

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.

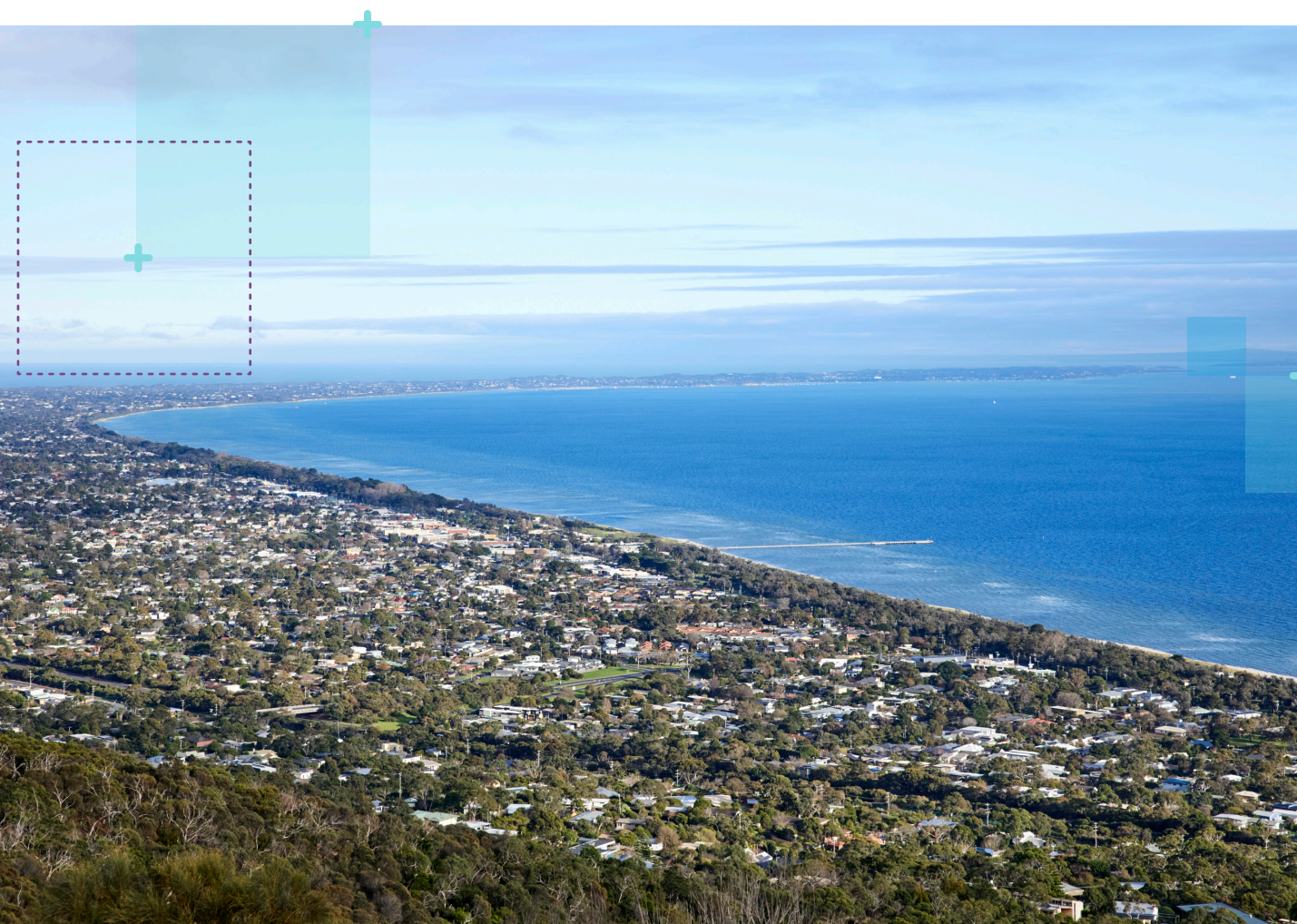
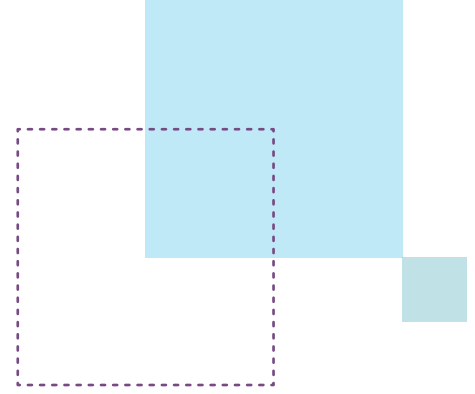


Photo credit: Tim Bell Studio



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.

