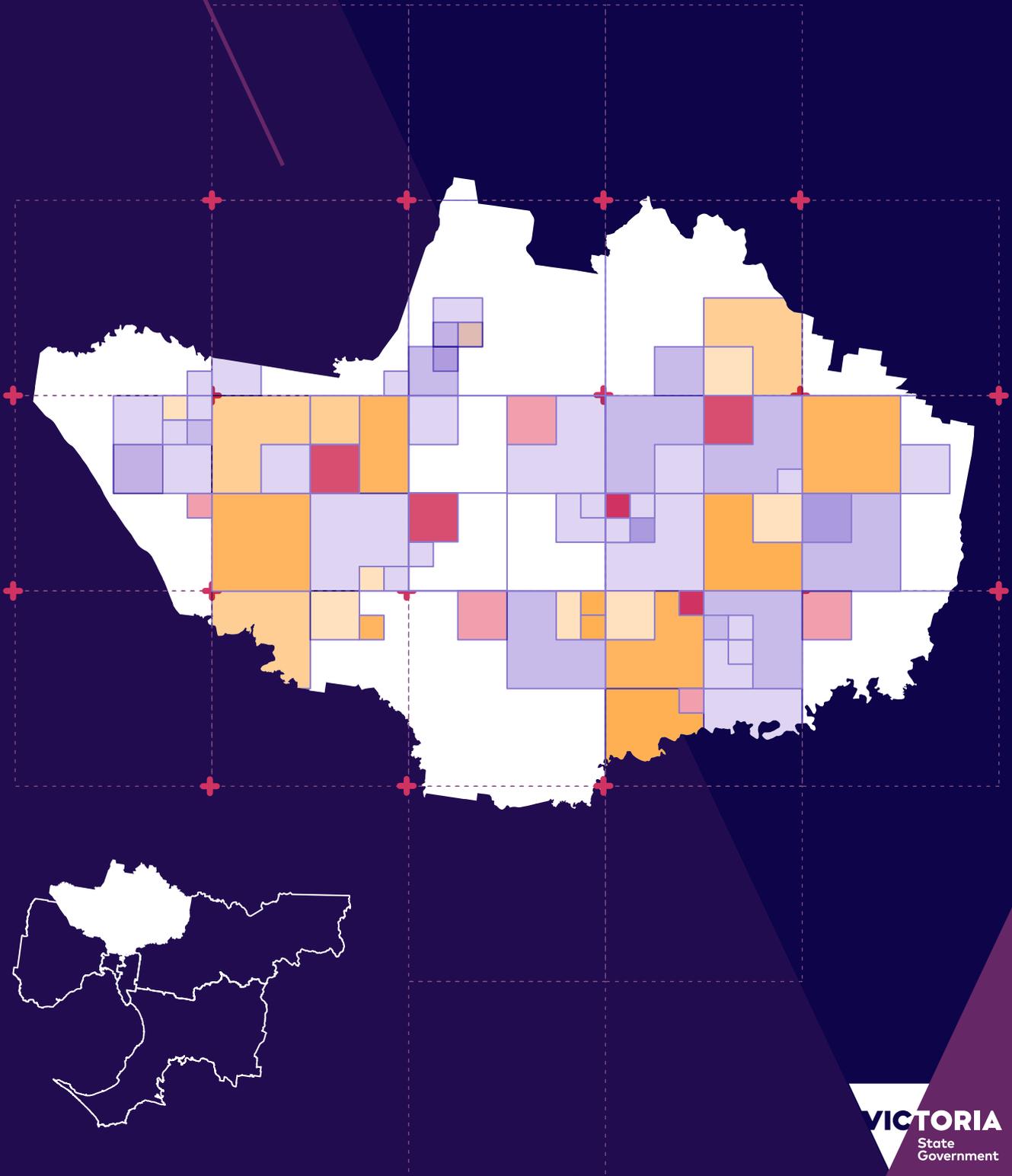


Plan Melbourne 2017-2050
DRAFT NORTHERN METRO
LAND USE FRAMEWORK PLAN



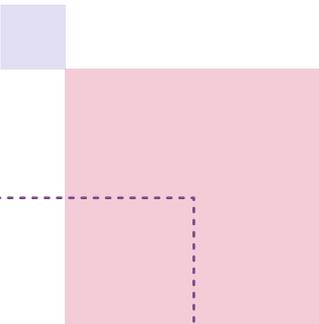


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Acknowledgement

We acknowledge and respect the Traditional Owners of Victoria's lands and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to genuinely partner and meaningfully engage with Traditional Owners to support the protection of their Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.



Aboriginal self-determination

Pupangarli Marnmarnepu - Wadi Wadi and Mutti Mutti language for 'Owning Our Future' - is DELWP's *Aboriginal Self-Determination Reform Strategy 2020-2025*. As the framework for supporting and enabling Aboriginal self-determination for all DELWP projects, **Pupangarli Marnmarnepu** forms the basis of an ongoing dialogue and partnership with Traditional Owners to influence metropolitan planning and the implementation of *Plan Melbourne 2017-2050* in each of the six metropolitan regions.

Ongoing partnership opportunities with Traditional Owners are currently being explored. This process will determine the preferred involvement and level of influence Traditional Owners would like to have in shaping the outcomes and implementation of the Land Use Framework Plans.

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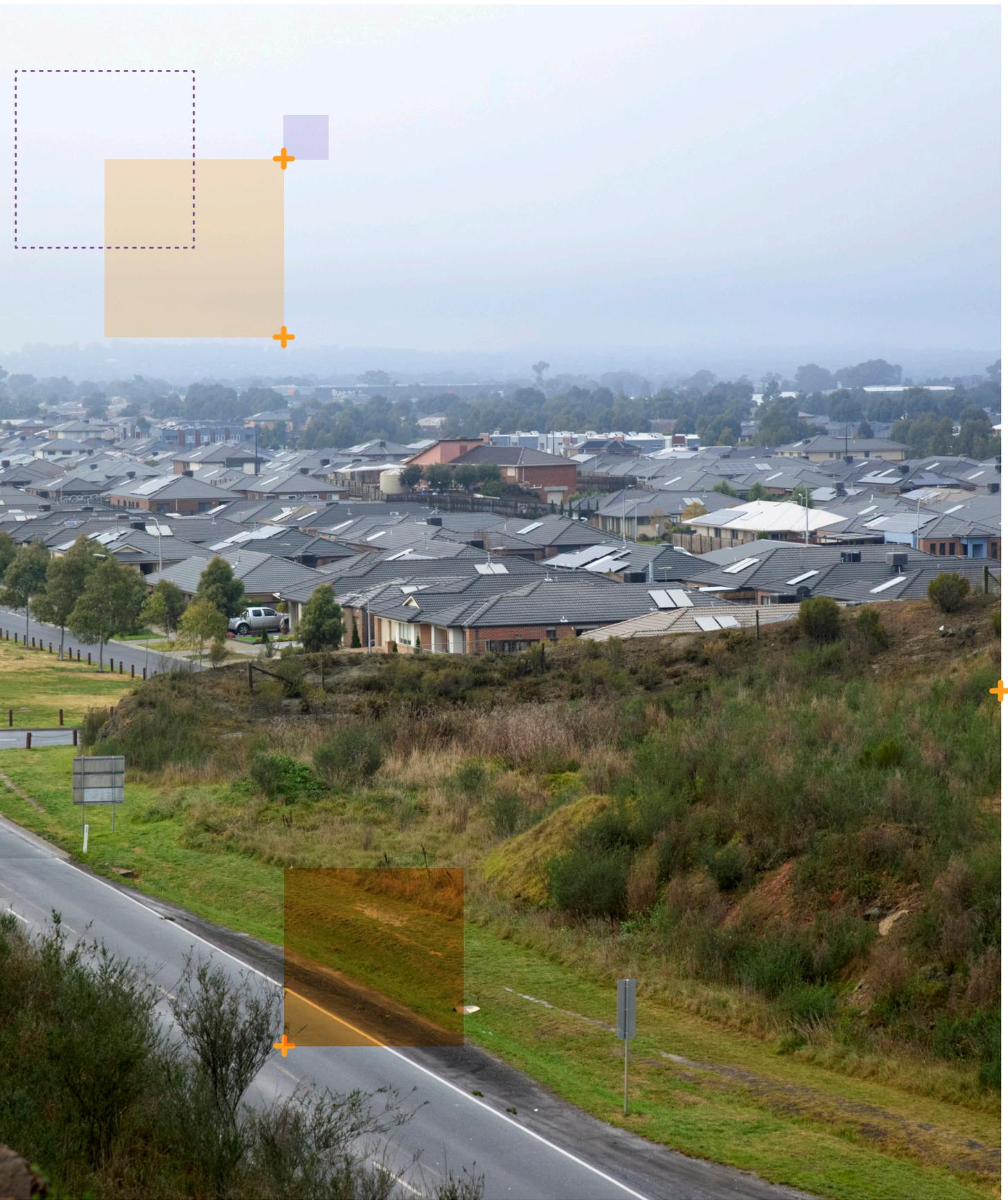


