

Urban Development Program



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Metropolitan
Melbourne

Department of
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Urban Development Program, State of Victoria through the Department of Transport, Planning and Local Infrastructure 2014

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1.0 INTRODUCTION

The 2013-14 Urban Development Program for metropolitan Melbourne annually monitors: the pipeline of major residential redevelopment projects in established areas; the supply of broadhectare residential land; and industrial land.

This report only notes some of the key features of this information on future residential development and industrial land. Comprehensive data and maps are also available from the Department of Transport Planning and Local Infrastructure website.

The Urban Development Program consists of three components:

Major residential redevelopment projects - information on residential projects of 10 or more dwellings on land with a previous urban use that are either planned or mooted to commence construction over the next ten years¹.

Broadhectare residential land - information on the supply and construction of broadhectare land across metropolitan Melbourne, including estimated lot yields. This includes land which is either zoned or has an approved precinct structure plan, as well as land that has been identified for residential development where an approved precinct structure plan is required to commence development.

Industrial land - information on the supply and consumption of industrial land across metropolitan Melbourne, as well as indicators on the zoning changes of industrial land.

The importance of having a clear understanding of the pipeline of supply of residential land, housing and industrial land has been highlighted in *Plan Melbourne*. *Plan Melbourne* has introduced a new set of subregions that are reflected in this report.

Plan Melbourne also changes the way the UDP identifies industrial land and how it reports on location of major supply and take-up. It provides a new geography for jobs and the economy by identifying industrial, business and commercial land across the city that will provide concentrated areas of employment. *Plan Melbourne* identified four State Significant Industrial Precincts (West, North, South and Hastings) and one emerging Precinct (Officer/Pakenham) (see Map 1). These precincts have been approximated using zones for reporting supply and consumption in the UDP report.

¹ Small scale infill redevelopment projects of less than 10 dwellings are not currently included in the Urban Development Program. These types of dwellings make up approximately half of dwellings added to the housing stock in the established areas of metropolitan Melbourne each year. They are not included in the Urban Development Program report because small scale redevelopment is less predictable even in the short term.