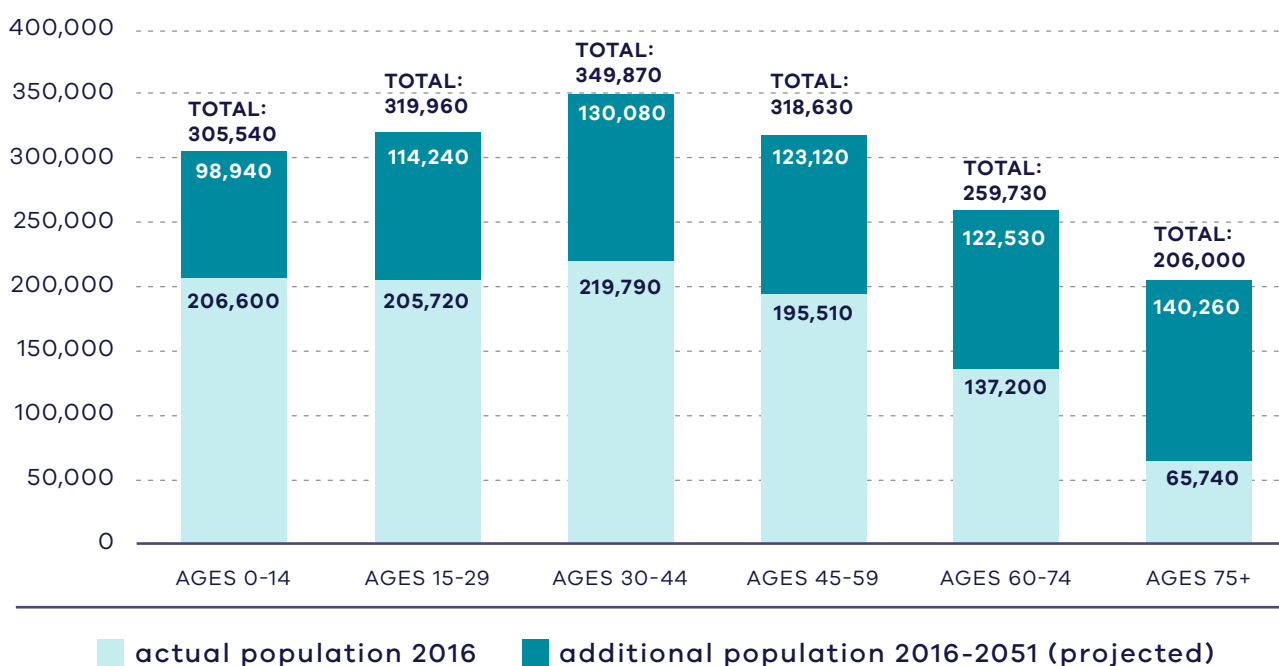
The Southern Metro Region will require an additional 312,960 dwellings between 2016 and 2051 to accommodate projected population growth. This projected increase of 77 per cent will increase the total dwellings in 2051 to 718,600 (DELWP, 2019c).

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
Cardinia	97,570	116,190	144,560	163,330	177,870
Casey	312,790	364,600	432,450	481,320	522,250
Frankston	139,500	143,340	151,880	158,470	165,790
Greater Dandenong	160,220	168,360	189,140	203,460	218,560
Kingston	158,940	167,290	179,240	190,600	201,090
Mornington Peninsula	161,530	168,860	180,070	189,730	200,360
Southern Metro Region	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 per cent 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
Total Melbourne	1,613,000	1,064,000	549,000
	100%	66%	34%

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
Total Melbourne	1,613,000	1,134,000	479,000
	100%	70%	30%

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	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%
Southern Metro Region	368,500	441,200	446,200	5,000	100%

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).

