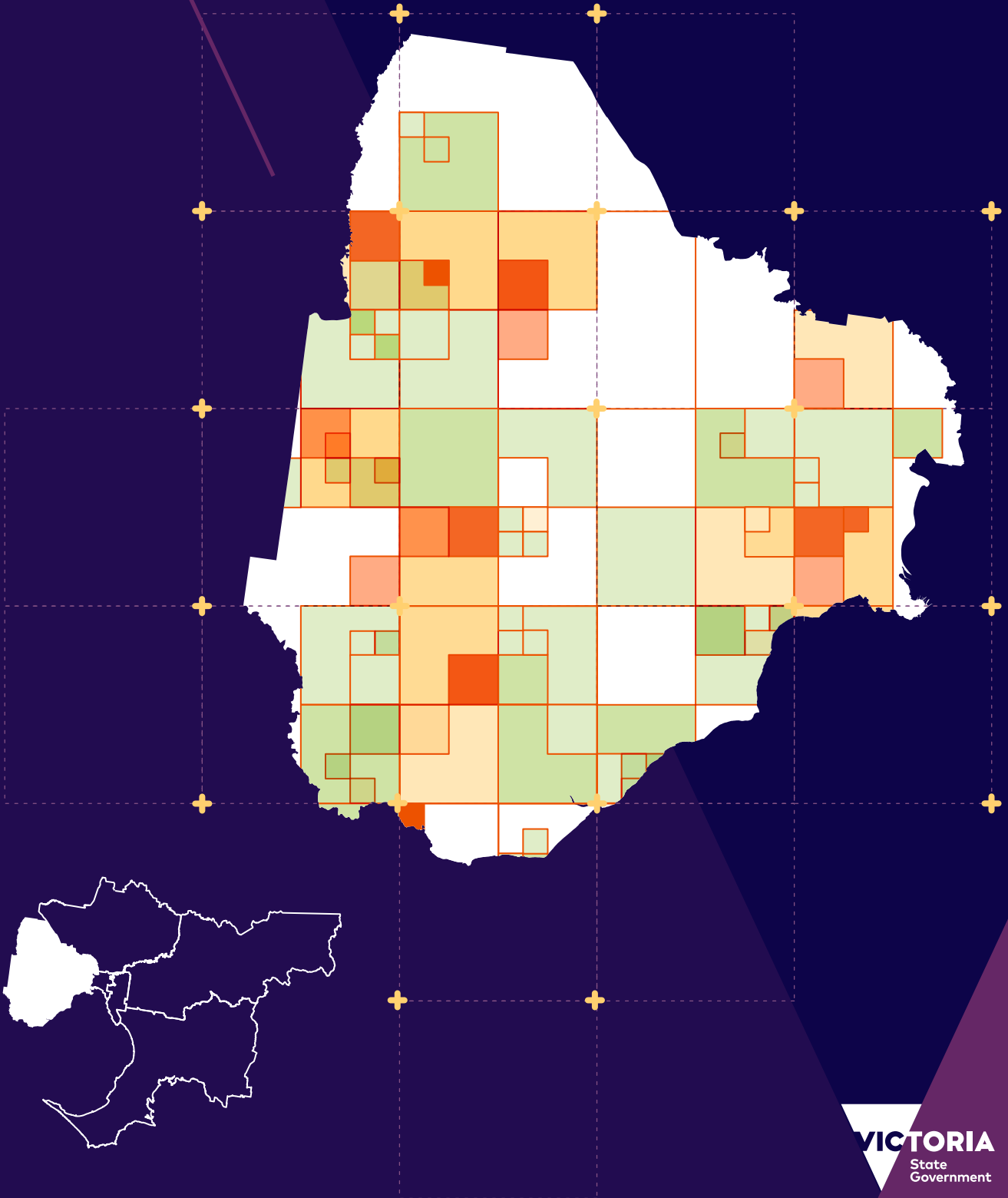


Plan Melbourne 2017-2050  
**DRAFT WESTERN METRO**  
**LAND USE FRAMEWORK PLAN**





•-----

### 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.



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### 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

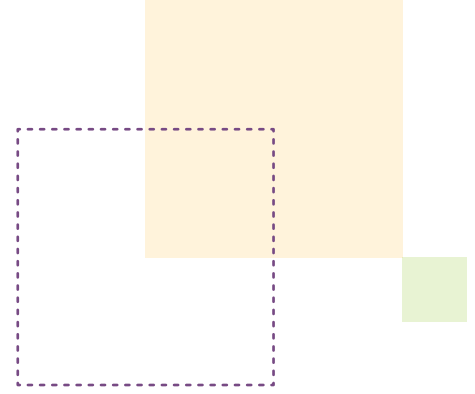
|               |   |               |   |
|---------------|---|---------------|---|
| <b>ABS</b>    | Australian Bureau of Statistics                     | <b>NEIC/s</b> | National Employment and Innovation Cluster/s  |
| <b>BIFT</b>   | Beveridge Interstate Freight Terminal               | <b>OMR</b>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



Photo credit: Tim Bell Studio



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).