Photo credit: Tim Bell Studio

ABBREVIATIONS

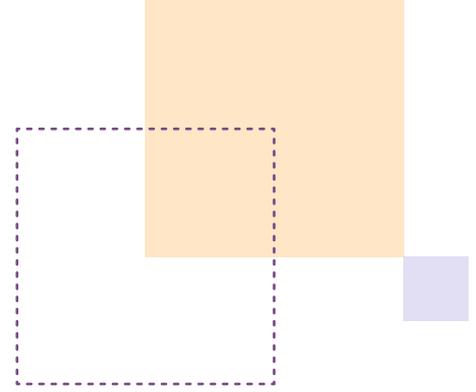
| | | | |
|---------------|---|---------------|---|
| ABS | Australian Bureau of Statistics | NEIC/s | National Employment and Innovation Cluster/s |
| BIFT | Beveridge Interstate Freight Terminal | OMR | Outer Metropolitan Ring/E6 Transport Corridor |
| BMO | Bushfire Management Overlay | PBN | Principal Bicycle Network |
| BPA | Bushfire Prone Area | PFN | Principal Freight Network |
| CBD | Central Business District | PPTN | Principal Public Transport Network |
| DELWP | Department of Environment, Land, Water and Planning | PSP/s | Precinct Structure Plan/s |
| DJPR | Department of Jobs, Precincts and Regions | RSIP | Regionally-Significant Industrial Precinct |
| DoT | Department of Transport | SBO | Special Building Overlay |
| EIIA/s | Extractive Industry Interest Area/s | SEIFA | Socio-Economic Indexes for Areas |
| EPWG | Economy and Planning Working Group | SERA/s | Strategic Extractive Resource Area/s |
| ESD | Environmentally Sustainable Development | SRL | Suburban Rail Loop |
| GRP | Gross Regional Product | SRLA | Suburban Rail Loop Authority |
| HVI | Heat Vulnerability Index | SSIP | State-Significant Industrial Precinct |
| LGA | Local Government Area | TAFE | Technical and Further Education |
| LSIO | Land Subject to Inundation Overlay | UDP | Urban Development Program |
| LST | Land Surface Temperature | UGB | Urban Growth Boundary |
| LUFP | Land Use Framework Plan | VIF | Victoria In Future |
| MICLUP | Melbourne Industrial and Commercial Land Use Plan | VPA | Victorian Planning Authority |
| MRF | Materials Recovery Facility | WIFT | Western Interstate Freight Terminal |

CHAPTER 01

INTRODUCTION

Melbourne is the fastest growing city in Australia. The city's population is projected to reach 8 million by 2050. This growth, in combination with a changing climate, increased globalisation and congestion, is testing the resilience of Melbourne's built and natural environment. Victoria needs to plan for this growth and change. That is why *Plan Melbourne 2017-2050* is important.





Plan Melbourne has a clear vision:

‘Melbourne will continue to be a global city of opportunity and choice.’

What this vision demonstrates is that Plan Melbourne is more than a planning document. It is a blueprint guiding the actions of planners, councils, landowners, and developers – ensuring Melbourne grows more sustainable, productive and liveable.

Plan Melbourne seeks to deliver seven outcomes. How these will be delivered in each of the six metropolitan regions is the subject of the Land Use Framework Plans (LUFs).

| | |
|------------------|--|
| Outcome 1 | Melbourne is a productive city that attracts investment, supports innovation and creates jobs |
| Outcome 2 | Melbourne provides housing choice in locations close to jobs and services |
| Outcome 3 | Melbourne has an integrated transport system that connects people to jobs and services and goods to market |
| Outcome 4 | Melbourne is a distinctive and liveable city with quality design and amenity |
| Outcome 5 | Melbourne is a city of inclusive, vibrant and healthy neighbourhoods |
| Outcome 6 | Melbourne is a sustainable and resilient city |
| Outcome 7 | Regional Victoria is productive, sustainable and supports jobs and economic growth |

Land use framework plans

Plan Melbourne identifies six metro regions within the city as illustrated in Figure 1:

- Inner (Melbourne, Port Phillip and Yarra Local Government Areas or LGAs)
- Inner South East (Bayside, Boroondara, Glen Eira and Stonnington LGAs)
- Eastern (Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges LGAs)
- Southern (Cardinia, Casey, Frankston, Greater Dandenong, Kingston and Mornington Peninsula LGAs)
- Western (Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham LGAs)
- Northern (Banyule, Darebin, Hume, Mitchell, Moreland, Nillumbik and Whittlesea LGAs).

The Victorian Department of Environment, Land, Water and Planning (DELWP) has led the development of a LUF for each region, supported by six Economy and Planning Working Groups (EPWGs).

The six EPWGs are chaired by a chief executive officer from a council within each region and include senior representatives from the region’s local councils, DELWP, the Department of Jobs, Precincts and Regions (DJPR) and the Department of Transport (DoT).

Through the EPWGs, local councils have helped shape the vision for their regions – providing local insight into the regional opportunities and challenges that require joint action by state and local government.