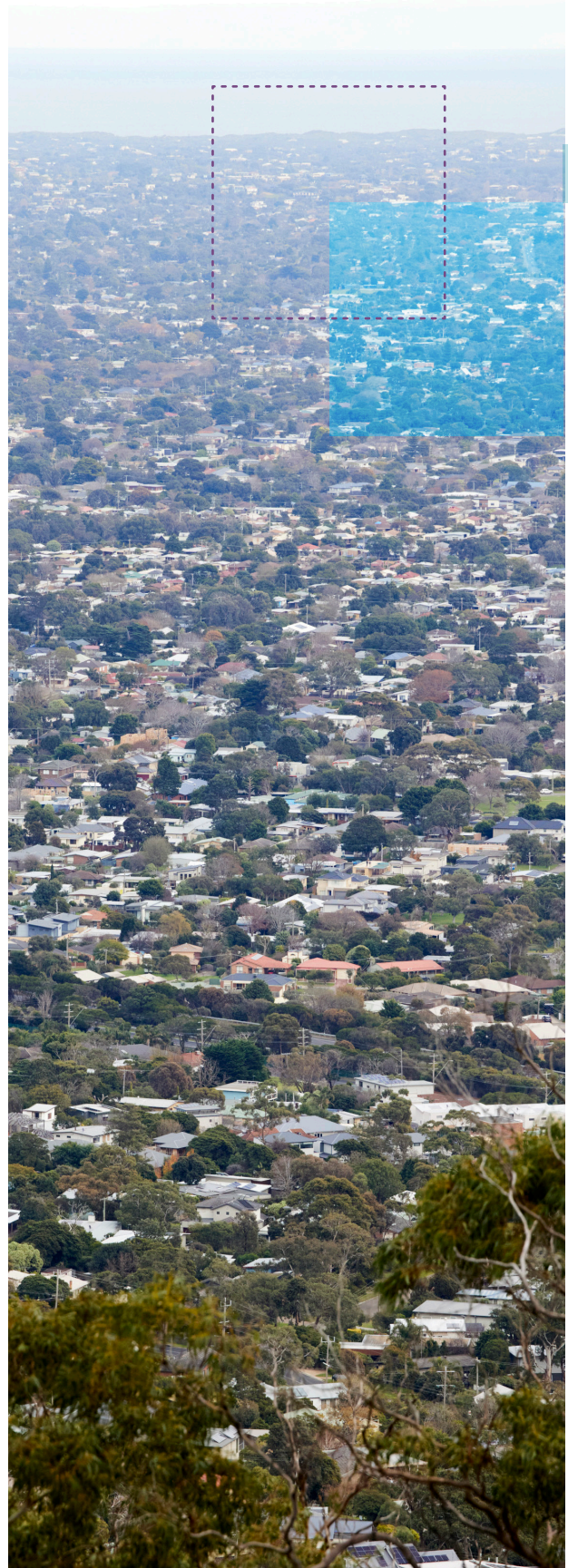