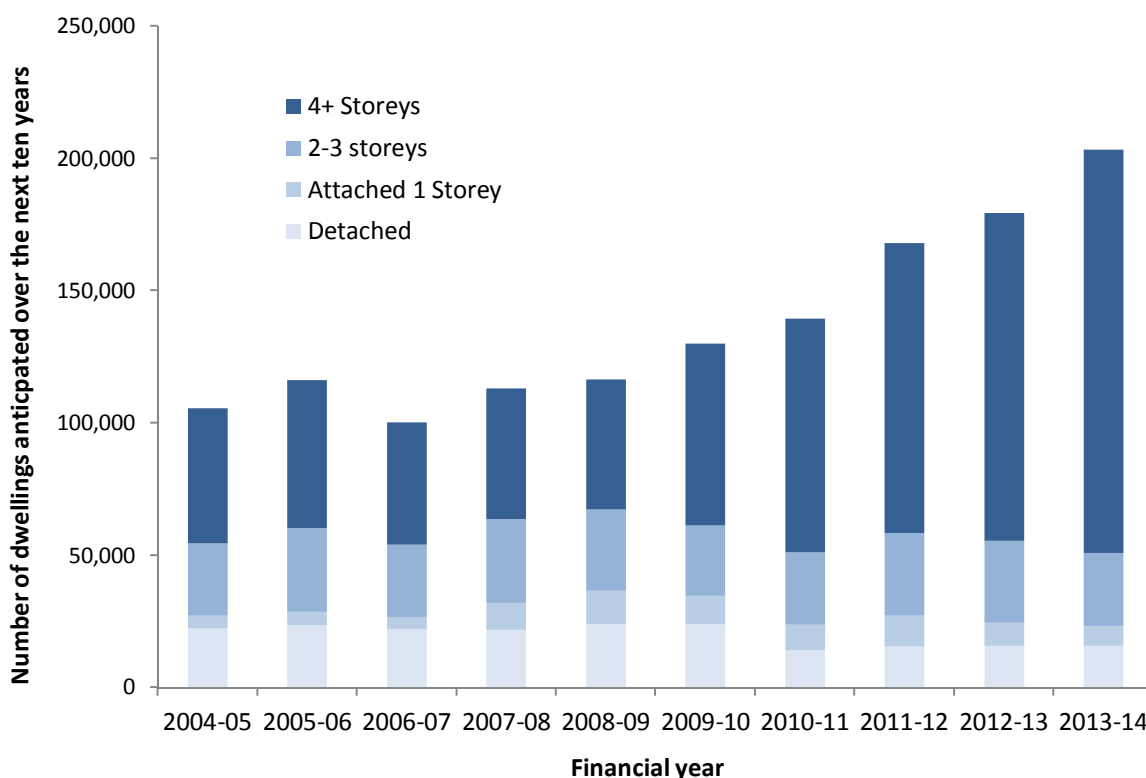
2.0 MAJOR RESIDENTIAL REDEVELOPMENT

The Urban Development Program monitors and reports on major residential redevelopment projects across metropolitan Melbourne. Data is collected through analysis of aerial imagery and industry data sources and is verified through consultations with councils².

2.1 THE PIPELINE SUPPLY OF DWELLINGS IN MAJOR RESIDENTIAL REDEVELOPMENTS

As at July 2014, there were 203,400 dwellings in major residential redevelopment projects that were either under construction or anticipated to commence construction over the next ten years. This compares to 179,400 dwellings identified in last year's report. The pipeline of supply of dwellings in major residential redevelopments has risen steadily from 2006-07 to 2013-14 and is now the highest on record. An increasing proportion of these anticipated dwellings will be in buildings of four or more storeys. Chart 1 compares the residential redevelopment pipeline as of July 2014 to data from previous years, by built form.

Chart 1: Annual major residential redevelopment pipeline of dwellings by built form³



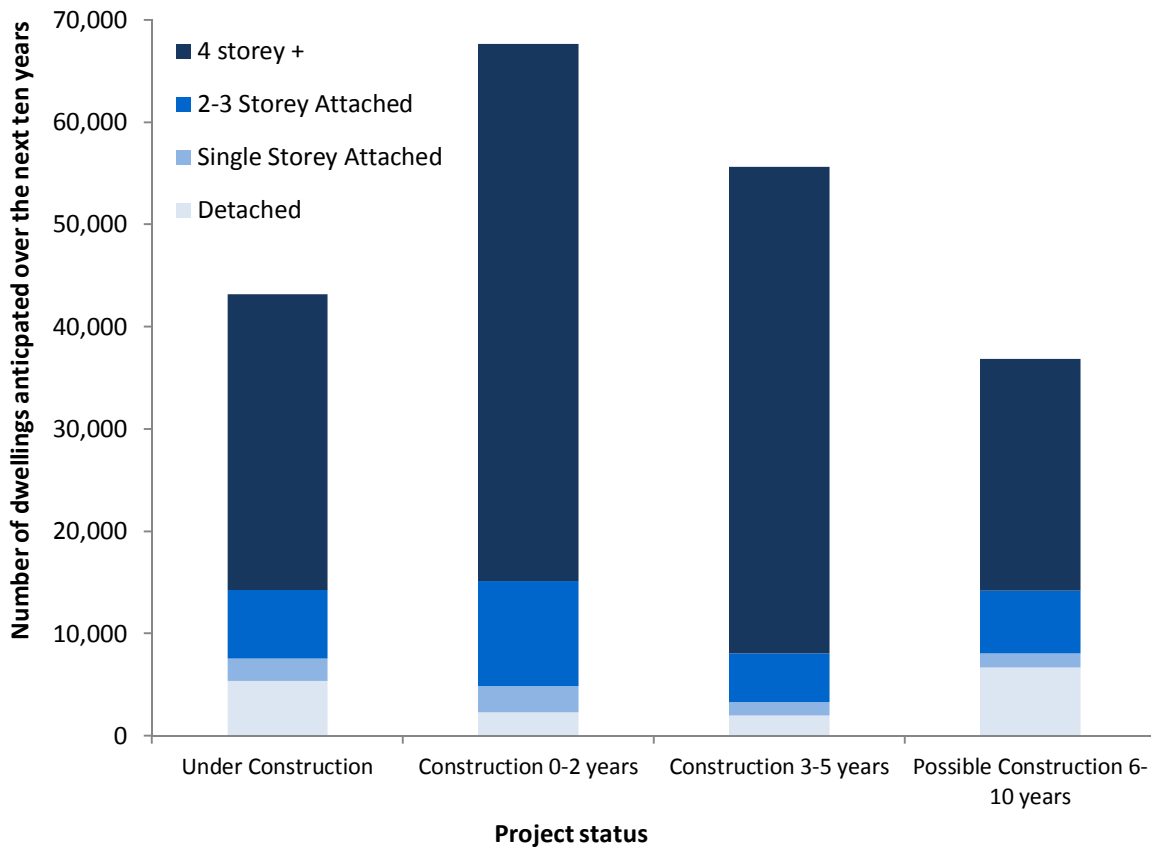
Source: Department of Transport, Planning and Local Infrastructure 2014

