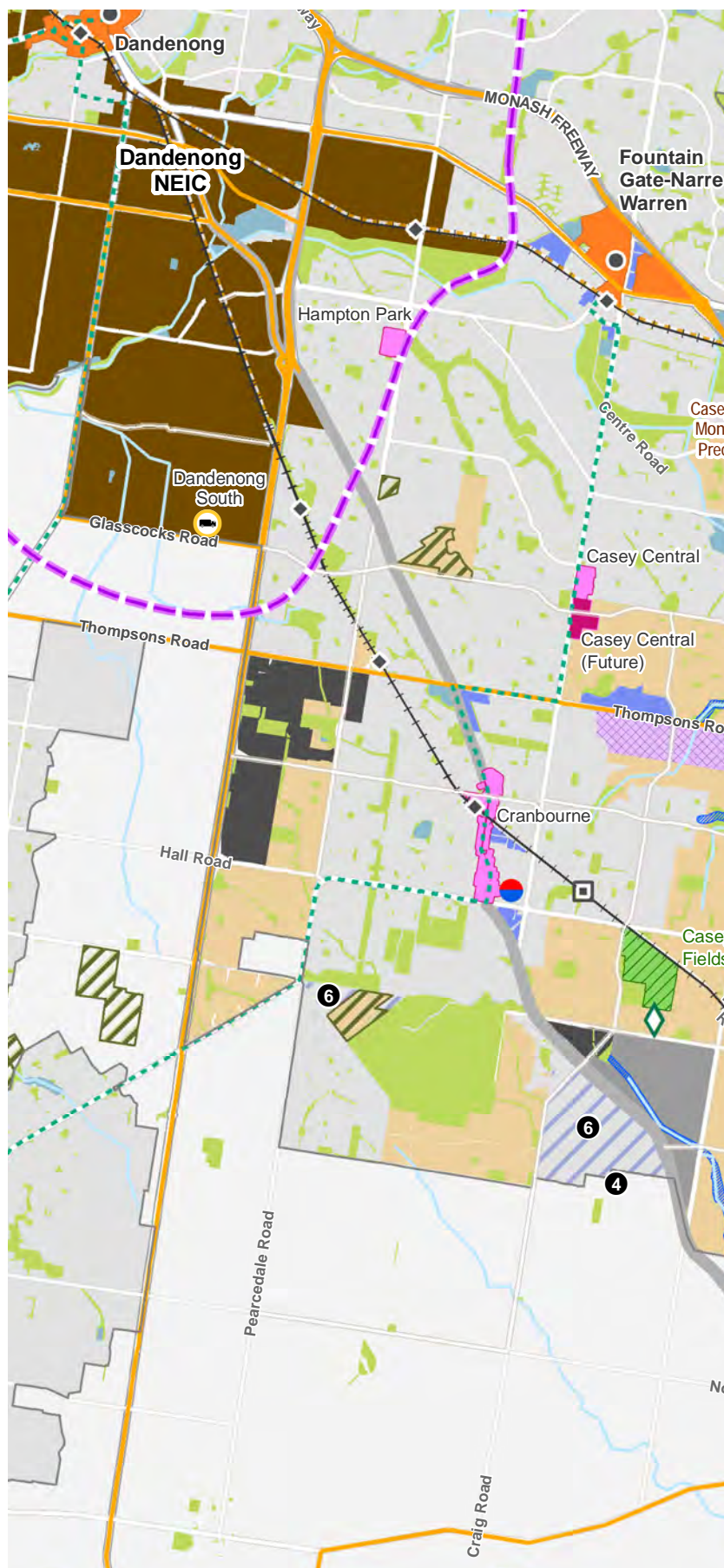
- PFN road
- PFN rail
- Rail stabling facility
- Investigation Area

### Environment

- Conservation areas in the Biodiversity Conservation Strategy
- Regional Park - expanded/improved
- Regional Park - proposed
- Future regional active open space
- Future regional active open space
- Future regional open space
- Public open space
- Ramsar site
- Waterway & waterway corridor
- Waterway
- Retarding Basin
- Waterbody

### Land use/Administration

- Regional boundary
- Green wedge land
- Urban area
- Emerging urban area
- Urban growth boundary
- Potential urban area



\*NEIC boundary is indicative only and subject to detailed planning.

\*These layers are based on the state and regionally significant commercial land identified in MCLUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.

**Notes:** The Principal Freight Network reflects the version published in 2013 (Victoria the Freight State – the Victorian Freight and Logistics Plan, August 2013) in addition to the Mordialloc Highway and West Gate Tunnel. East West Link has been removed. The Department of Transport is currently undertaking a review of the Principal Freight Network.

Inclusion of arterial roads in the plans does not indicate a commitment to funding or declaration as a state arterial road.

Infrastructure items shown are indicative and will require further investigation.

A regional health precinct is also identified for the new Pakenham Community Hospital, location yet to be determined.