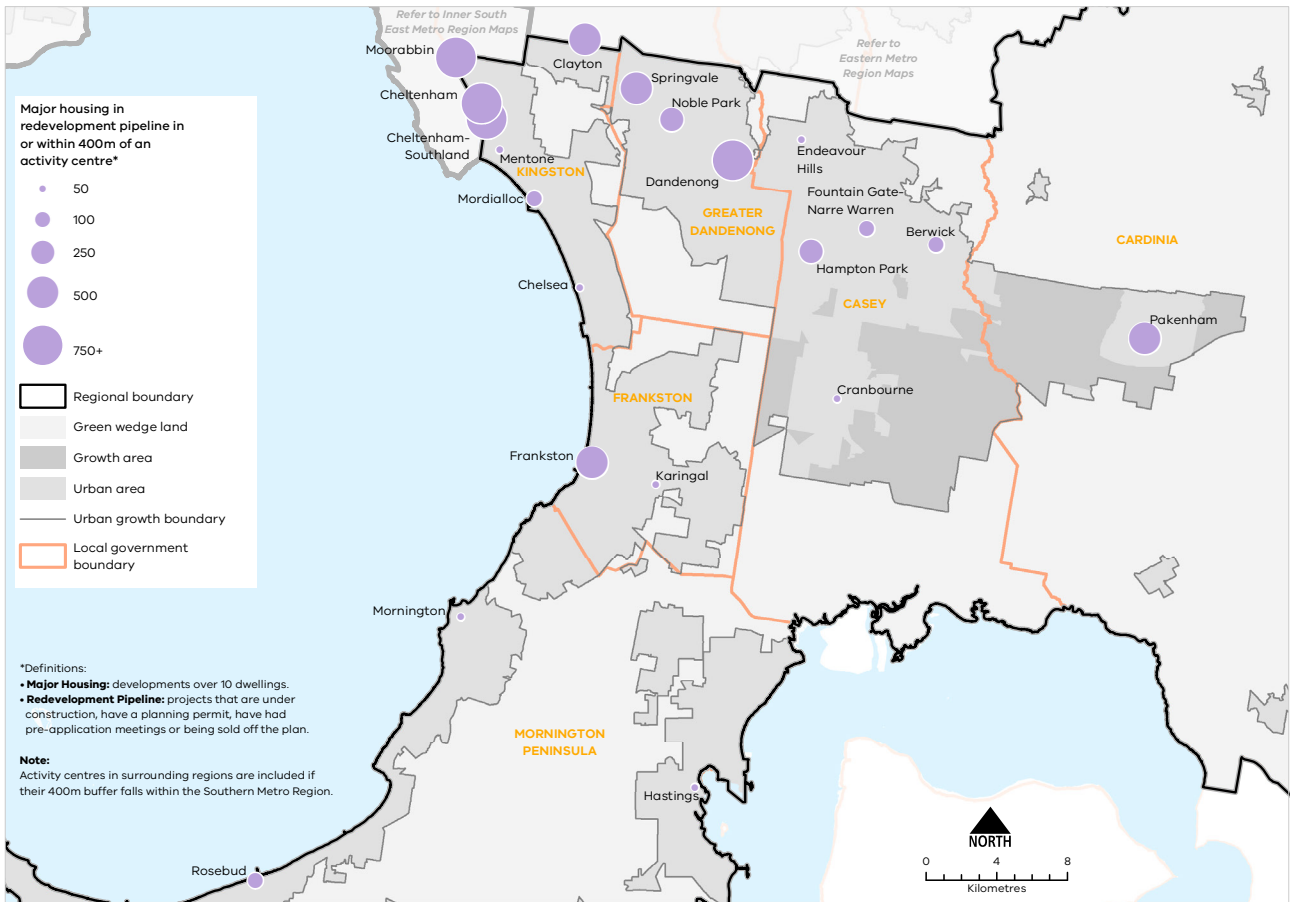