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

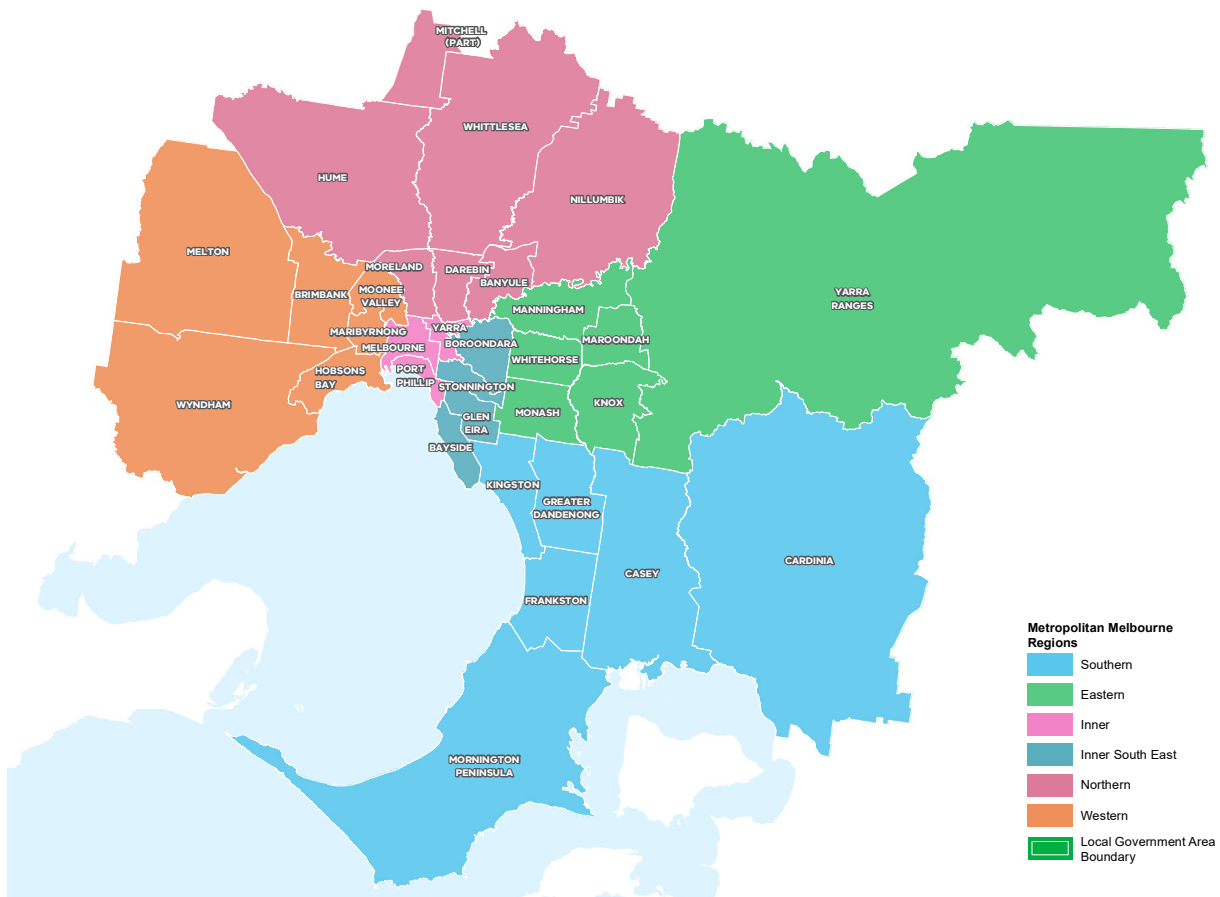
Through the EPWGs, local councils have helped shape the vision for their regions – providing local insight into the regional opportunities and challenges that require joint action by state and local government.

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 Western 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 01 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"> <li>• Central City</li> <li>• National employment and innovation clusters (NEICs)</li> <li>• Metropolitan activity centres</li> <li>• State-significant industrial precincts (SSIPs)</li> <li>• Transport gateways</li> <li>• State-significant health and/or education precincts</li> <li>• Major urban renewal precincts</li> </ul> | <ul style="list-style-type: none"> <li>• Major activity centres</li> <li>• Activity corridors</li> <li>• Regionally-significant industrial precincts (RSIPs)</li> <li>• Enterprise precincts</li> <li>• Regionally-significant health and/or education precincts</li> <li>• Inter-regional environmental features</li> <li>• Regional open space</li> <li>• Growth corridors</li> <li>• Urban renewal areas</li> <li>• Housing opportunity and investigation areas</li> <li>• Green wedges</li> </ul> |