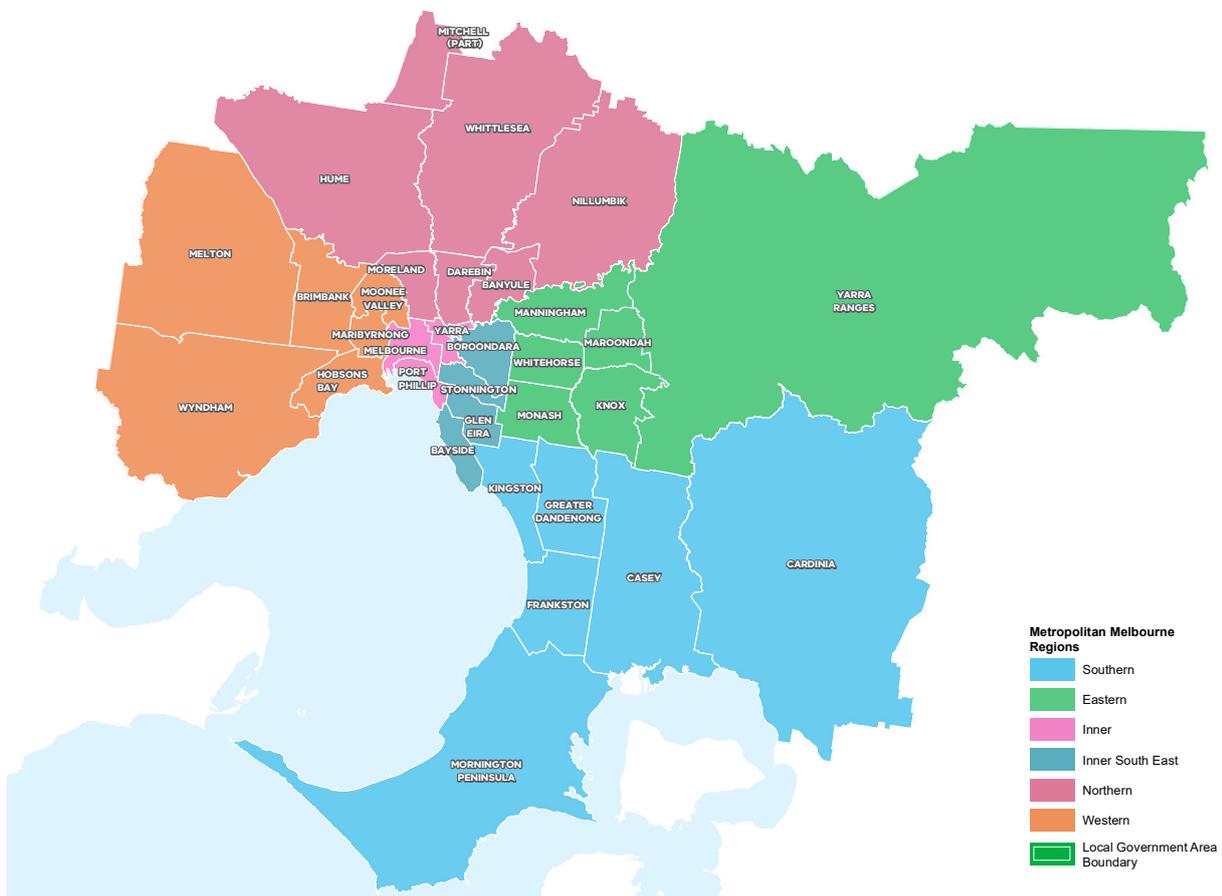
Responding to these regionally-specific opportunities and challenges, the LUFPs:

- are 30-year strategic land use and infrastructure plans for Melbourne’s six metropolitan regions
- provide a common long-term framework to manage growth and land use pressures in each region
- are spatial plans that translate Plan Melbourne and the Plan Melbourne Addendum to the regional level
- focus on resolving metropolitan regional issues
- provide context for planning at the precinct or local level
- ensure the review and update of local planning schemes align with Plan Melbourne

- provide directions and strategies for state- and regionally-significant projects that are implemented through state planning policy and local planning schemes
- drive the accommodation of the majority of Melbourne’s growth into established areas through a land use framework that identifies places of state and regional significance, and integrate greenfield growth area planning with wider metropolitan planning.

The LUFPs support the implementation of Plan Melbourne – guiding the implementation of Plan Melbourne’s nine principles, seven outcomes, 32 directions and 90 policies at a regional and local level.

FIGURE 1. Location of the Northern Metro Region



How will the land use framework plans be used?

The LUFs will be used to:

- Drive the majority of Melbourne's population growth into established areas through a land use framework that identifies places of state and regional significance
- Guide the strategic integration of land use and infrastructure (including housing and jobs aspirations) in key areas and precincts
- Guide the development of Melbourne's greenfield growth areas
- Facilitate collaboration by state and local government, key agencies and partners on regional planning and regional priorities
- Inform priority places for state-led planning
- Enable metropolitan councils to update their municipal strategies and policies within a clearly defined land use framework.

The LUFs will set regional-level planning policy to be implemented into planning schemes. They will inform local councils in decision-making for precinct planning, local and regional planning strategies, and infrastructure and servicing projects.

The LUFs include a number of short- to medium-term actions for state and local government, which will contribute to planning outcomes in each region alongside existing actions under Plan Melbourne and other government programs and initiatives. Action monitoring will be led by DELWP in

partnership with the metropolitan region through the EPWGs, and the actions will be formally reviewed every five years in conjunction with *Plan Melbourne 2017-2050 Five-Year Implementation Plan*.

Annual progress reports outlining the status of actions will be published by DELWP as a part of Plan Melbourne monitoring. These progress reports will be publicly available.

The chapter on implementation provides further details on how the LUFs will be used to deliver Plan Melbourne outcomes across the regions.

Appendix O1 identifies the range of related initiatives already underway by state and local government to support the implementation of Plan Melbourne. The LUFs are designed to complement these initiatives.

The land use framework

The LUFs establish a common land use framework across the regions (**Table 1**). This common framework confirms places of state significance as identified in Plan Melbourne and introduces places of regional significance for each metro region.

The land use framework will direct land use decisions and investment, better align state and local government planning, and inform the development of local council planning strategies (including housing strategies). In the process, this common framework will also ensure land use, planning and development all support the vision of Plan Melbourne.

TABLE 1. The land use framework

| PLACES OF STATE SIGNIFICANCE (AS IDENTIFIED IN PLAN MELBOURNE) | PLACES OF REGIONAL SIGNIFICANCE |
|--|--|
| <ul style="list-style-type: none"> • Central City • National employment and innovation clusters (NEICs) • Metropolitan activity centres • State-significant industrial precincts (SSIPs) • Transport gateways • State-significant health and/or education precincts • Major urban renewal precincts | <ul style="list-style-type: none"> • Major activity centres • Activity corridors • Regionally-significant industrial precincts (RSIPs) • Enterprise precincts • Regionally-significant health and/or education precincts • Inter-regional environmental features • Regional open space • Greenfield growth areas • Urban renewal areas • Housing opportunity and investigation areas • Green wedges |

Regional planning and collaboration

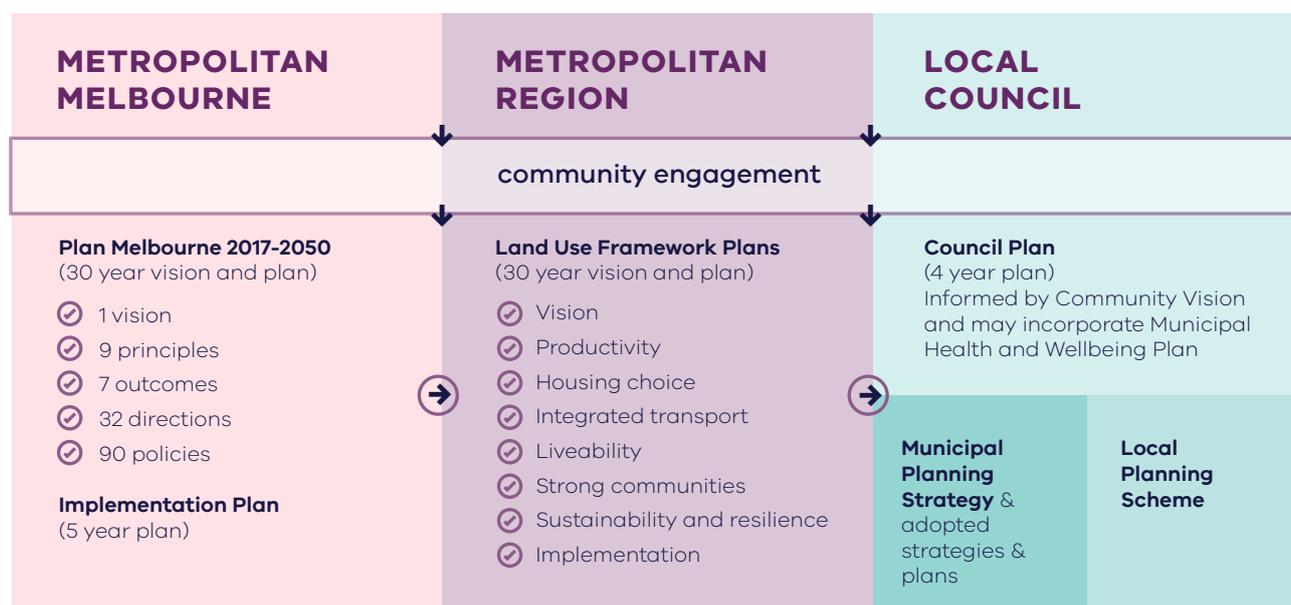
Planning at a regional level is an opportunity for state and local governments to work together to manage long-term growth and change across Melbourne (Figure 2).