² Only limited information was available for 2013-14 from Maribyrnong City Council and Stonnington City Council. Information for these municipalities is partially based on an update of 2012-13 data from industry and other sources.

³ Note that the 'detached dwellings' referred to here are detached dwellings in major residential redevelopment projects rather than in broadhectare developments, which is dealt with separately below in Section 3.0 – Broadhectare Residential Development.

A large proportion of the anticipated dwellings are expected to commence construction in the next two years. These are projects that have generally received planning approval and are almost ready to commence construction. The growth in the number of dwellings anticipated over the next few years reflects the recent planning approval of many high-rise apartment dwellings, particularly in inner Melbourne.

Chart 2: Major residential redevelopment pipeline by built form by project status, 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

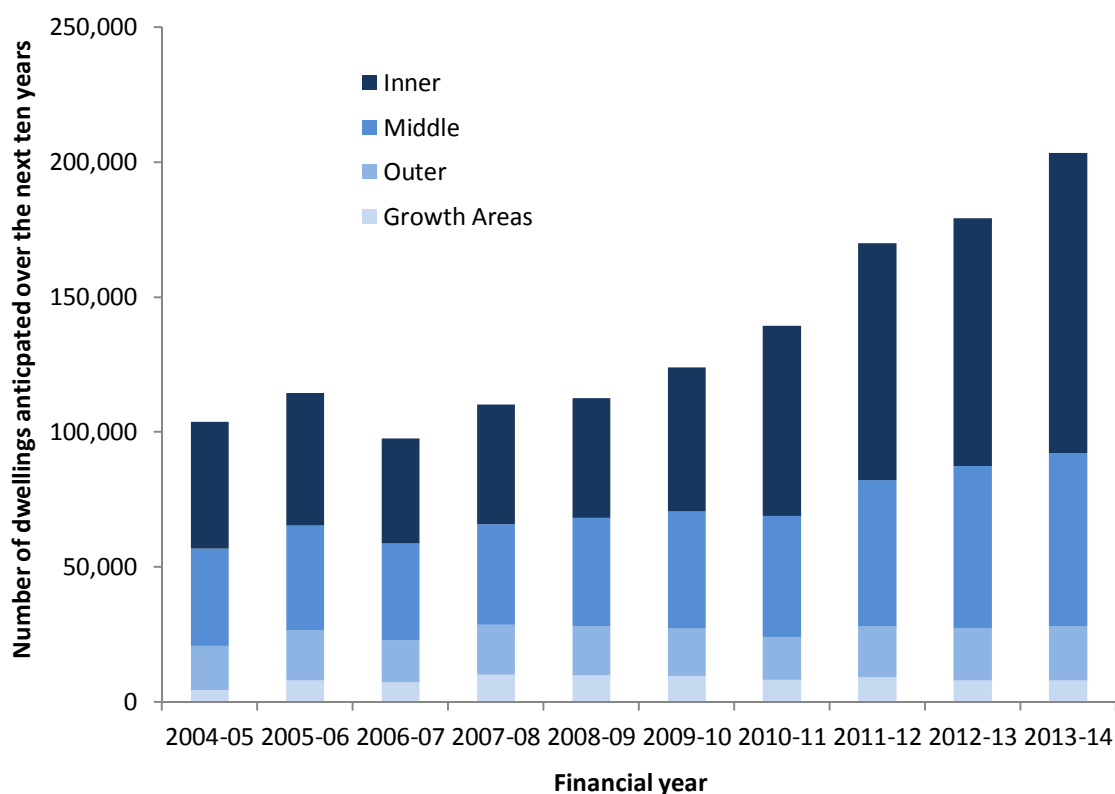
Projects in the 'Construction 3-5 years' category are reasonably likely to go ahead but often planning permission is still required or there is some uncertainty. Projects in the 'Possible Construction 6-10 years' are more speculative, where the project has been mooted but for which the planning process may not have even begun.