## Regional planning and collaboration

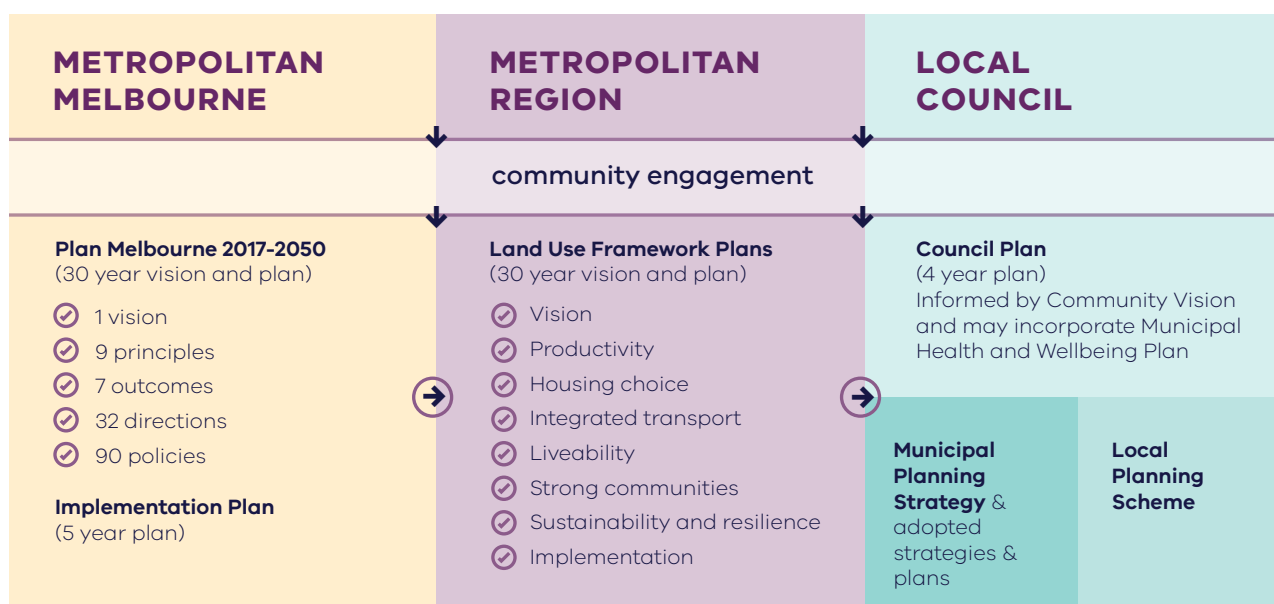
Planning at a regional level is an opportunity for state and local governments to work together to manage long-term growth and change across Melbourne (Figure 2).

While the Western 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 Sunshine as a transport precinct. The Victorian Department of Jobs, Precincts and Regions is leading the strategic development of Footscray as a Business Precinct and Werribee NEIC.

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

| PLACES OF STATE SIGNIFICANCE   |
|--|
| <b>National employment and innovation clusters</b><br>Sunshine<br>Werribee |
| <b>Metropolitan activity centres</b><br>Sunshine<br>Footscray              |

## Growth area planning

The LUFPs provide a strategic planning framework to guide future development of Melbourne's three growth corridors – Northern, Western and South Eastern. The LUFPs 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 corridors, 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 LUFPs:

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

This Western Metro Region LUPP replaces the West Growth Corridor plan.

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

This LUPP does not commit the Victorian Government to specific infrastructure, development projects or levels of service provision within the Western Metro Region. Information included in this LUPP is intended to guide planning for future development, however, 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.

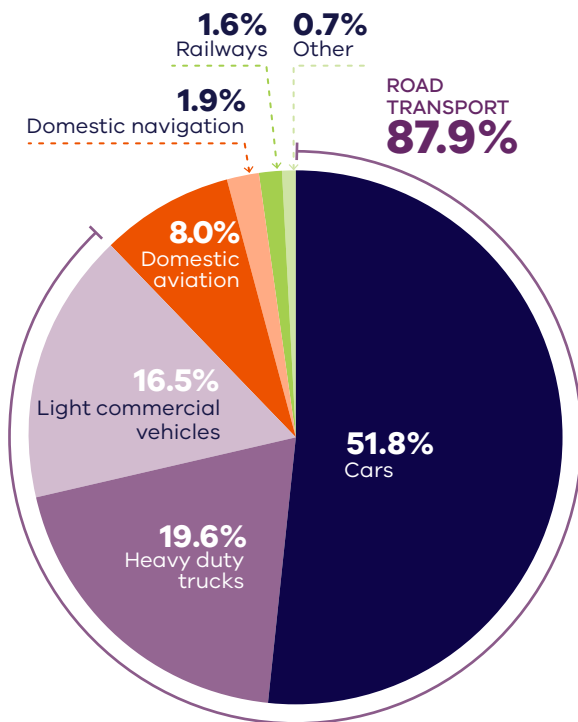
## The broader context

### 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 on-site 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 Werribee, Williamstown and Geelong-Ballarat 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, and facilitate uplift and intensive development of station precincts.

These city-shaping projects will improve access to jobs, education and social opportunities in the Western Metro Region. They will also connect the Western Metro Region with other areas of Melbourne and Victoria. In addition, they are also creating opportunities to make the Western 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.

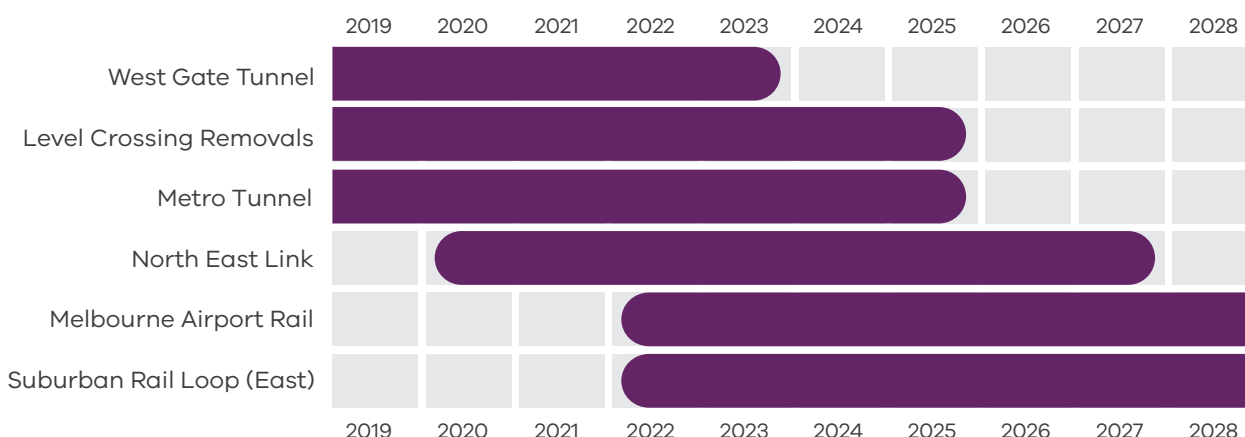
This interruption to growth is not expected to change the long-term future direction of Melbourne.