While the Northern Metro Region has many unique opportunities and challenges, there are some opportunities and challenges common across all metropolitan regions, such as ensuring jobs are

available close to public transport; increasing housing supply in areas with access to jobs, services and public transport; and mitigating and adapting to climate change. The LUFP allows for these differences and recognises regional initiatives already underway.

The LUFPs will guide regional planning and collaboration vertically (between state and local government) and horizontally (across local councils in partnership with other stakeholders, including Traditional Owners).

FIGURE 2. Inter-relationship between state and local planning



State-led planning

The Victorian Government has identified priority areas for state-led planning. The purpose of state-led planning in those areas is to maximise land use and infrastructure integration, attract investment, and deliver housing, jobs and services within established urban areas (Table 2).

State-led planning often involves the Victorian Government partnering with local councils and other stakeholders to develop or implement strategic plans, plan for change or respond to an investment, and/or identify key catalyst projects or programs that support growth and attract investment.

TABLE 2. Current places for state-led planning in the Northern Metro Region

| PLACES OF STATE SIGNIFICANCE |
|---|
| National employment and innovation clusters La Trobe |
| Metropolitan activity centres Broadmeadows Epping Lockerbie |

Growth area planning

The LUFs provide a strategic planning framework to guide future development of Melbourne's three growth corridors – Northern, Western and South Eastern. The LUFs incorporate and update information from the growth corridor plans prepared by the former Metropolitan Planning Authority, now the Victorian Planning Authority (VPA).

The growth corridor plans set the strategic direction for future urban development in the growth areas, including:

- Areas suitable for urban development and the broad form of development (residential, industrial, commercial)
- Areas of high environmental or landscape value that must be protected from development
- The integrated open space network
- Strategic transport infrastructure and options for further investigation
- Locations suitable for a wide range of employment uses.

The following principles underpin the growth corridor plans and are reflected in Plan Melbourne and the LUFs:

| | |
|--------------------|--|
| Principle 1 | Create diverse and vibrant new urban communities |
| Principle 2 | Integrate transport and land use planning |
| Principle 3 | Plan for local employment creation |
| Principle 4 | Create growth corridors with high amenity and character |
| Principle 5 | Protect biodiversity, waterways and cultural heritage values |
| Principle 6 | Create integrated open space networks |
| Principle 7 | Plan for environmental sustainability |
| Principle 8 | Stage development to ensure the efficient and orderly provision of infrastructure and services |

This Northern Metro Region LUF replaces the North and Sunbury/Diggers Rest growth corridor plans.

The Northern Metro Region LUF will guide and inform the preparation, completion and implementation of the remaining Precinct Structure Plans (PSPs) in these growth areas.

This LUF does not commit the Victorian Government to specific infrastructure, development projects or levels of service provision within the Northern Metro Region. Information included in this LUF is intended to guide planning for future development; however it should not be interpreted as a delivery mechanism or program committing the Victorian Government to specific infrastructure or development projects or specific levels of service provision.

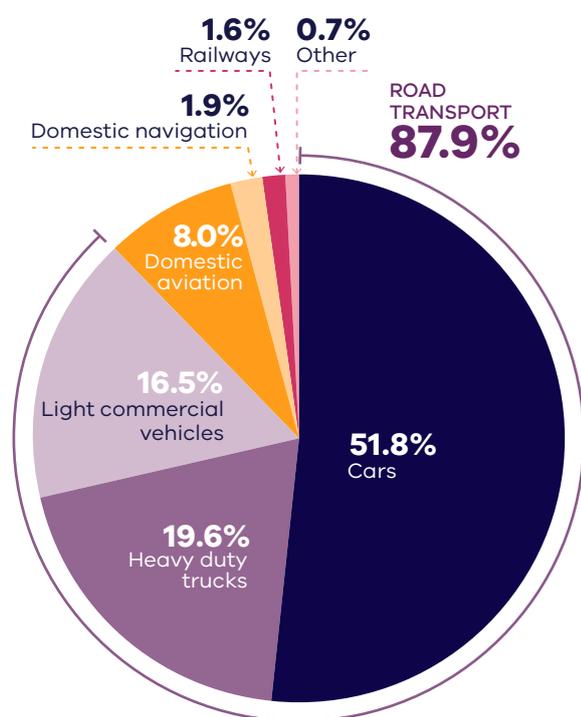
The broader context

Climate change – the need for both mitigation and adaptation

Victoria's Climate Change Strategy (2021) translates the *Climate Change Act 2017* into concrete action by introducing ambitious but achievable interim emissions reduction targets to keep Victoria on track to net zero emissions by 2050. The Strategy includes actions to reduce emissions now and lay the foundations for future reductions across the economy, including but not limited to the following: continuing the transition to clean, renewable energy production; establishing a light vehicle sales target of 50 per cent zero emissions vehicles by 2030; investing in land restoration and carbon farming initiatives; supporting Victorian farmers to respond to the impacts of climate change; and creating new jobs by promoting growth within the waste recycling and renewable energy sectors. These measures will help reduce the size of Melbourne's carbon footprint and improve its resilience to the impacts of climate change.

Land use and transport integration – such as locating homes close to public transport and bike and walking paths – is critical to achieving net-zero emissions. In 2018, cars made up just over half of all transport emissions, with road vehicles responsible for almost 90 per cent of those transport emissions. Transport emissions by mode and road transport sub-categories are shown in **Figure 3**.

FIGURE 3. Transport emissions by mode and road transport sub-categories – Victoria 2018



Source: DELWP (2020) Victorian Greenhouse Gas Emissions Report 2018, State of Victoria: Melbourne, Australia.

In Melbourne, despite increased public transport usage and significant public transport investment, cars remain the dominant mode of transport. In 2016, for example, private vehicles accounted for 67 per cent of trips in Melbourne. To achieve net-zero emissions, Victoria's private vehicle use must be dramatically reduced.

The Victorian Government is working towards a more sustainable built environment through reforms to construction, planning and energy provision across metropolitan Melbourne and Victoria. These regulatory reforms will reduce the energy consumption of appliances, require improved environmentally sustainable development (ESD) outcomes in new buildings and subdivisions, and improve the efficiency of energy production and distribution.

The Victorian Government recently released its *Environmentally Sustainable Development of Buildings and Subdivisions – A Roadmap for Victoria's Planning System* (the Roadmap). This document outlines updates to the planning system that support broader, state-level ESD policy objectives. It sets out additional ESD objectives and standards for the design of new buildings, as well as the layout of large-scale residential subdivisions proposed through the Victoria Planning Provisions.