Photo credit: Tim Bell Studio

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'.

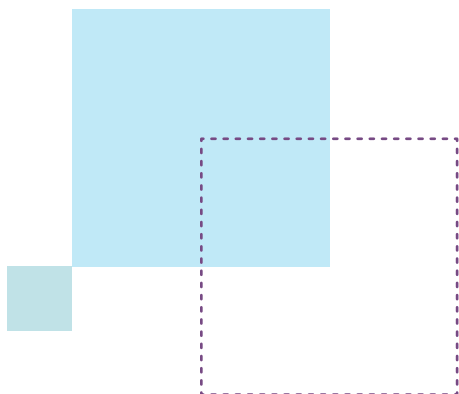
Directions and strategies

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:

Direction 7	Increase the supply of housing in the Southern Metro Region
Direction 8	Prioritise housing growth in areas with access to jobs, services and good public transport
Direction 9	Limit housing growth in the green wedge and in locations affected by natural hazards
Direction 10	Provide greater choice and diversity of housing in the Southern Metro Region
Direction 11	Increase the supply of social and affordable housing
Direction 12	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 LUFFP.

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)[^]
-  Walkable catchment - indicative[°]
-  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

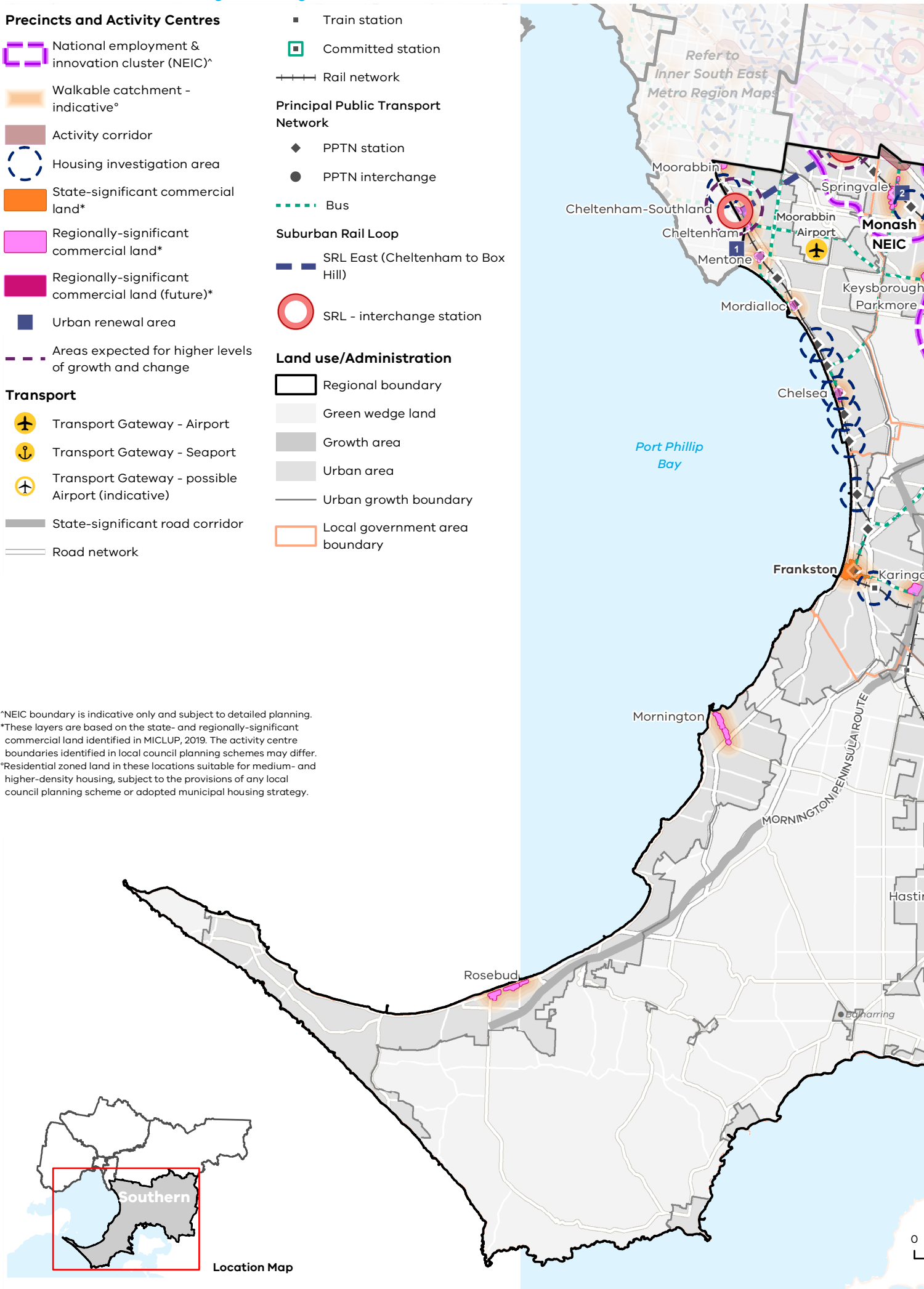
-  Transport Gateway - Airport
-  Transport Gateway - Seaport
-  Transport Gateway - possible Airport (indicative)
-  State-significant road corridor
-  Road network