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**



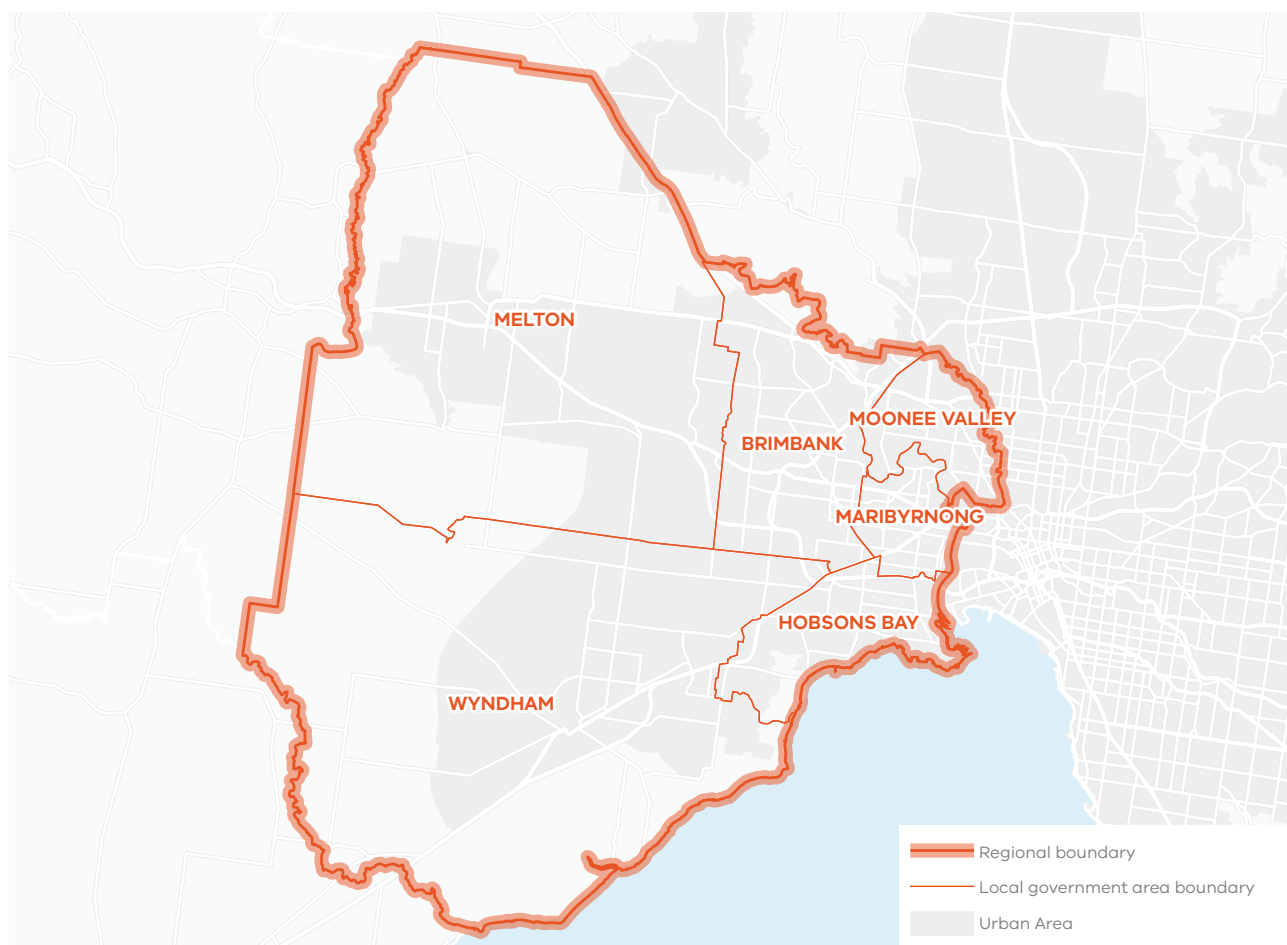
Source: Department of Environment, Land, Water and Planning 2021

# CHAPTER 02

## REGIONAL SNAPSHOT

The Western Metro Region includes the local government areas (LGAs) of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham.