Note that the timing of projects is an estimate. Although the number of dwellings in projects identified in the longer term (6-10 years) is lower than those identified in the short to medium term, additional projects may be identified during this period which will add to future redevelopment supply.

2.2 MAJOR RESIDENTIAL REDEVELOPMENT PIPELINE BY REGION

While the middle ring municipalities have seen growth in the number of dwellings under construction or anticipated in the next ten years, inner Melbourne has increased particularly significantly, more than doubling from around 53,000 in 2009-10 to around 111,000 in 2013-14. See Chart 3.

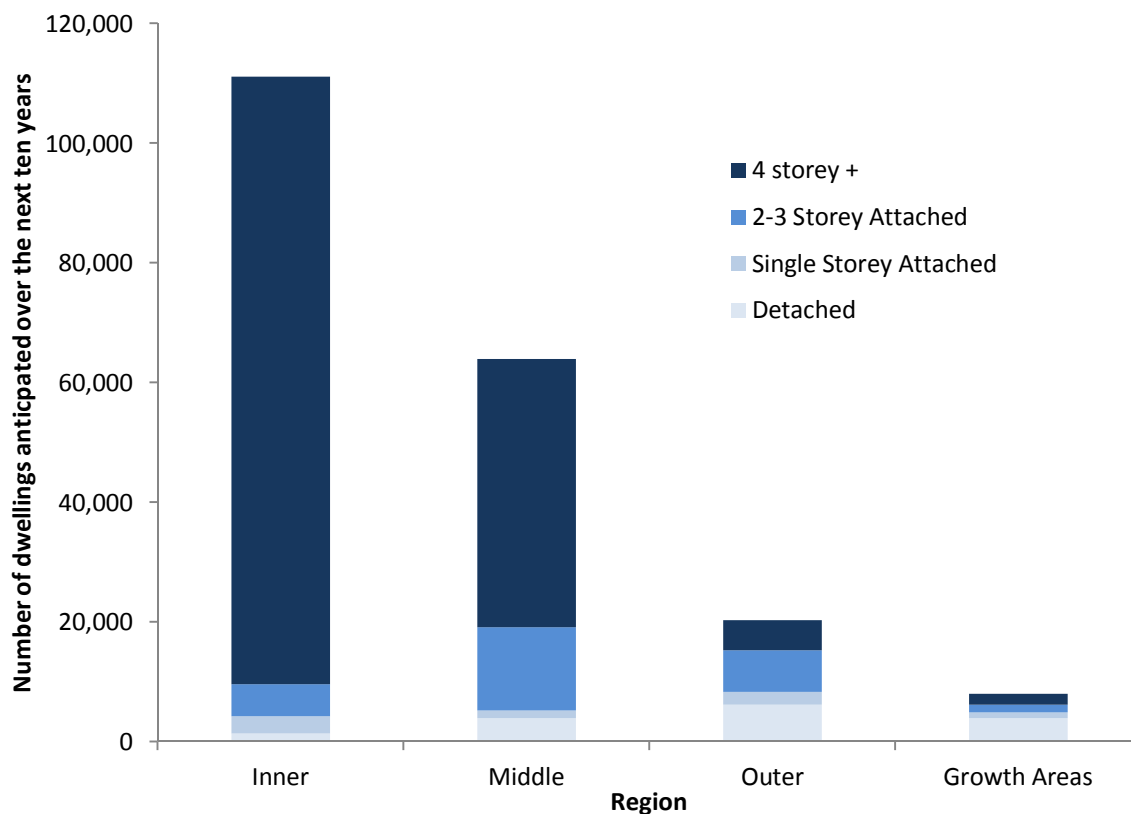
Chart 3: Residential redevelopment pipeline by region



Source: Department of Transport, Planning and Local Infrastructure 2014

The majority of current and anticipated major redevelopment activity in inner Melbourne is in projects of four storeys or greater. Again, these are particularly concentrated in the City of Melbourne⁴.