-  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

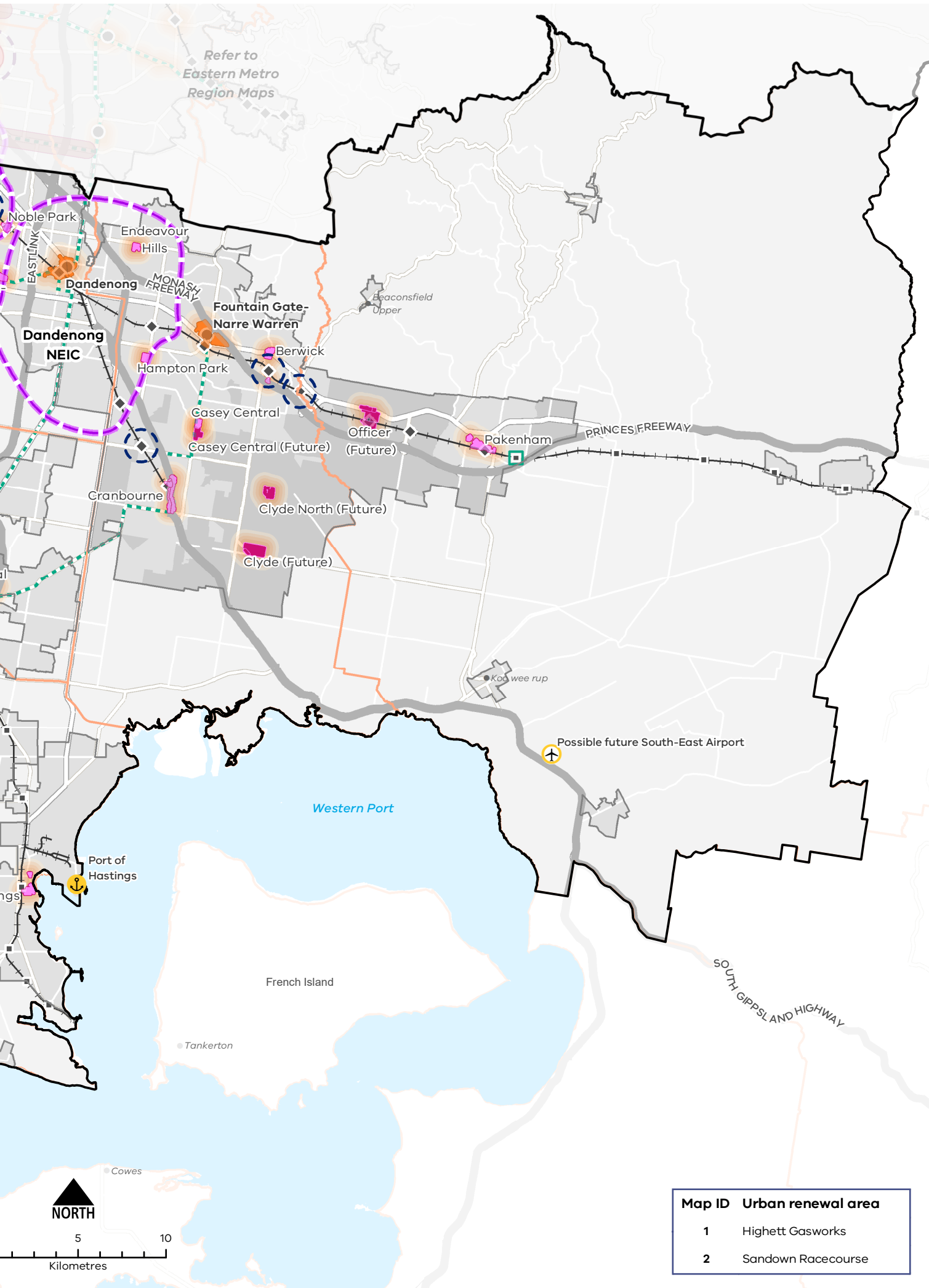
Land use/Administration

-  Regional boundary
-  Green wedge land
-  Growth area
-  Urban area
-  Urban growth boundary
-  Local government area boundary

[^]NEIC boundary is indicative only and subject to detailed planning.
^{*}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.
[°]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.



Location Map



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
NEICs	Dandenong	<ul style="list-style-type: none"> • 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. • 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.
Metropolitan activity centres	Dandenong Frankston Fountain Gate- Narre Warren	<ul style="list-style-type: none"> • 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. • 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 Table 7). • Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre.



Photo credit: Tim Bell Studio

CLASSIFICATION	LOCATIONS	ROLE/FUNCTION FOR HOUSING
Major activity centres	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"> 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. 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 Table 7). Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre. Cheltenham-Southland Major Activity Centre is designated as a location for SRL interchange station and will provide greater opportunities for housing change.
Neighbourhood activity centres		<ul style="list-style-type: none"> 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. Approved PSPs for the South Eastern Growth Corridor identify future neighbourhood activity centres that will accommodate medium- and higher-density housing. 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.

CLASSIFICATION	LOCATIONS	ROLE/FUNCTION FOR HOUSING
Urban renewal areas and greyfields	Sandown Racecourse Highett Gasworks	<ul style="list-style-type: none"> Urban renewal areas identified in the LUF 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.
Suburban Rail Loop precincts	Cheltenham (interchange)	<ul style="list-style-type: none"> 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.
Housing investigation areas	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"> 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. 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.
Greenfield growth area	South Eastern Growth Corridor	<ul style="list-style-type: none"> 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.