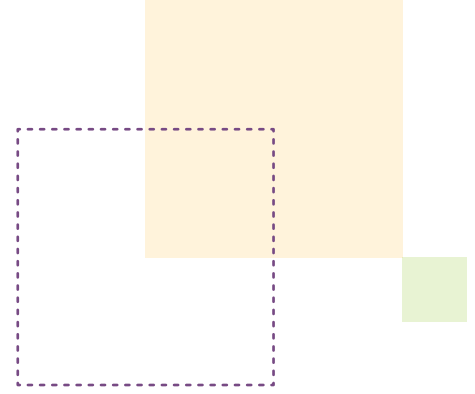
FIGURE 5. Western Metro Region



**TOTAL AREA: 133,190HA**

**15% OF METROPOLITAN MELBOURNE**

**Over 49%** of the region is designated green wedge land



The region sits on the Victorian Volcanic Plain and its natural environment is characterised by its extensive southern coastline, sweeping plains, a network of waterways and protected grasslands with significant biodiversity values. The Wurundjeri, Bunurong and Wadawurrung people of the Kulin Nation are the Traditional Owners of the lands that make up the Western Metro Region of Melbourne.

## Urban structure

The Western Metro Region's urban geography and structure is defined by the Maribyrnong River, the Port Phillip coastline and a distinctively flat and open terrain of the Western Volcanic Plains with views to the Melbourne CBD to the east and You Yangs to the west. The urban structure is three concentric bands of development – inner suburbs, middle ring suburbs and outer suburbs. The middle and outer areas of the region have extensive areas of state-significant industrial land which divides the two growth areas towards Melton to the west and south-west to Werribee.

The inner suburbs were developed as housing for working class and new immigrants and have a mix of cottage, terrace and detached housing. The middle ring suburbs are largely dominated by industrial land with lower-density housing while outer suburbs are at varying stages of development with well-established satellite towns of Werribee and Melton, and others still being planned in the growth areas. The region's green wedges encircle the urban area providing for agriculture, extractive resources and conservation areas including the Western and Derrimut Grassland Reserves, volcanic hills and cones including Mt Kororoit and Mt Cottrell and Port Phillip Bay (Western Shoreline) Ramsar wetlands.

The Western 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:

- Werribee and Melton – existing regional centres and growth corridors with strong connections to the periurban areas including south west to Lara and beyond to Geelong, and west to Bacchus Marsh, Ballan and beyond to Ballarat and the Macedon Ranges

- Growth corridors – Wyndham (Tarneit, Truganina, Wyndham Vale, Williams Landing, Point Cook), Melton (Toolern, Plumpton, Rockbank North, Rockbank South, Mt Atkinson, Caroline Springs and Burnside) and Diggers Rest in the north of the region
- Older established areas along the Tullamarine and Calder freeways – Airport West, Niddrie, Taylors Lakes, Keilor
- Large infill and brownfield sites for future development in inner and middle ring suburbs including Werribee Employment Precinct
- Inner areas along rail lines and tram lines – Footscray, Sunshine, Flemington, Moonee Ponds
- Historic maritime suburbs of Williamstown and Newport
- Radial road connections along Calder Freeway, Western Freeway, Princes Highway and Freeway, and the Western Ring Road.