The Roadmap also sets out other initiatives, including new approaches to energy management – such as renewable and distributed energy technologies, microgrids and battery farms, better stormwater management, increased landfill diversion practices, and the promotion of sustainable modes of transport.

Victoria is actively decarbonising the energy sector through the construction of better buildings and the transition to renewable energy generation (including onsite solar photovoltaic and large-scale renewable energy projects). Victoria's planning policies will also facilitate appropriate development of low emission and zero emission energy supply infrastructure.

Good precinct structure planning can also reduce greenhouse gas emissions and make communities more climate resilient. That is why affordable and clean energy infrastructure should be used to support sustainable development and sustainable transport.

20-minute neighbourhoods

The LUFs aim to create more 20-minute neighbourhoods in Melbourne's six metropolitan regions by planning for established areas, growth areas and major transport infrastructure projects. The LUFs also provide the regional direction and strategies to inform the delivery of 20-minute neighbourhoods through structure planning.

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.

City-shaping transport projects

The Victorian Government is currently implementing the largest transport infrastructure program in the state's history. City-shaping projects (Figure 4) include:

- The West Gate Tunnel – creating a second river crossing to link the Western Metro Region with the Port of Melbourne, CityLink and the Central Business District (CBD), and take traffic pressures off the West Gate Bridge
- Level crossing removals including along the Hurstbridge, Mernda and Upfield railway lines, reducing congestion and unlocking land for development
- Metro Tunnel – linking Melbourne's south-east and Gippsland to the Sunbury line in Melbourne's west and north-west
- North East Link – connecting Melbourne's south-east to the Eastern Freeway, the Western Ring Road and Hume Freeway

- Melbourne Airport Rail – connecting Melbourne Airport to Victoria’s regional and metropolitan train network
- Suburban Rail Loop (SRL) – connecting every major passenger railway line in Melbourne from the Frankston line in the south to the Werribee line in the west. SRL East (Cheltenham to Box Hill) is scheduled to begin in 2022. SRL East will also connect key employment and education precincts, facilitate uplift and intensive development of station precincts.

These city-shaping projects will improve access to jobs, education and social opportunities in the Northern Metro Region. They will also connect the Northern Metro Region with other areas of Melbourne and Victoria. In addition, they are also creating opportunities to make the Northern Metro Region more prosperous, sustainable and liveable through the integration of land use and transport planning.

The purpose of integrated land use and transport planning is to bring jobs, services and leisure opportunities closer to where people live. This means shorter trips, the option to use active transport, and less time spent travelling – leading to a better quality of life and the creation of 20-minute neighbourhoods. In addition, this integrated approach also frees up capacity for freight, public transport and active transport journeys – reducing transport emissions.

Coronavirus (COVID-19) impacts

The coronavirus (COVID-19) pandemic is having dramatic impacts on Victoria’s population, economy and society.

With movement restricted, migration to Victoria has been reduced almost to zero. The Australian Government’s expectations for overseas migration losses will see Victoria’s population decline slightly in 2020-21, compared with average growth of 2 per cent for most of the previous decade. International migration is expected to resume within one to two years but not return to normal until the mid-2020s at the earliest.

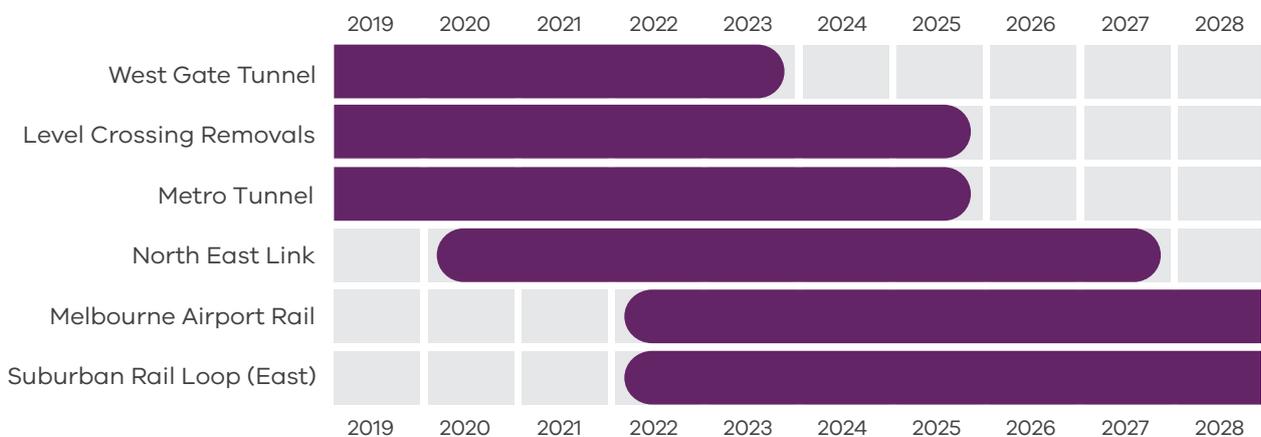
This interruption to growth is not expected to change the long-term future direction of Melbourne.

However, the global pandemic has had significant impacts. This includes the shift to work-from-home arrangements for large parts of the metropolitan workforce, a greater uptake of online retail services and a shift to local living, with more people are relying on their activity centres and neighbourhoods to meet their day-to-day needs. Many industry sectors impacted by COVID-19 restrictions, including tourism, the arts and international education, are still recovering.

The LUFPs will help Melbourne’s metropolitan regions manage the economic and social impacts of the pandemic especially in specific areas such as Melbourne’s CBD and the Monash and Bundoora education precincts.

The progress of each LUFP will be monitored and revisited to ensure each regional land use pathway continues to contribute to Plan Melbourne’s outcomes.