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

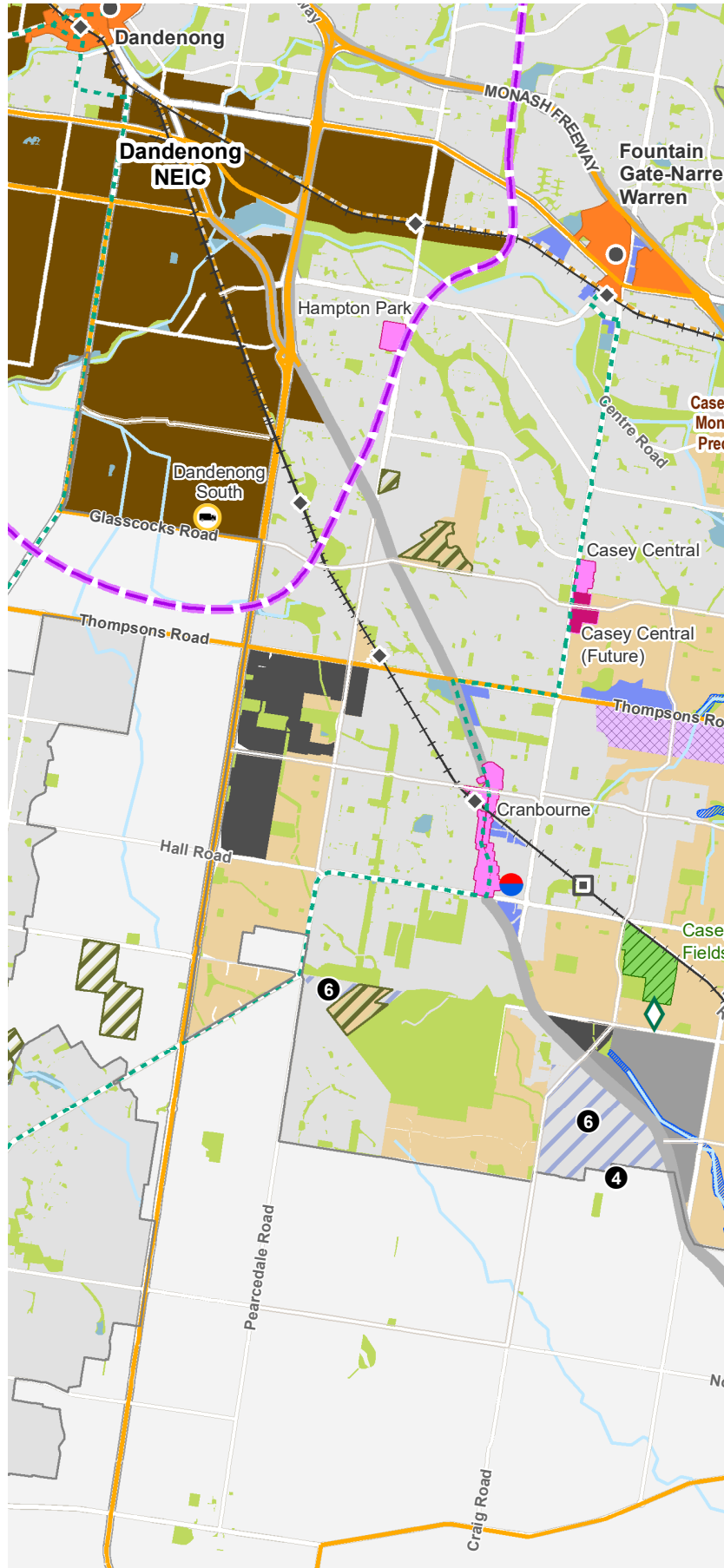
-  PFN road
-  PFN rail
-  Rail stabling facility
-  Investigation Area

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.

