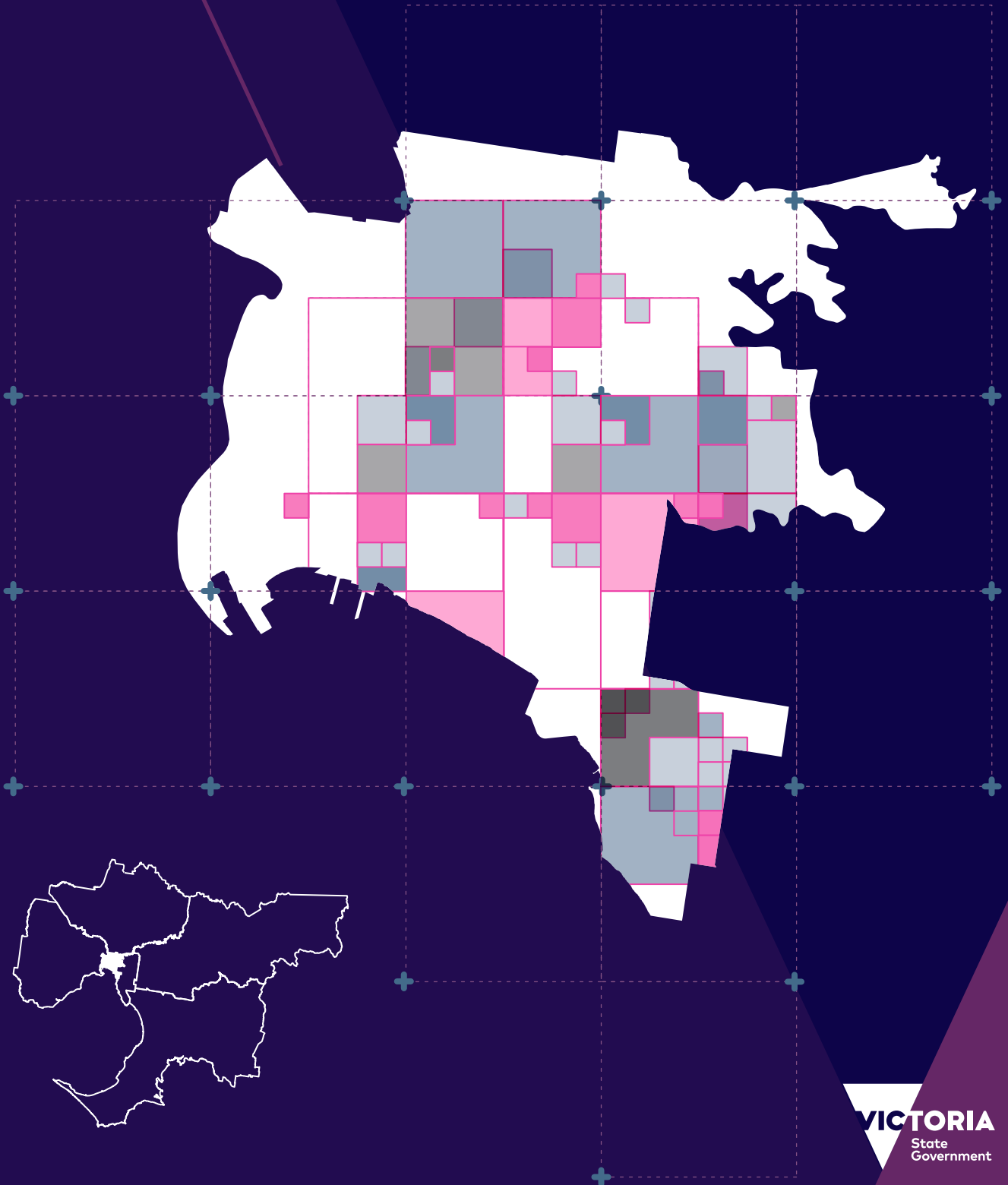


Plan Melbourne 2017-2050
DRAFT INNER METRO
LAND USE FRAMEWORK PLAN





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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: LensaLoft

ABBREVIATIONS

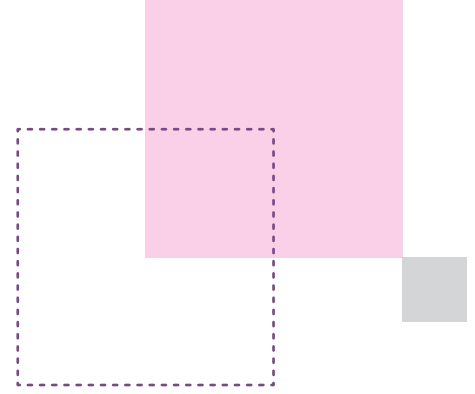
ABS	Australian Bureau of Statistics	NEIC/s	National Employment and Innovation Cluster/s
BIFT	Beveridge Interstate Freight Terminal	OMR	Outer Metropolitan Ring/E6 Transport Corridor
BMO	Bushfire Management Overlay	PBN	Principal Bicycle Network
BPA	Bushfire Prone Area	PFN	Principal Freight Network
CBD	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 & 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 metropolitan 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 an LUF for each region, supported by six Economy and Planning Working Groups (EPWs).

The six EPWs 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 EPWs, 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.