FIGURE 4. City-shaping transport projects



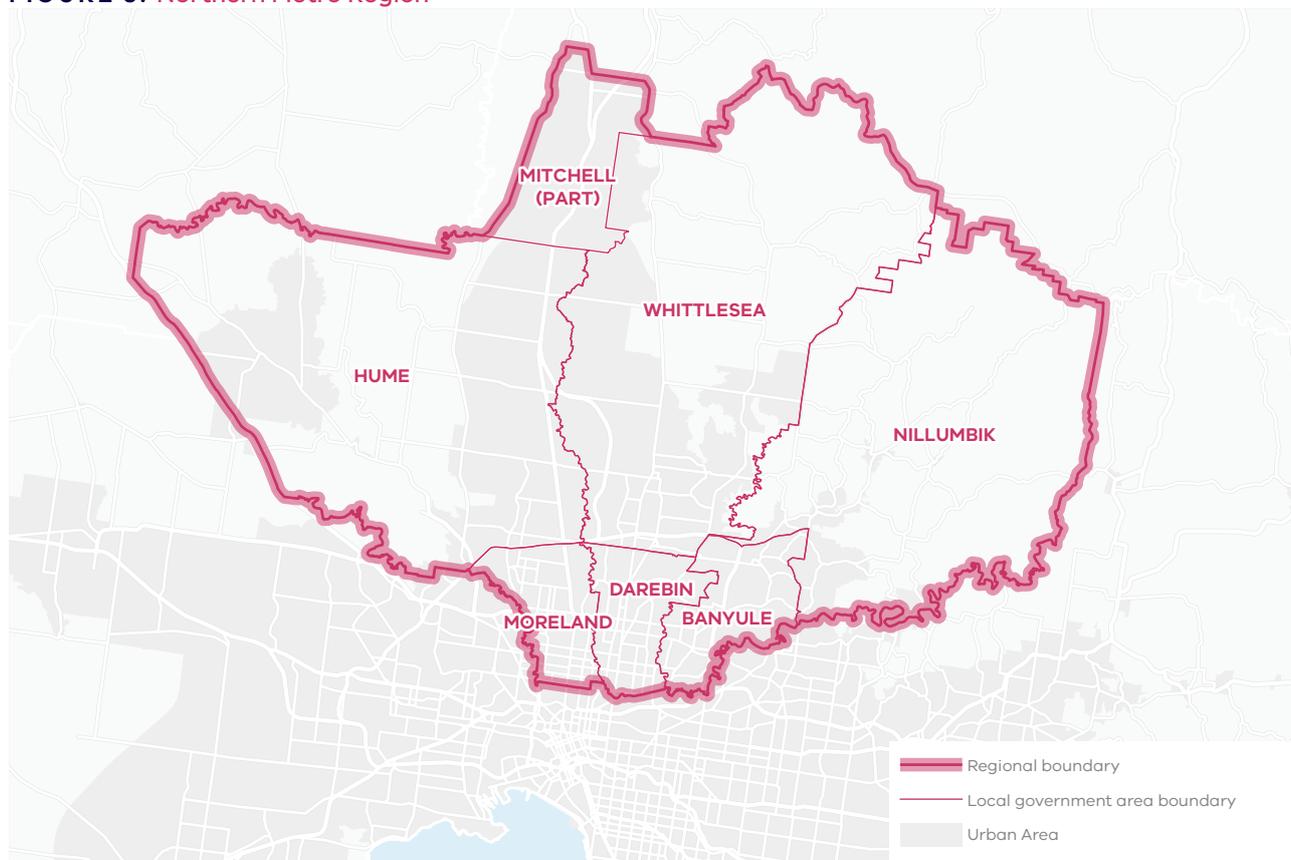
Source: Department of Environment, Land, Water and Planning 2021

CHAPTER 02

REGIONAL SNAPSHOT

The Northern Metro Region includes the local government areas (LGAs) of Banyule, Darebin, Hume, Mitchell (part), Moreland, Nillumbik and Whittlesea.

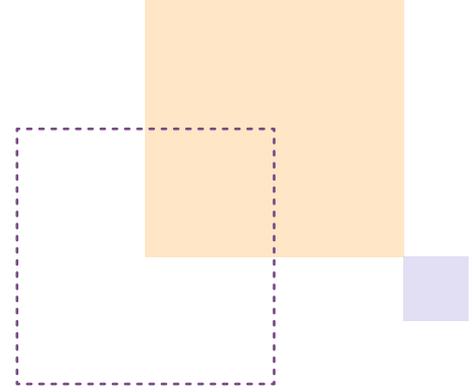
FIGURE 5. Northern Metro Region



TOTAL AREA: 167,350HA

19% OF METROPOLITAN MELBOURNE

Over 50% of the region is designated green wedge land



The region extends from the inner suburbs of Brunswick, Coburg, Preston, Northcote, Heidelberg and Ivanhoe to some of the city's newest communities in Sunbury, Craigieburn, Mernda and Wallan. **Figure 5** shows the total area of the Northern Metro Region in hectares and its percentage of metropolitan Melbourne.

The Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners of the lands that now make up the Northern Metro Region of Melbourne whose ancestors lived on the land for millennia.

Urban structure

The Northern Metro Region's urban geography and structure is defined by river corridors, treed suburbs and rural landscapes in the east, volcanic plains with dormant volcanic cones and new urban growth in the north and west with views to the Great Dividing Range. The urban structure corresponds to three concentric bands of development – inner suburbs, middle ring suburbs and outer suburbs. The satellite towns of Sunbury and Wallan, which are the exceptions to this evolution of development, function as both outer suburban areas as well as regional centres. A central spine of industrial land clustered around the Hume Freeway separates the growth areas of Hume and Whittlesea.

Green wedges, beyond the Urban Growth Boundary (UGB), include Melbourne Airport to the west. They also include incised valleys, agriculture, grassy eucalypt woodlands and scattered old river red gums to the north, as well as bushland and reservoirs. Settlements in the green wedges include Whittlesea, Pantom Hill and St Andrews.

The Northern Metro Region comprises very distinct and often physically separated suburbs – some of which are well established, some which are growing rapidly and some which are planned. These include:

- Sunbury – an existing regional centre and growth corridor
- Growth corridors – Hume (Craigieburn-Donnybrook) and Whittlesea (Epping-Wollert, Mernda/Doreen)
- The Wallan township and surrounding growth areas

- Older established areas along the Metropolitan Ring Road (OMR) – Broadmeadows/Glenroy, Thomastown/Lalor
- Inner areas with older, fine-grain development and pockets of larger urban renewal sites with higher development densities along the north-south rail and tram spines – Brunswick, Coburg, Northcote, Preston, Heidelberg
- Suburbs in a treed landscape along the Yarra and Plenty rivers – Ivanhoe, Rosanna, Greensborough, Eltham.

Population and demographics

The Northern Metro Region has played a major role in accommodating Melbourne's recent population growth amid significant change and transformation in its industry structure, employment and demographic profile.

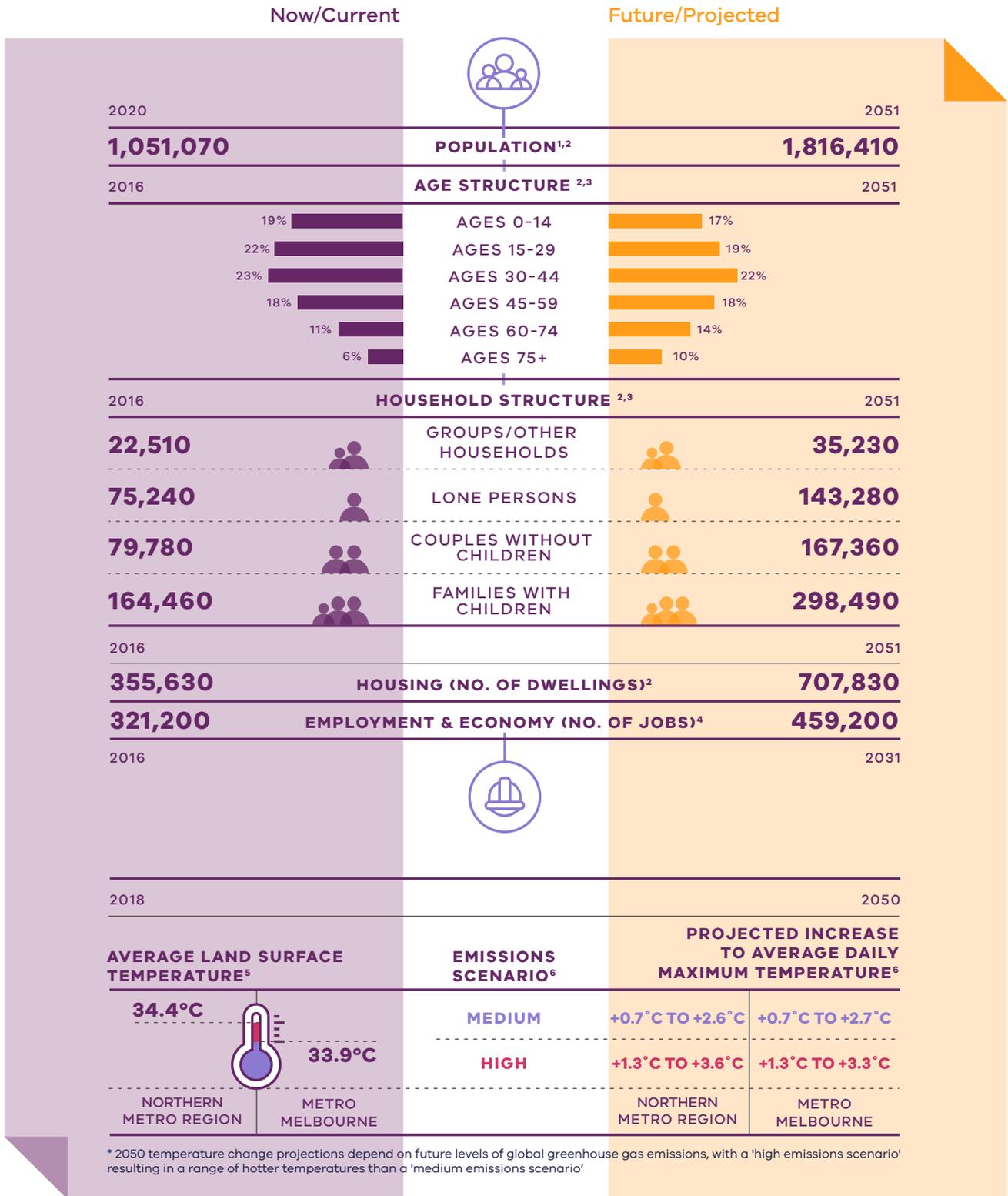
The region's population is expected to grow by around 765,000 people between 2020 and 2051 to a total population of 1.8 million people or 22 per cent of Melbourne's total population.