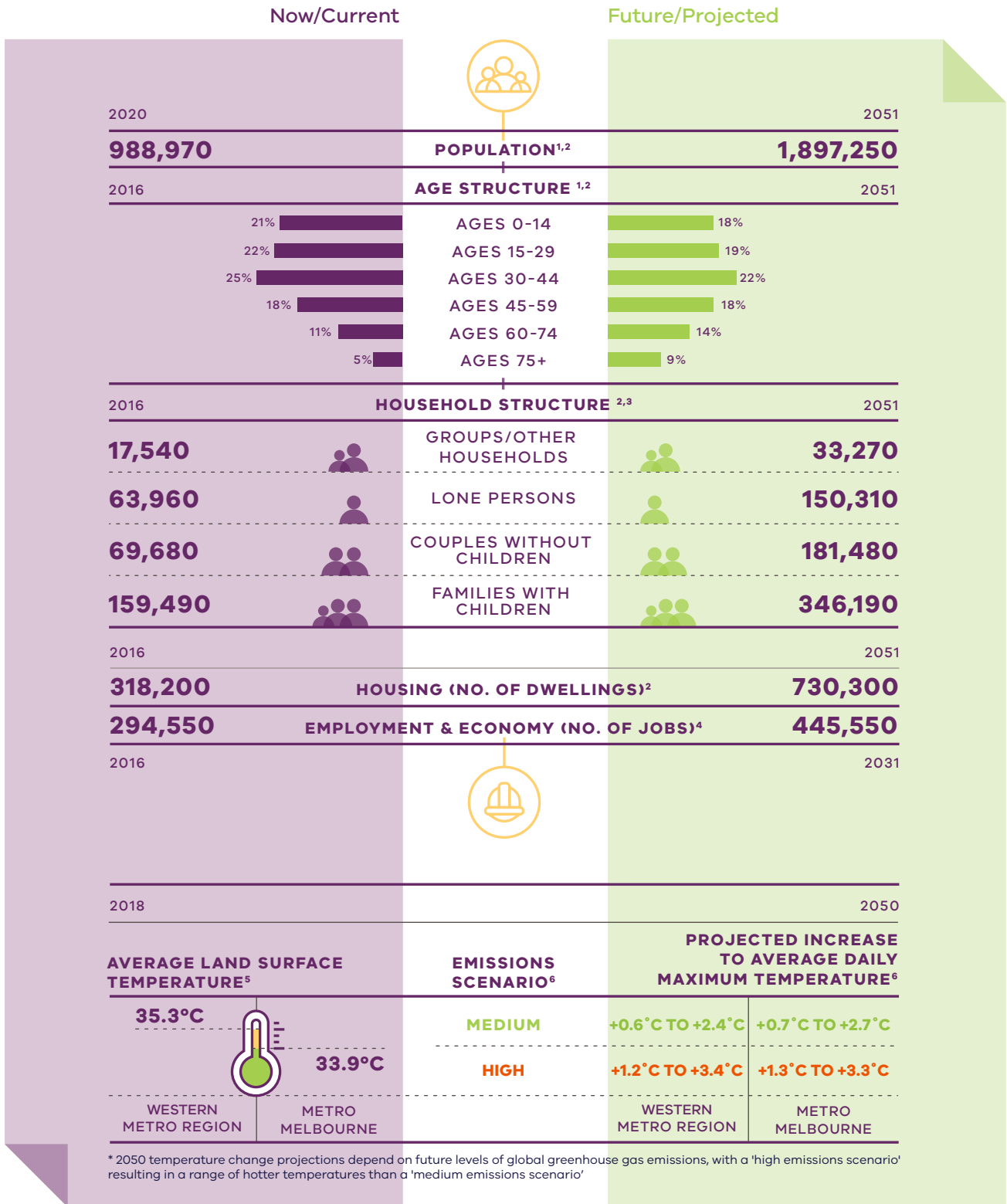
## Population and demographics

In 2020, the Western Metro Region had a population of 988,970 or 19 per cent of Melbourne's total population. The region has experienced the fastest population growth in recent years and the population is projected to continue increasing to a total of almost 1.9 million people by 2051. The region will accommodate 23 per cent of metropolitan Melbourne's population in 2051 with the highest annual growth rate of 2.1 per cent among all the regions (DELWP, 2019b).

The region will require an additional 412,100 dwellings from 2016 to accommodate this growth by 2051 (DELWP, 2019b). Consistent with metropolitan Melbourne, the most prevalent household type in the Western Metro Region is families with children and this is expected to remain the same to 2051.

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

# WESTERN 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.  
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 (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.  
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 (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, Western 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.



# WESTERN METRO REGION VS METRO MELBOURNE

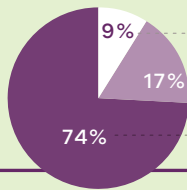
## Western Metro Region

## Metro Melbourne

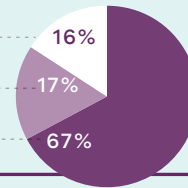


|                     |   |                     |
|---------------------|---|---------------------|
| <b>988,970</b>      | <b>CURRENT POPULATION 2020<sup>1</sup></b>                    | <b>5,098,530</b>    |
| <b>+908,280</b>     | <b>PROJECTED POPULATION CHANGE 2020 TO 2051<sup>1,2</sup></b> | <b>+3,254,310</b>   |
| <b>92% (FUTURE)</b> | <b>TOTAL % INCREASE</b>                                       | <b>(FUTURE) 64%</b> |
| <b>1,897,250</b>    | <b>PROJECTED POPULATION 2051<sup>2</sup></b>                  | <b>8,352,840</b>    |
| <b>412,100</b>      | <b>NET ADDITIONAL DWELLINGS 2016-2051<sup>2</sup></b>         | <b>1,613,660</b>    |
| <b>26%</b>          | <b>SHARE OF NET ADDITIONAL DWELLINGS<sup>2</sup></b>          | <b>100%</b>         |

### 2016 DWELLING TYPE<sup>3</sup>



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



|                  |   |                   |
|------------------|---|-------------------|
| <b>\$38 (BN)</b> | <b>2016 GROSS REGIONAL PRODUCT<sup>4</sup></b>          | <b>\$333 (BN)</b> |
| <b>51%</b>       | <b>PROJECTED JOB GROWTH 2016 TO 2031<sup>4</sup></b>    |                   |
| <b>13%</b>       | <b>SHARE OF JOBS ACROSS METRO MELBOURNE<sup>4</sup></b> |                   |

### 2016 JOURNEY TO WORK – MODE SHARE<sup>3</sup>

|            |     |            |
|------------|-----|------------|
| <b>77%</b> |     | <b>67%</b> |
| 1%         |     | 1%         |
| 2%         |     | 10%        |
| 0.3%       |     | 2%         |
| 0.6%       |     | 1%         |
| 2%         |     | 3%         |
| 2%         | ... | 0.5%       |



|               |   |               |
|---------------|---|---------------|
| <b>72.9</b>   | <b>PUBLIC OPEN SPACE PER PERSON (m<sup>2</sup>)<sup>7</sup></b>   | <b>57.5</b>   |
| <b>25.5%</b>  | <b>SHARE OF METRO MELBOURNE'S PUBLIC OPEN SPACE<sup>7</sup></b>   | <b>100%</b>   |
| <b>4.7%</b>   | <b>2014 URBAN TREE CANOPY COVER</b>                               | <b>15.6%</b>  |
| <b>+0.8%</b>  | <b>2014 TO 2018 CHANGE TO URBAN TREE CANOPY COVER<sup>8</sup></b> | <b>-0.3%</b>  |
| <b>5.5 %</b>  | <b>2018 URBAN TREE CANOPY COVER<sup>9</sup></b>                   | <b>15.3%</b>  |
| <b>+14.5%</b> | <b>2018 TO 2050 CHANGE TO MEET URBAN TREE CANOPY COVER TARGET</b> | <b>+12.2%</b> |
| <b>20.0%</b>  | <b>2050 URBAN TREE CANOPY COVER TARGET<sup>10</sup></b>           | <b>27.5%</b>  |

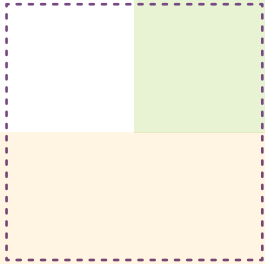
# CHAPTER 03

## VISION: WESTERN METRO REGION IN 2050

The Western 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 Western Metro Region will be Melbourne's fastest growing region offering diverse employment and education opportunities for its residents, and diverse and affordable housing and lifestyles. The region will have an efficient internal transport network, linking a strong network of activity centres and employment nodes to support local economic growth and investment.