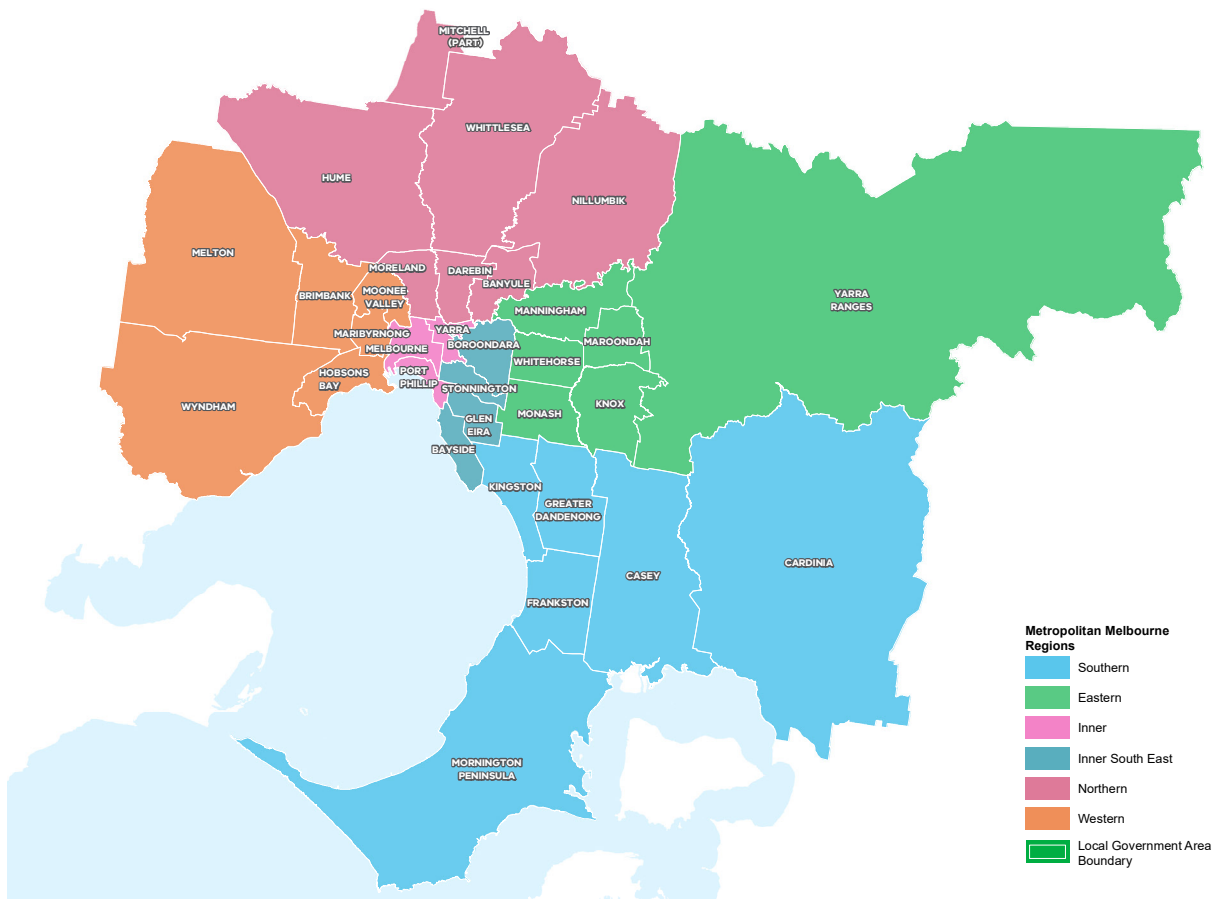
Responding to these regionally-specific opportunities and challenges, the LUFs:

- 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

- 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 LUFs 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 Inner 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 • Growth corridors • Urban renewal areas • Housing opportunity and investigation areas • Green wedges

Regional planning and collaboration

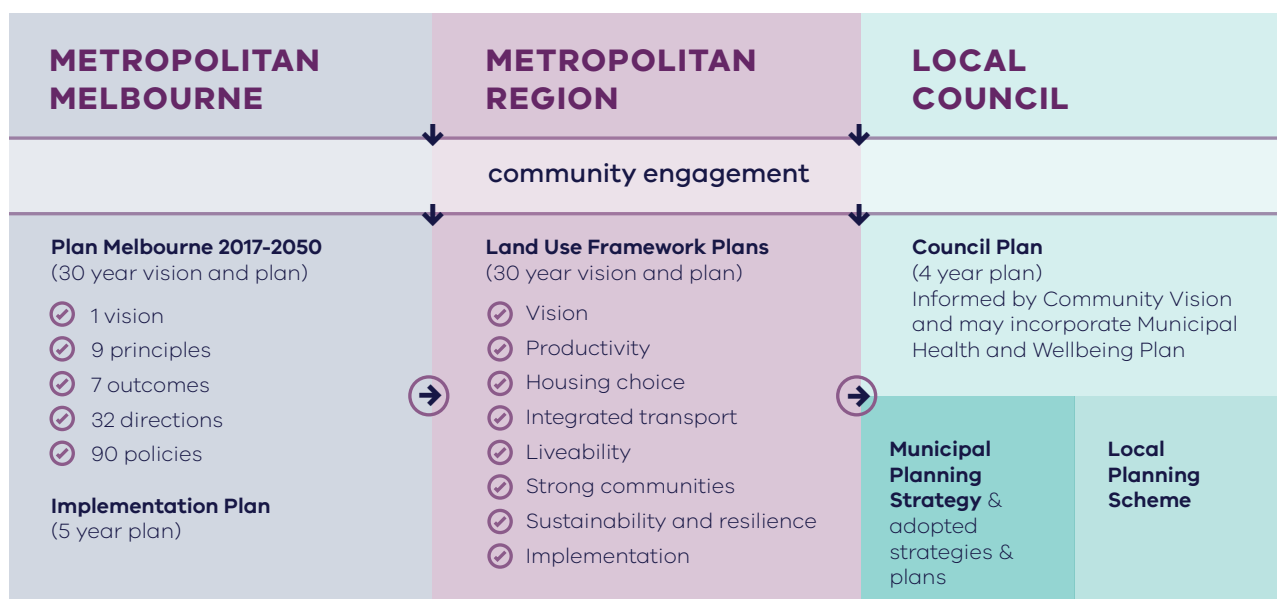
Planning at a regional level is an opportunity for state and local governments to work together to manage long-term growth and change across Melbourne (Figure 2).