Chart 4: Residential redevelopment pipeline of dwellings by region by built form⁵, 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

2.3 MAJOR RESIDENTIAL REDEVELOPMENTS IN ACTIVITY CENTRES

The Urban Development Program also monitors and reports on major residential redevelopment in and around Melbourne’s activity centres⁶. Chart 5 shows that anticipated dwellings in projects of four storeys or greater are largely concentrated inside activity centres (which includes the CBD), while those of less than four storeys tend to be outside activity areas.

⁴ See *Appendix 2: Major residential redevelopment* for more details.

⁵ The regions (or ‘rings’) used here are comprised of the following local government areas:

Inner: Maribyrnong, Melbourne, Port Phillip, Stonnington, and Yarra

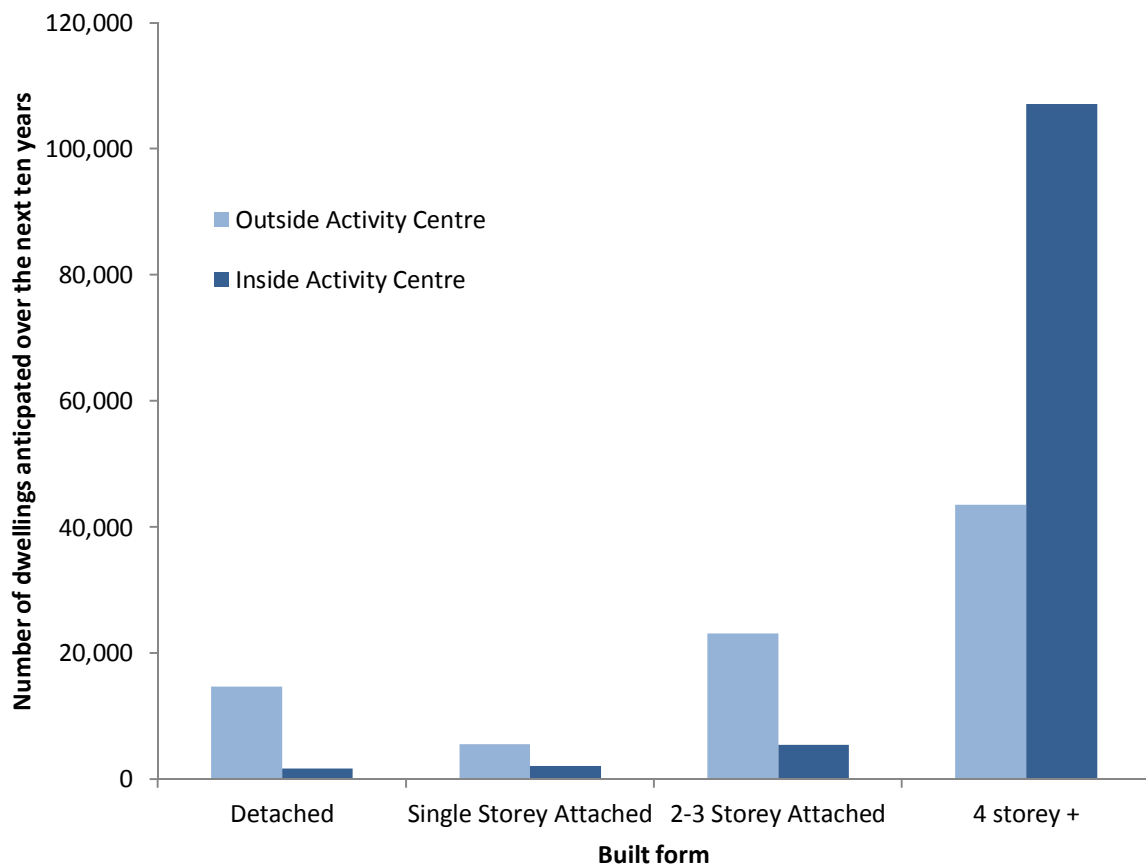
Middle: Banyule, Bayside, Boroondara, Darebin, Glen Eira, Hobsons Bay, Kingston, Manningham, Monash, Moonee Valley, Moreland, and Whitehorse

Outer: Brimbank, Frankston, Greater Dandenong, Knox, Maroondah, Mornington Peninsula, Nillumbik, and Yarra Ranges

Growth Area: Casey, Cardinia, Hume, Melton, Mitchell (part, since 2010), Whittlesea and Wyndham

⁶ Activity area boundaries are based on councils’ Structure Plans and other strategic plans where these exist. Where Council has not adopted an activity area boundary, DTPLI has mapped a boundary based on land use zoning. Note that 2012 boundaries have been used throughout so that the area remains constant across the period, although some boundaries have changed over this time.