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

- A greater diversity of jobs and education opportunities through continued investment in the Sunshine and Werribee NEICs and the delivery of Melbourne Airport Rail and the Metro Tunnel. The growth areas of Wyndham and Melton play a significant role in diversification of the region including well-planned development of the Toolern Metropolitan Activity Centre.
- Integrating the Western Interstate Freight Terminal, Western Industrial Precinct and Bay West port option to consolidate the Western Metro Region as south-east Australia's major hub for freight and logistics. This includes protecting valued employment land and fully integrating it into the transport network with more freight on rail.
- An integrated, linked public and active transport network to address growth, provide equitable access to jobs, health and education, and improved north-south, inter-regional connections including to Melbourne and Avalon airports and regional Victoria.
- Liveable and well-planned suburbs comprising a well-connected network of distinctive neighbourhoods and activity nodes that provide a mix of housing catering for a changing population and retaining and attracting a diverse workforce.
- The growth areas of Wyndham and Melton are well-planned, locally-distinctive neighbourhoods with a diverse range of housing, employment, open space, transport options and access to local services through a network of connected regional and local activity centres.
- The region's activity centres will be vibrant with high-quality development and lively public spaces for celebrating the cultural and social diversity of the region's people.
- The region boasts an expanded tree canopy, a regional approach to water management, and is Victoria's waste and resource recovery 'centre of excellence'.

The region's green wedge land and diverse landscapes will be valued and managed, and its unique natural environments, including the Western Grasslands and iconic coastlines, will be protected. The region's connected waterways will support biodiversity and provide high-quality open space and active transport links for residents and visitors.

A more detailed picture of how land use in the Western Metro Region is expected to change in 2050 is provided in Map 1.

# MAP 1. Western 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 & education precinct (state)
- Health precinct (state)
- Education precinct (state)
- 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
- Transport Gateway - possible Seaport (indicative)
- 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

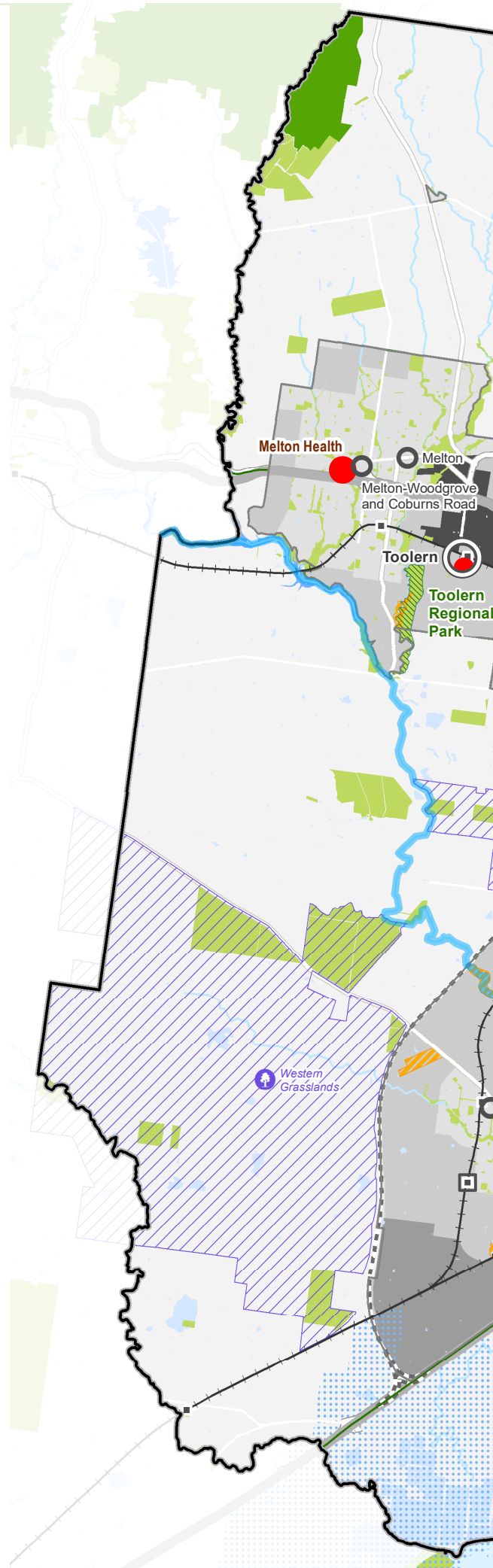
- Suburban Rail Loop
- SRL West (Airport to Werribee)
- SRL - interchange station
- Transport projects - committed
- Melbourne Airport Rail
- West Gate Tunnel
- Level crossing removal site
- Transport projects - potential
- Outer Metropolitan Ring/E6 reservation