While the Inner 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.

The Victorian Department of Transport is leading the whole-of-government delivery and coordination of Arden and the Richmond to Flinders Street corridor (part of the Richmond to Docklands corridor) as transport precincts. The Victorian Department of Jobs, Precincts and Regions is leading the strategic development of Fishermans Bend, Docklands and Parkville (including the Melbourne Biomedical Precinct) as business precincts.

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

PLACES OF STATE SIGNIFICANCE	
National employment and innovation clusters	
Fishermans Bend Parkville	
State significant commercial land	
The Central City	
Major urban renewal areas	
Arden Fishermans Bend Richmond to Docklands corridor E-Gate Dynon Macaulay	
PLACES OF REGIONAL SIGNIFICANCE	
Enterprise precincts	
Cremorne South Melbourne	Arden Collingwood

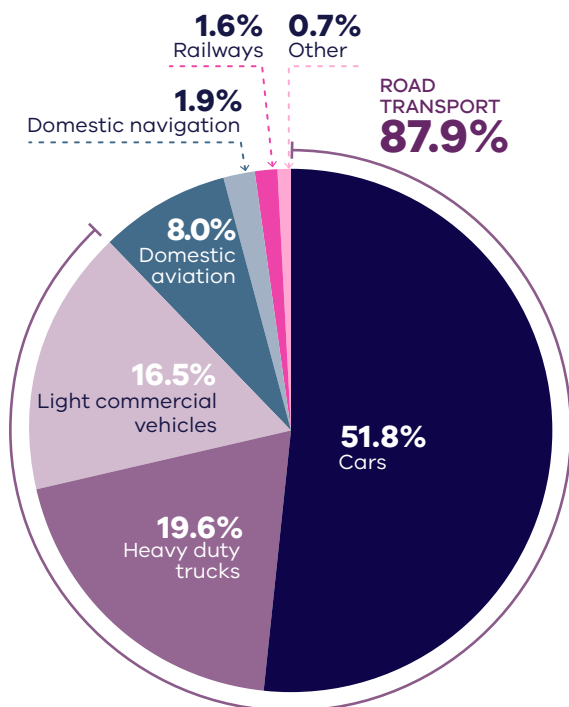
The broader context

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.

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
- 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 Inner Metro Region. They will also connect the Inner Metro Region with other areas of Melbourne and Victoria. In addition, they are also creating opportunities to make the Inner 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

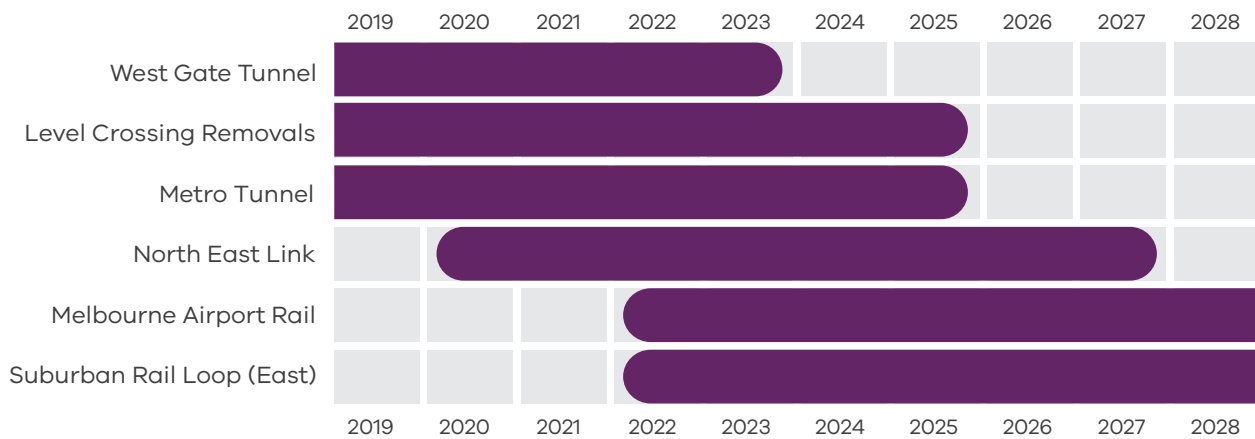
services and a shift to local living, with more people are relying on their activity centres and neighbourhoods to meet their day-to-day needs. Many industry sectors impacted by COVID-19 restrictions, including tourism, the arts and international education, are still recovering.

The Inner Metro Region is expected to experience the greatest short-term slowdown in growth compared to the other metro regions due to its reliance on overseas migration.