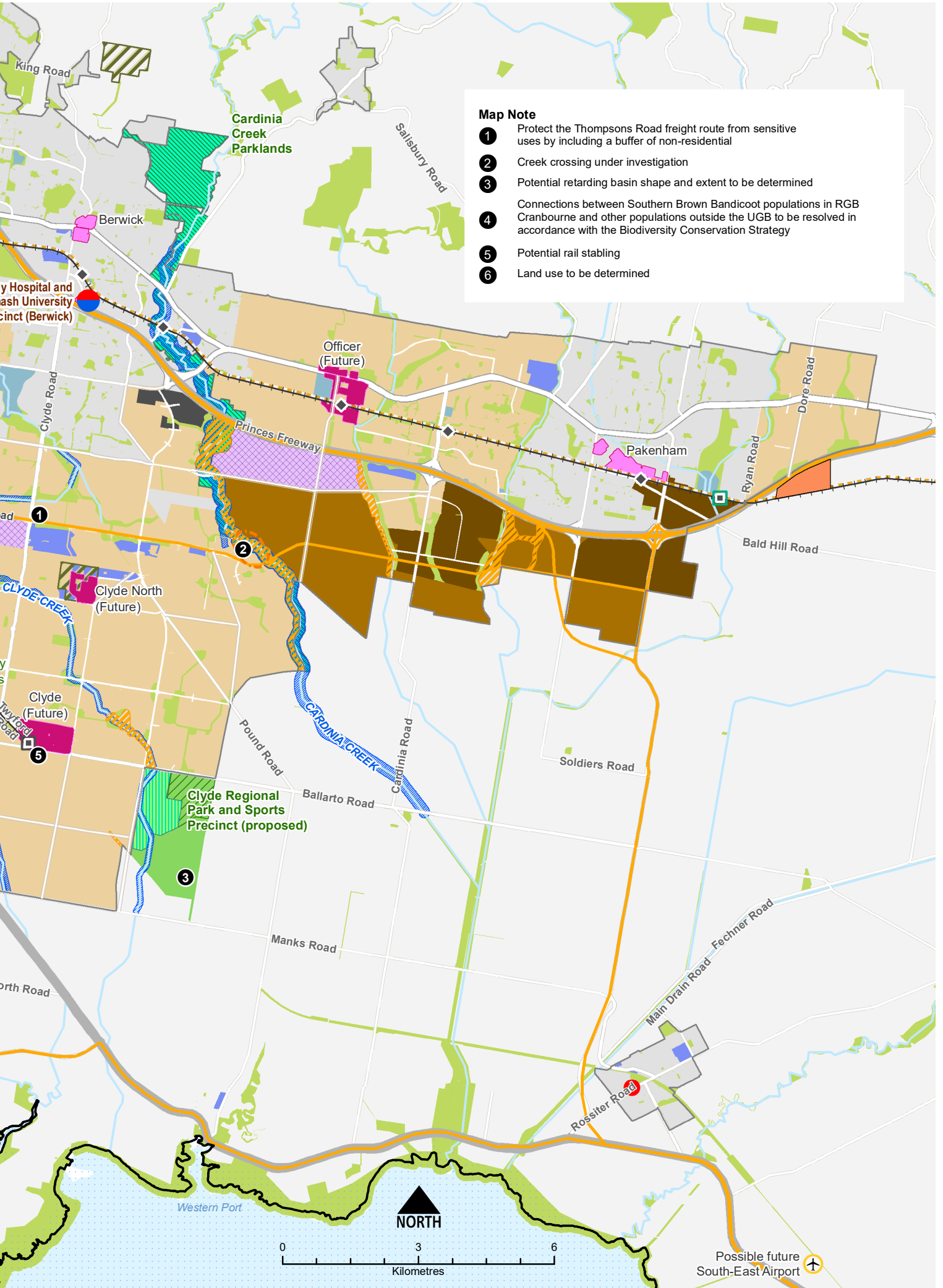
*These layers are based on the state and regionally significant commercial land identified in MICALUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.

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.

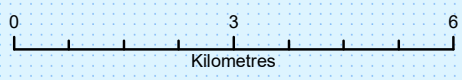
Infrastructure items shown are indicative and will require further investigation.

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



Map Note

- ① Protect the Thompsons Road freight route from sensitive uses by including a buffer of non-residential
- ② Creek crossing under investigation
- ③ Potential retarding basin shape and extent to be determined
- ④ Connections between Southern Brown Bandicoot populations in RGB Cranbourne and other populations outside the UGB to be resolved in accordance with the Biodiversity Conservation Strategy
- ⑤ Potential rail stabling
- ⑥ Land use to be determined



Possible future South-East Airport