## Environment

- Conservation areas in the Biodiversity Conservation Strategy
- Conservation reserve - emerging
- National park/state park
- Regional Park - expanded/improved
- Regional Park - proposed
- Future regional active open space
- Public open space
- Marine/coastal national parks and reserves
- Ramsar wetlands
- Water's edge parkland
- Waterway
- Reservoir
- Waterbody

## Land use/Administration

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



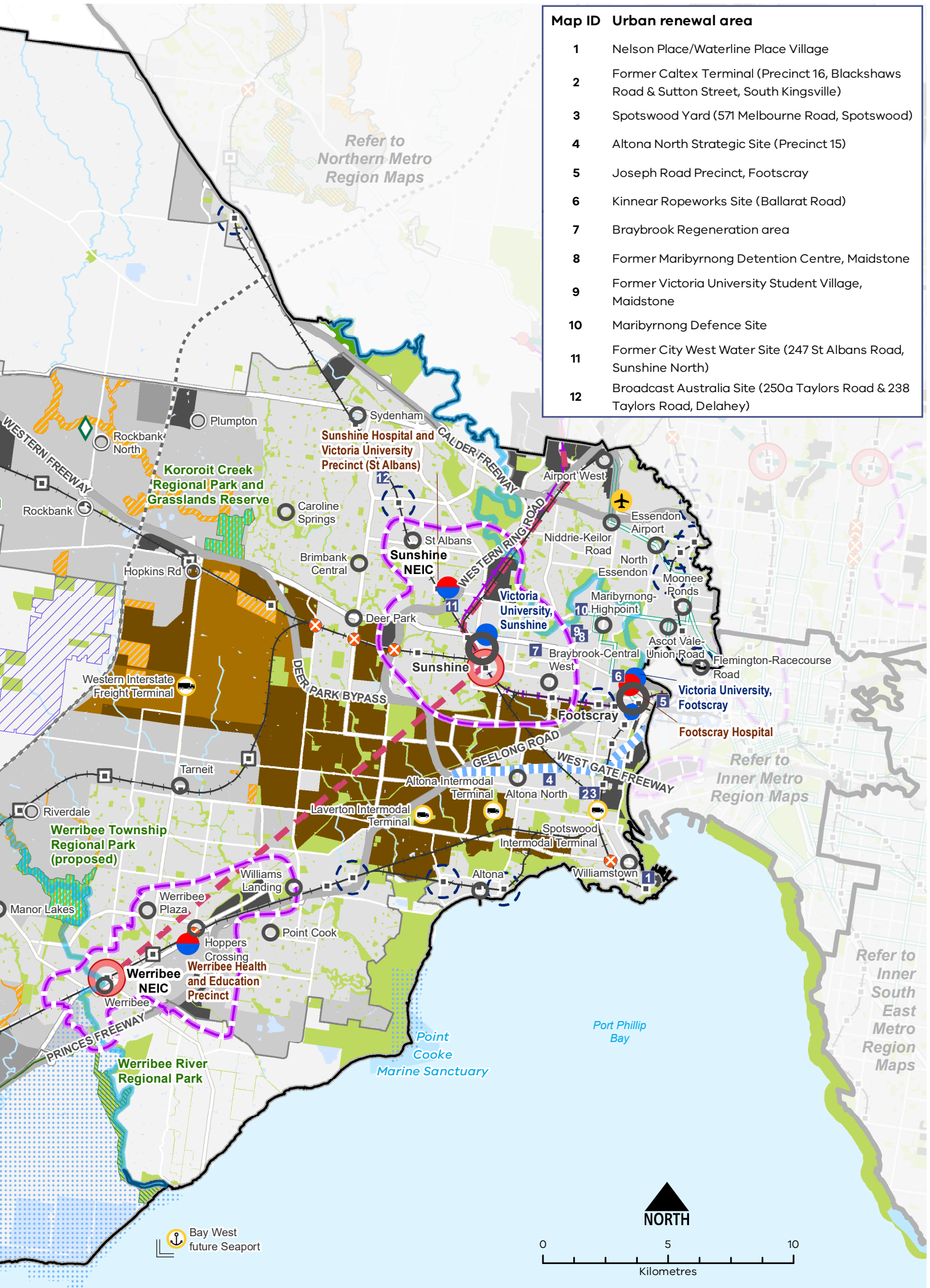
\*NEIC boundary is indicative only and subject to detailed planning.

**Note:**  
Regional health precinct also identified for the new Point Cook Community Hospital, location yet to be determined.



**Map ID Urban renewal area**

- 1 Nelson Place/Waterline Place Village
- 2 Former Caltex Terminal (Precinct 16, Blackshaws Road & Sutton Street, South Kingsville)
- 3 Spotswood Yard (571 Melbourne Road, Spotswood)
- 4 Altona North Strategic Site (Precinct 15)
- 5 Joseph Road Precinct, Footscray
- 6 Kinnear Ropeworks Site (Ballarat Road)
- 7 Braybrook Regeneration area
- 8 Former Maribyrnong Detention Centre, Maidstone
- 9 Former Victoria University Student Village, Maidstone
- 10 Maribyrnong Defence Site
- 11 Former City West Water Site (247 St Albans Road, Sunshine North)
- 12 Broadcast Australia Site (250a Taylors Road & 238 Taylors Road, Delahey)



Refer to Northern Metro Region Maps

Refer to Inner Metro Region Maps

Refer to Inner South East Metro Region Maps

Bay West future Seaport

NORTH

0 5 10  
Kilometres