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



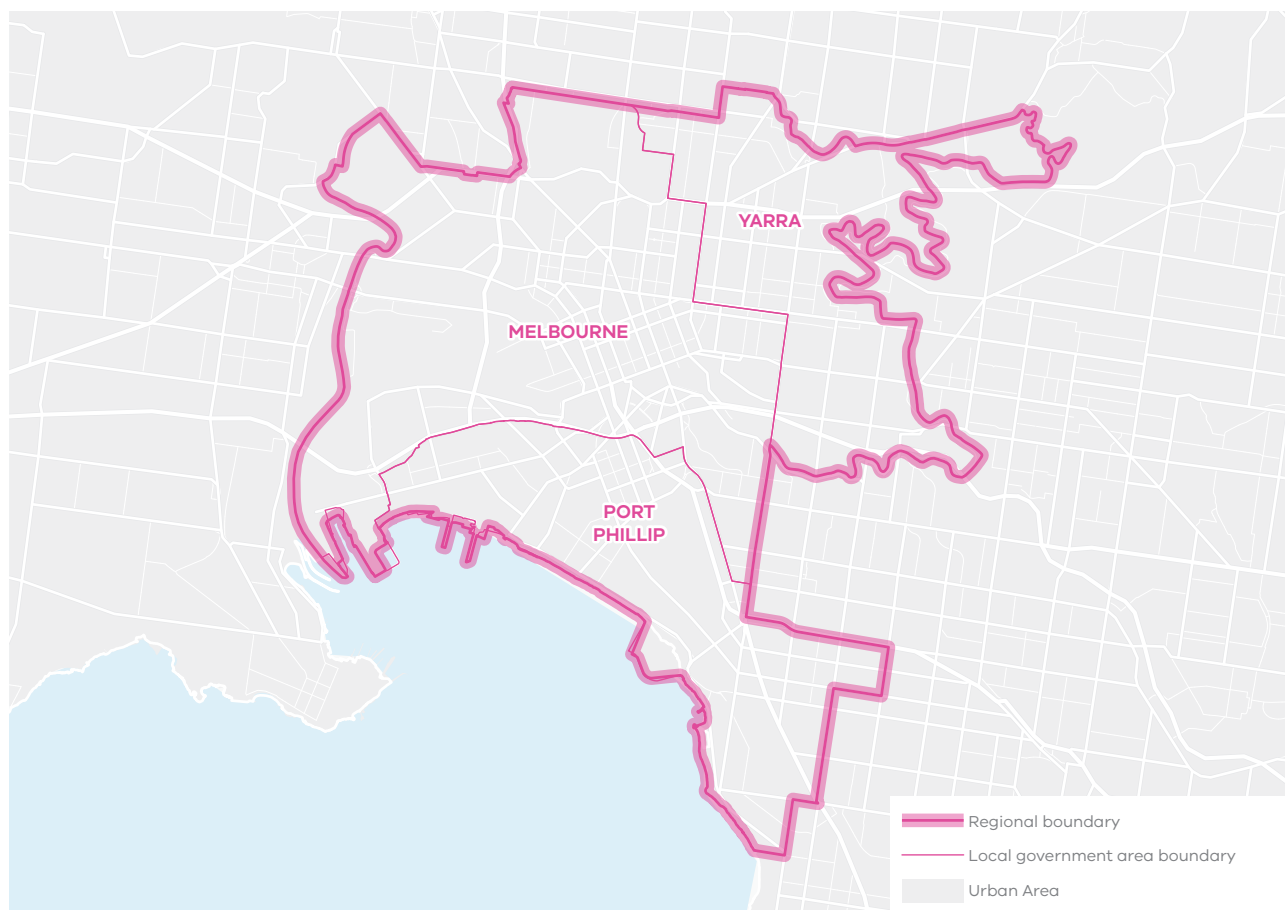
Photo credit: Steven Crabtree

CHAPTER 02

REGIONAL SNAPSHOT

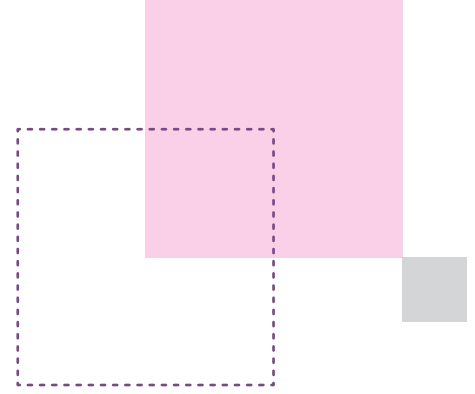
The Inner Metro Region comprises the Melbourne, Yarra and Port Phillip local government areas (LGAs). The Wurundjeri Woi Wurrung and Bunurong people of the Kulin Nation are the Traditional Owners of the lands that now make up the Inner Metro Region of Melbourne. The region contains Melbourne's CBD, dense, established inner suburbs as well as Port Phillip Bay beaches to the south, the Yarra River (Birrarung) traversing through the region and the Maribyrnong River to the west.

FIGURE 5. Inner Metro Region



TOTAL AREA: 7,830 HA

0.9% OF METROPOLITAN MELBOURNE AREA



The 'Hoddle Grid' was established following the Victorian Gold Rush, from which came the funds to build fine heritage buildings, a system of parks, the development of the Port of Melbourne, inner suburban development and housing, and the establishment of educational institutions.

The Inner Metro Region quickly developed as a business, service and trade centre for Victoria's broader economy, from agricultural and manufacturing to associated finance activities.

Since then, the region has consolidated as the hub of metropolitan Melbourne and the State of Victoria, supported by significant infrastructure investment. It is now the historic heart of Melbourne's civic, political and economic life. The Inner Metro Region is also home to a high concentration of jobs, global business operations, a bustling 24-hour cultural life and world-class sporting, arts and cultural precincts.

Urban structure

The Inner Metro Region's geography and urban structure is defined by the Yarra and Maribyrnong rivers, flat to undulating terrain and the Port Phillip coastline.

The Inner Metro Region is characterised by high-density residential and commercial development in the Central City core and established strip centre shopping streets along tram routes in surrounding inner suburbs with retail, food and entertainment precincts. Finer-grain inner suburbs with Victorian and Edwardian-era heritage buildings feature prominently across the region and are highly valued, as are the environmental landscapes of the lower Yarra and Maribyrnong rivers, and the coastal assets of Port Phillip Bay. The region also contains large urban renewal areas, some which are well-advanced and some which are planned. The urban areas include:

- Historic inner suburbs with low rise, fine-grain settlements in Collingwood, Carlton, Richmond, East Melbourne and North Melbourne
- Urban renewal areas with higher-density apartment developments including Docklands, Southbank and in other former industrial areas such as Port Melbourne and Fishermans Bend

- Historic suburbs by the bay and Albert Park Lake with vibrant mixed-use neighbourhoods including South Melbourne, St Kilda and Elsternwick
- Large established inner-city parklands and significant recreation facilities which surround the Melbourne CBD – Flemington Racecourse, Melbourne Cricket Ground and Marvel Stadium in Docklands
- Underground City Loop rail system and radial rail network to all metropolitan regions
- West Gate Bridge (connecting the region to Melbourne's west), the Bolte Bridge (connecting the region to Melbourne's north) and the Burnley and Domain tunnels and freeway network
- Port of Melbourne and Coode Island at the confluence of the Yarra and Maribyrnong rivers
- Distinctive, much-loved local neighbourhoods, each with a different identity and character.