Future population projections and industry trends suggest Melbourne's north will continue to undergo significant growth and change as it transitions from traditional manufacturing to a more diverse and technology-focused industry base.

The most prevalent household type in the Northern Metro Region is couples with children and the largest age group is the 30-44 year olds. This age group is projected to remain the largest age group in 2051 indicating the potential for a growth in young families.

Outlined below are some of the key demographics and land use features of the Northern Metro Region.

NORTHERN METRO REGION - REGIONAL SNAPSHOT



(1) Australian Bureau of Statistics (2021) Regional Population 2019-20 financial year, Commonwealth of Australia, Canberra, Australia
 (2) Department of Environment, Land, Water and Planning (2019) *Victoria in Future 2019*, Department of Environment, Land, Water and Planning, Melbourne, Australia.
 (3) Australian Bureau of Statistics (2016) *Census of Population and Housing*, Commonwealth of Australia, Canberra, Australia.
 (4) Department of Environment, Land, Water and Planning (2020) *Melbourne Industrial and Commercial Land Use Plan*, State of Victoria, Melbourne, Australia.
 (5) Department of Environment, Land, Water and Planning (2018) *Land Surface Temperature Data*, State of Victoria, Melbourne, Australia.
 (6) Clarke JM, Grose M, Thatcher M, Hernaman V, Heady C, Round V, Rafter T, Trenham C & Wilson L. (2019). *Victorian Climate Projections 2019 Technical Report*, CSIRO, Melbourne, Australia.
 (7) Victorian Planning Authority (2017) *Metropolitan Open Space Network - provision and distribution*, State of Victoria, Melbourne, Australia.
 (8) Hurley, J, Saunders, A., Both, A., Sun, C., Boruff, B., Duncan, J., Amati, M., Caccetta, P. and Chia, J. (2019) *Urban Vegetation Cover Change in Melbourne 2014 - 2018*, Centre for Urban Research, RMIT University, Melbourne, Australia.
 (9) Hurley, J, Saunders, A., Amati, M., Boruff, B., Both, A., Sun, C., Caccetta, P., and Duncan, J. (2019) *Melbourne Vegetation Cover 2018, Northern Region*, Department of Environment, Land, Water and Planning, Melbourne, Australia.
 (10) The Nature Conservancy and Resilient Melbourne (2019) *Living Melbourne: Our Metropolitan Urban Forest*, The Nature Conservancy and Resilient Melbourne, Melbourne, Australia.

NORTHERN METRO REGION VS METRO MELBOURNE

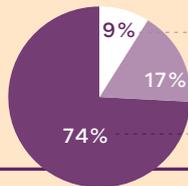
Northern Metro Region

Metro Melbourne

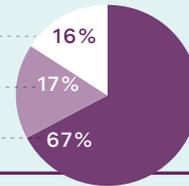


| | | |
|------------------|---|-------------------|
| 1,051,070 | CURRENT POPULATION 2020¹ | 5,098,530 |
| +765,340 | PROJECTED POPULATION CHANGE 2020 TO 2051^{1,2} | +3,254,310 |
| 73% (FUTURE) | TOTAL % INCREASE | (FUTURE) 64% |
| 1,816,410 | PROJECTED POPULATION 2051² | 8,352,840 |
| 352,200 | NET ADDITIONAL DWELLINGS 2016-2051² | 1,613,660 |
| 22% | SHARE OF NET ADDITIONAL DWELLINGS² | 100% |

2016 DWELLING TYPE³



FLATS, UNITS, APARTMENTS
SEMI-DETACHED, ROW, TERRACES
SEPARATE HOUSES



| | | |
|------------------|---|-------------------|
| \$42 (BN) | 2016 GROSS REGIONAL PRODUCT⁴ | \$333 (BN) |
| 14% | SHARE OF JOBS ACROSS METRO MELBOURNE ⁴ | |
| 28% | PROJECTED JOB GROWTH 2016 TO 2031 ⁴ | |

2016 JOURNEY TO WORK – MODE SHARE³

| | | |
|------------|-----|------------|
| 74% | | 67% |
| 2% | | 1% |
| 15% | | 10% |
| 4% | | 2% |
| 3% | | 1% |
| 2% | | 3% |
| 2% | ... | 0.5% |



| | | |
|---------------|---|---------------|
| 63.7 | PUBLIC OPEN SPACE PER PERSON (m²)⁷ | 57.5 |
| 22.6% | SHARE OF METRO MELBOURNE'S PUBLIC OPEN SPACE⁷ | 100% |
| 11.4% | 2014 URBAN TREE CANOPY COVER | 15.6% |
| +0.7% | 2014 TO 2018 CHANGE TO URBAN TREE CANOPY COVER⁸ | -0.3% |
| 12.1% | 2018 URBAN TREE CANOPY COVER⁹ | 15.3% |
| +14.9% | 2018 TO 2050 CHANGE TO MEET URBAN TREE CANOPY COVER TARGET | +12.2% |
| 27.0% | 2050 URBAN TREE CANOPY COVER TARGET¹⁰ | 27.5% |

CHAPTER 03

VISION: NORTHERN METRO REGION IN 2050

The Northern Metro Region has a significant and unique role in ensuring that *“Melbourne will continue to be a global city of opportunity and choice.”*



Photo credit: Tim Bell Studio

The Northern Metro Region is Victoria's interstate and international gateway with communities well connected to jobs, activity centres, and the broader region by a high-quality transport network. The region is an attractive and affordable place to live and work that has transitioned from a traditional manufacturing area to a region of highly-skilled employment opportunities. By 2050 the Northern Metro Region will experience significant planned change including:

- Confirmation of the region as Victoria's interstate and international gateway, with strategic connections through Melbourne Airport, the Beveridge Interstate Freight Terminal, the Hume Freeway, the Melbourne-Sydney-Brisbane rail line and interstate rail and logistics hubs.
- Protected and well-planned industrial precincts continue to attract strong economic investment and are integrated through the road and rail network and significant hubs including the Melbourne Wholesale Fruit and Vegetable and Flower Market and the Beveridge Interstate Freight Terminal.
- The La Trobe NEIC as the region's economic focal point supported by a network of vibrant and attractive activity centres anchored by Broadmeadows, Epping and Lockerbie, each containing well-developed health, education, retail and commercial assets delivering significant employment growth.
- Thousands of jobs created in the food and beverage industry, agriculture and food science, advanced manufacturing, health and logistics industries, attracted by Melbourne Wholesale Fruit and Vegetable and Flower Market and La Trobe University's established food and agriculture capability. Creative precincts thrive in and around Brunswick, Northcote and in some outer suburban and green wedge areas.
- The region has high-quality, affordable housing with most housing in well-designed activity centres and locations with good public transport, services and amenities. A diversity of housing and lifestyle opportunities from inner urban living, bush and rural settings to greenfield areas. Its outer areas are vibrant, well-serviced communities each with a distinct character defined by its natural setting – the foothills, woodlands, creeks and waterways.
- Residents and workers enjoy public spaces and cycling and pedestrian networks that support 20-minute neighbourhoods. The open space network has more accessible passive and active open space and is interconnected across the region. By 2050, the local urban environment is cooler with more tree canopy, and new public and private development is environmentally sustainable.
- Communities are well-connected to jobs and activity centres and the Northern Metro Region boasting a new, high-quality transport network.

The region's green wedge land including farmland, natural habitats, significant grasslands and waterways are valued and protected. The Yarra River creek corridor network with its characteristic river red gums, enhance the region's distinctiveness, liveability, biodiversity and resilience to climate change.

For a more detailed picture of how land use in the Northern Metro Region is expected to change by 2050 refer to Map 1.

MAP 1. Northern Metro Region 2050 Plan

Precincts and Activity Centres

- National employment & innovation cluster (NEIC)*
- Metropolitan activity centre
- Metropolitan activity centre (future)
- Major activity centre
- Major activity centre (future)
- Housing investigation area
- Health precinct (state)
- Education precinct (state)
- Health & education precinct (regional)
- Health precinct (regional)
- Education precinct (regional)
- State-significant industrial precinct - existing
- State-significant industrial precinct - future
- Regionally-significant industrial precinct - existing
- Regionally-significant industrial precinct - future
- Urban renewal area

Transport

- Transport Gateway - Airport
- Interstate Freight Terminal (Indicative)
- Other Intermodal Freight Terminal - Existing and Potential
- State-significant road corridor
- Road network
- Train station
- Potential station
- Rail network
- Tram network
- Suburban Rail Loop**
- SRL North (Box Hill to Airport)
- SRL West (Airport to Werribee)
- SRL - interchange station
- SRL - station

Transport projects - committed

- Rail improvements - Sunbury to Cranbourne
- Melbourne Airport Rail
- North East Link
- Level crossing removal site

Transport projects - potential future

- Outer Metropolitan Ring / E6 reservation

Environment

- Conservation areas in the Biodiversity Conservation Strategy
- Conservation reserve - proposed
- National park/state park
- Regional park - expanded/improved
- Future regional active open space

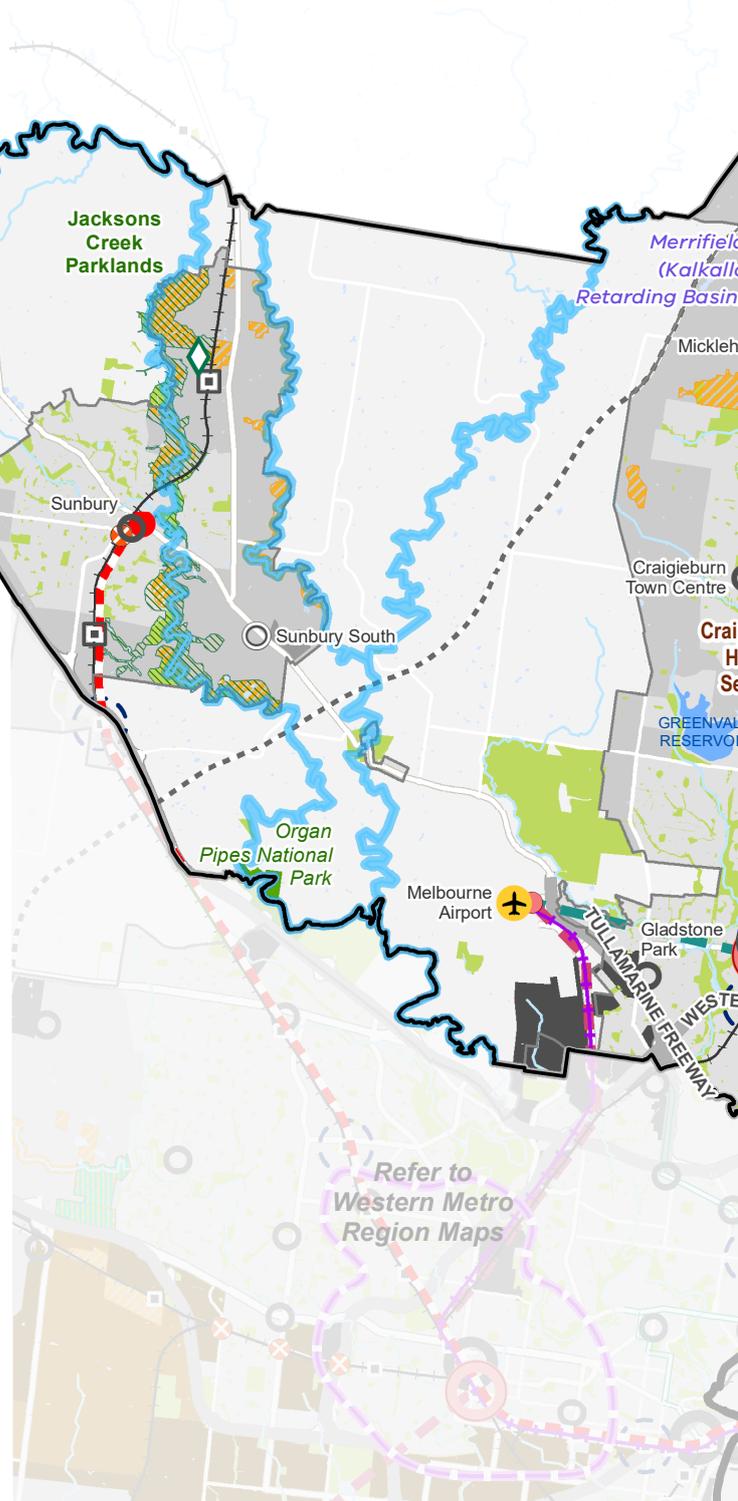
- Public open space
- Water's edge parkland
- Waterway
- Reservoir
- Waterbody
- Land use Administration**
- Regional boundary
- Growth area
- Urban area
- Green wedge land

Map ID Urban renewal area

| Map ID | Urban renewal area |
|--------|--|
| 1 | East Brunswick Village |
| 2 | Albert Street Brunswick Urban Renewal Precinct |
| 3 | The Junction South Preston |
| 4 | Northland Urban Renewal Precinct (NURP) |
| 5 | Olympic Village, Heidelberg West |
| 6 | Pentridge, Coburg |
| 7 | Reservoir Junction |
| 8 | Thomastown / Lalor (between Edgars and Dalton Roads) |
| 9 | New Epping (former Epping Quarry Site, 215 Cooper Street Epping) |

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

Note: Regional health precincts are also identified for the new Whittlesea and Eltham Community Hospitals, locations yet to be determined.



Refer to Western Metro Region Maps