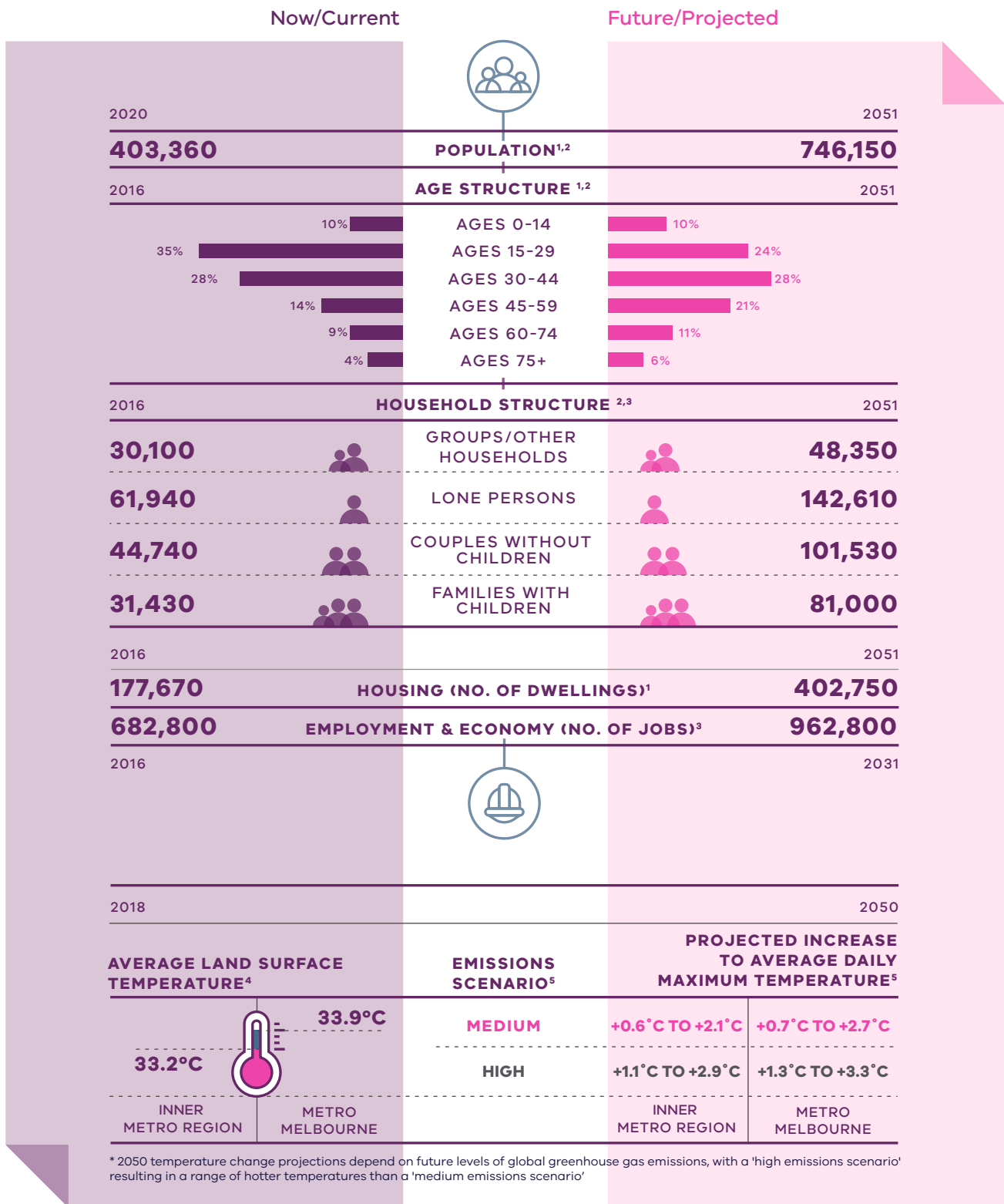
Population and demographics

In 2020, the Inner Metro Region had a population of 403,360 people which accounted for 8 per cent of Melbourne's total population. The region's population is projected to increase by 85 per cent by 2051 to a total population of 746,150 people. Between 2016 and 2051 an additional 225,080 dwellings will be needed to accommodate this growth.

The Inner Metro Region's population is unlike other regions in metropolitan Melbourne, with the largest percentage aged between 15 and 29 years old and the most prevalent household type recorded in 2016 being lone person households. In all other regions across metropolitan Melbourne most households were families with children.

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

INNER 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) Hurlley, 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) Hurlley, J., Saunders, A., Amati, M., Boruff, B., Both, A., Sun, C., Caccetta, P., and Duncan, J. (2019) *Melbourne Vegetation Cover 2018, Inner 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.

INNER METRO REGION VS METRO MELBOURNE

Inner Metro Region

Metro Melbourne

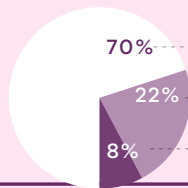


403,360	CURRENT POPULATION 2020¹	5,098,530
+342,790	PROJECTED POPULATION CHANGE 2020 TO 2051^{1,2}	+3,254,310

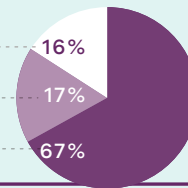
85% (FUTURE) TOTAL % INCREASE (FUTURE) 64%

746,150	PROJECTED POPULATION 2051²	8,352,840
225,080	NET ADDITIONAL DWELLINGS 2016-2051²	1,613,660
14%	SHARE OF NET ADDITIONAL DWELLINGS²	100%

2016 DWELLING TYPE³



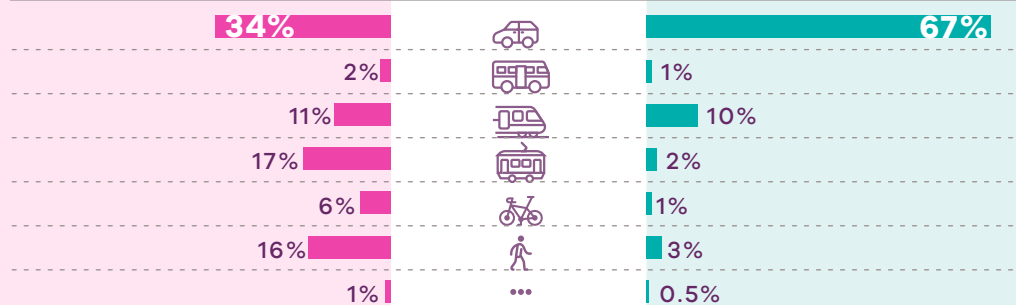
FLATS, UNITS, APARTMENTS
SEMI-DETACHED, ROW, TERRACES
SEPARATE HOUSES



\$117 (BN)	2016 GROSS REGIONAL PRODUCT⁴	\$333 (BN)
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2016 JOURNEY TO WORK - MODE SHARE³

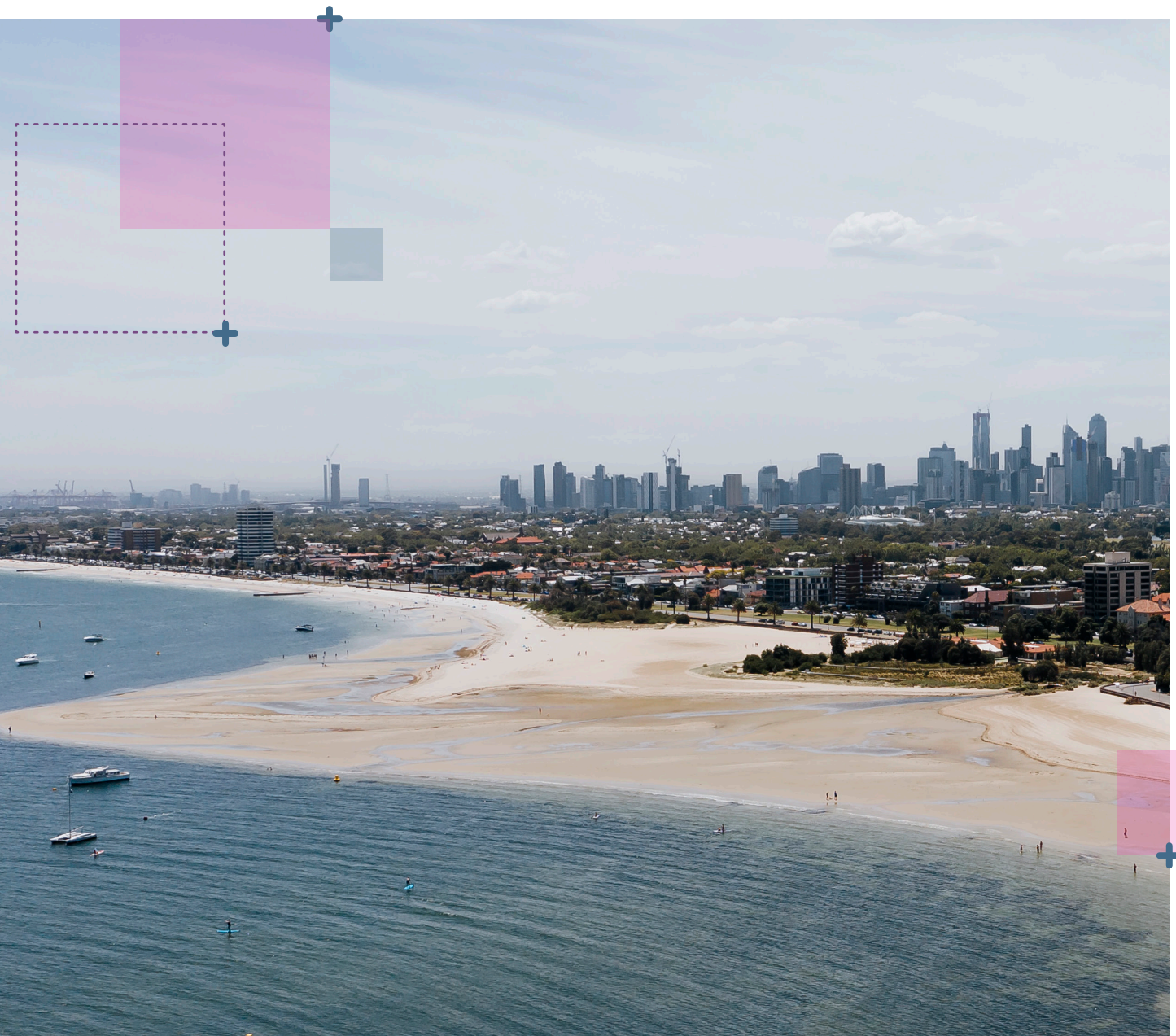


46.1	PUBLIC OPEN SPACE PER PERSON (m²)⁷	57.5
6.3%	SHARE OF METRO MELBOURNE'S PUBLIC OPEN SPACE⁷	100%
11.8%	2014 URBAN TREE CANOPY COVER	15.6%
+0.8%	2014 TO 2018 CHANGE TO URBAN TREE CANOPY COVER⁸	-0.3%
12.6 %	2018 URBAN TREE CANOPY COVER⁹	15.3%
+15.4%	2018 TO 2050 CHANGE TO MEET URBAN TREE CANOPY COVER TARGET	+12.2%
28.0%	2050 URBAN TREE CANOPY COVER TARGET¹⁰	27.5%

CHAPTER 03

VISION: INNER METRO REGION IN 2050

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



The Inner Metro Region will be recognised globally as an exemplar urban environment with its liveable, affordable and sustainable places. It will be the knowledge capital of the Southern Hemisphere, Australia's research capital and a leading producer of applied knowledge skills. The region has a compact, dense and mixed-use form and will be a world leader in urban environmental sustainability. It will also be internationally recognised as one of the world's best tourism and major events destinations.





By 2050 the Inner Metro Region will experience significant planned change, including:

- The Parkville and Fishermans Bend NEICs will join the Central City as the major employers within the region. The broader Fishermans Bend Urban Renewal Area will contribute 80,000 new jobs with a focus on education, design, the creative industries and advanced manufacturing, including engineering, transport and defence industries. It will be supported by high-quality and high capacity, sustainable transport links.
- Major urban renewal areas of Fishermans Bend, Arden, Macaulay, Docklands, and the St Kilda Road and Southbank precincts make a significant contribution to jobs and housing while also developing and supporting new communities.
- Housing caters for families, students, older people, group housing, key workers and people with disabilities with new affordable and social housing stock and renewal of older public housing estates.
- Efficient transport routes that will prioritise public transport, walking and cycling. There is a completed network of safe and efficient cycling and pedestrian routes that will provide high amenity, safe active transport links.
- A public transport network that is well connected, frequent, simple and easy to navigate with an expanded reach and more choice of modes between key destinations across all parts of the region and beyond.
- Distinctive precincts, villages and neighbourhoods that continue to preserve their own unique character while attracting businesses, start-ups and scale-ups. They will provide high-quality public places, open space and community facilities that meet the needs of a fast-growing population of residents, workers and visitors.
- An urban and natural environment that respects, reflects and celebrates the region's Aboriginal and cultural heritage. Iconic public spaces such as the Port Phillip foreshore, the Yarra River, Maribyrnong River, Royal Park, Fawkner Park and Royal Botanic Gardens are protected and highly valued by the community.
- More tree canopy cover and green infrastructure to create resilient and low carbon places that help the region respond to climate change including water scarcity and heatwaves.








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

MAP 1. Inner Metro Region 2050 Plan

Precincts and Activity Centres

-  National employment & innovation cluster (NEIC)^
-  Central city
-  Major activity centre
-  Health & education precinct (state)
-  Health precinct (state)
-  Education precinct (regional)
-  Central Business District
-  Urban renewal area
-  Major urban renewal precinct - priority
-  Major urban renewal precinct - other






Transport

-  Transport Gateway - Seaport
-  State-significant road corridor
-  Road network
-  Train station
-  Rail network
-  Tram network
-  Investigation area - light rail and heavy rail



Transport projects - committed

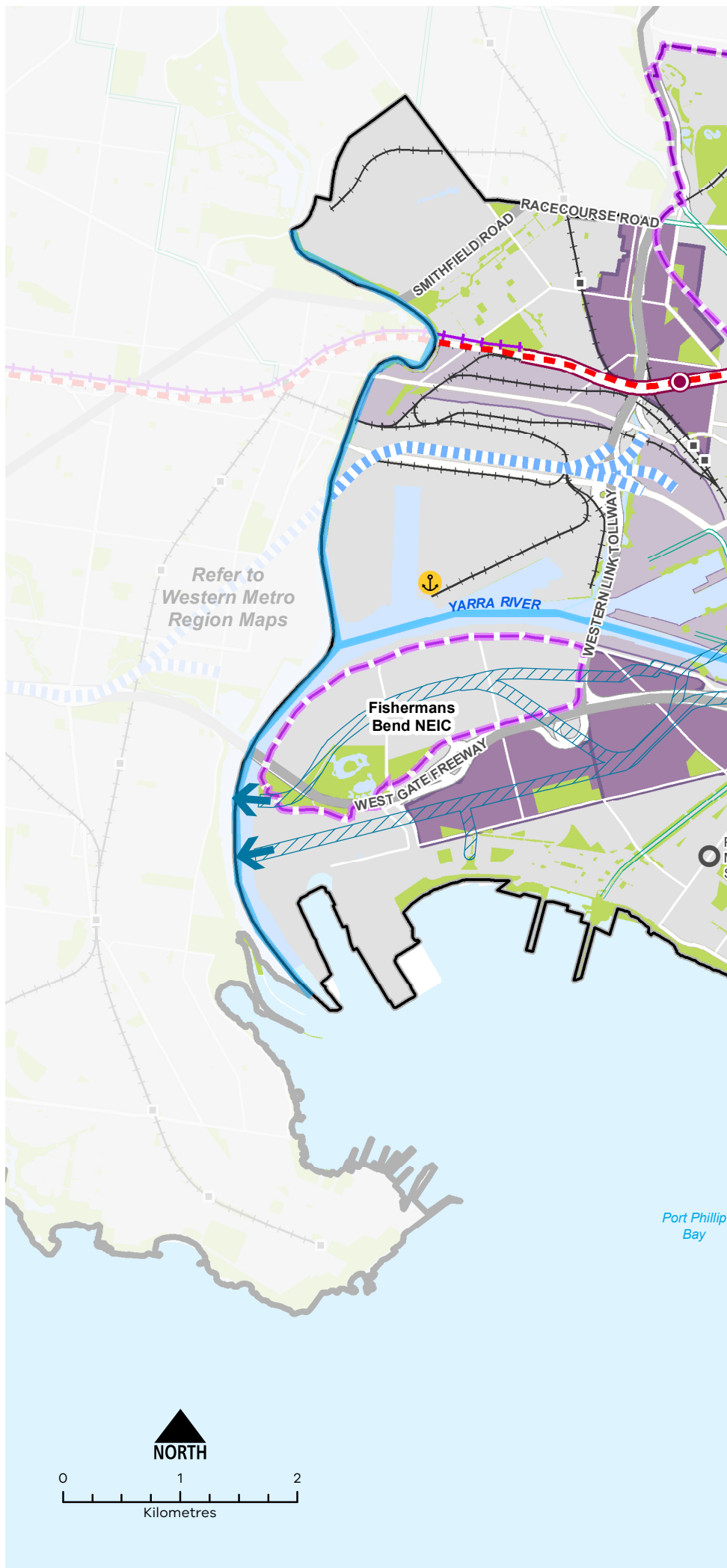
-  Rail improvements - Sunbury to Cranbourne
-  Melbourne Airport Rail
-  Metro Tunnel (Rail)
-  Metro Train Stations
-  West Gate Tunnel

Environment

-  Public open space
-  Yarra River land
-  Water's edge parkland
-  Waterway
-  Waterbody

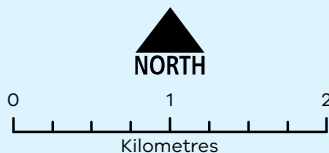
Land use/Administration

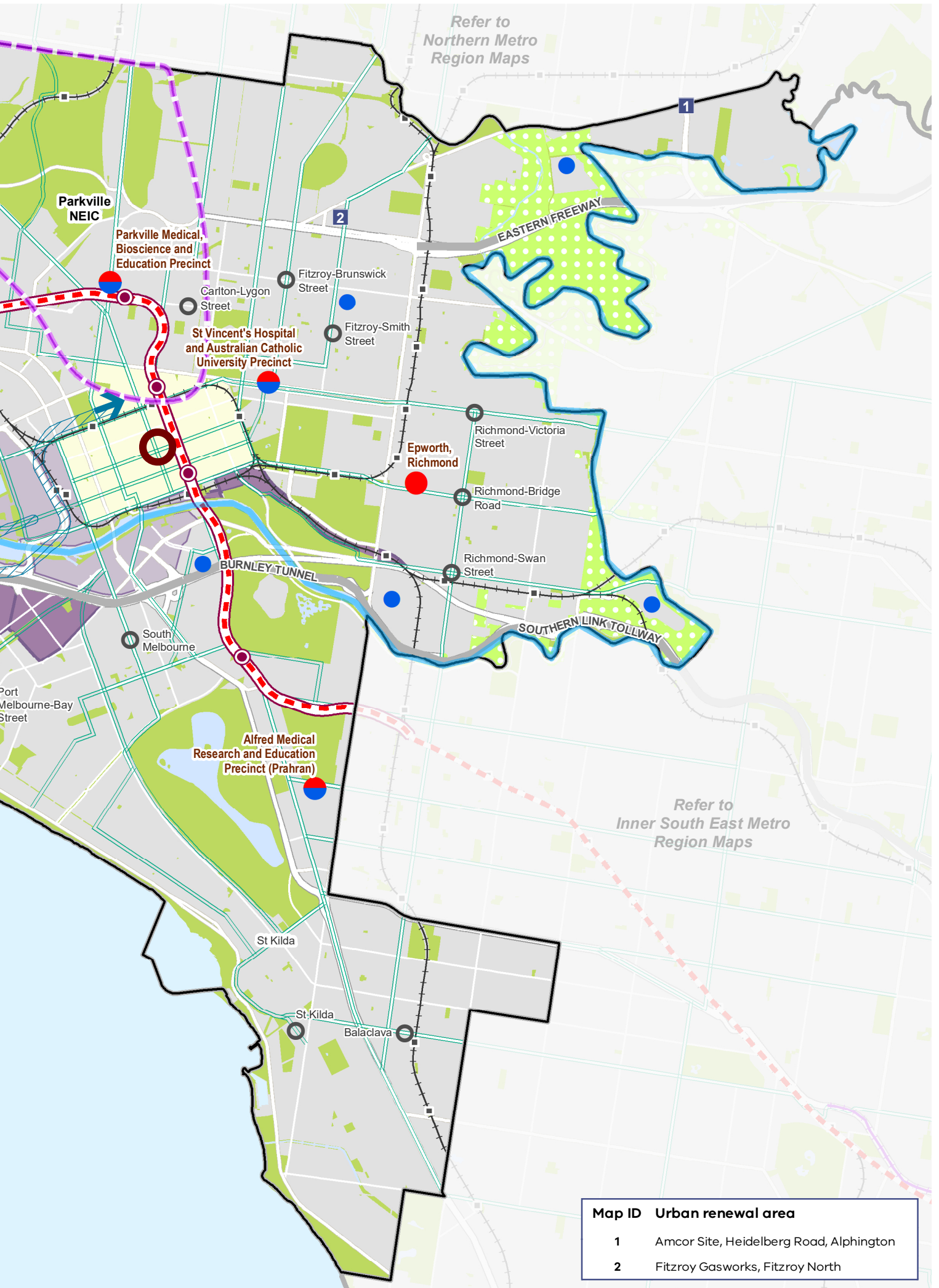
-  Regional boundary
-  Urban area



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

Note: A regional health precinct is also identified for the new Fishermans Bend Community Hospital, location yet to be determined.





Refer to Northern Metro Region Maps

1

2

EASTERN FREEWAY

Parkville NEIC

Parkville Medical, Bioscience and Education Precinct

St Vincent's Hospital and Australian Catholic University Precinct

Epworth, Richmond

SOUTHERN LINK TOLLWAY

BURNLEY TUNNEL

Alfred Medical Research and Education Precinct (Prahran)

Refer to Inner South East Metro Region Maps

Map ID Urban renewal area

- 1 Amcor Site, Heidelberg Road, Alphington
- 2 Fitzroy Gasworks, Fitzroy North