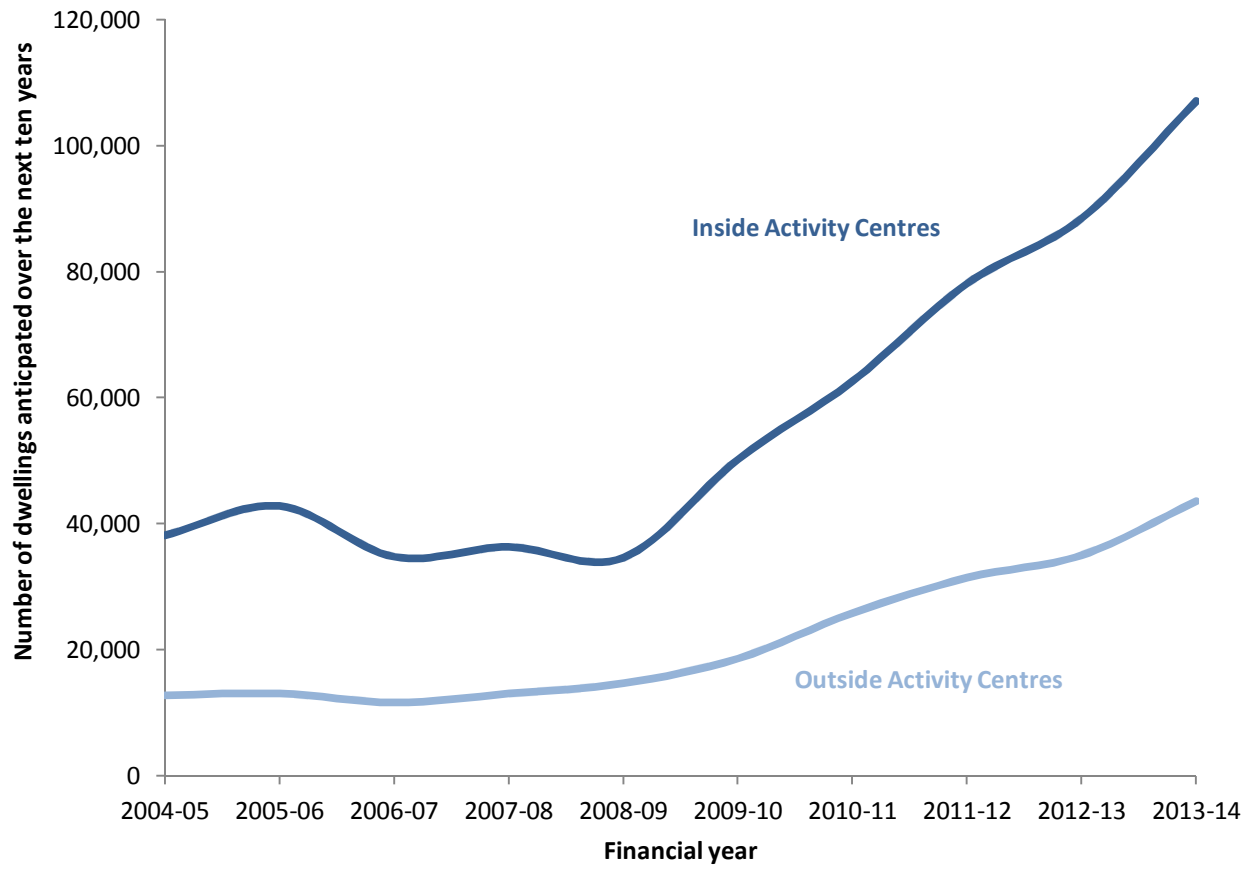
Chart 5: Anticipated number of dwellings in major residential redevelopment projects inside/outside Activity Centres, 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

Similarly, Chart 6 shows that while there has been an increase in the number of dwellings anticipated in projects of four storeys or more outside activity areas, the number of dwellings the number of dwellings anticipated in major projects of four storeys or greater in activity areas has been growing particularly fast.

Chart 6: Anticipated number of dwellings in projects of four or more storeys inside and outside Activity Centres, 2004-05 to 2013-14



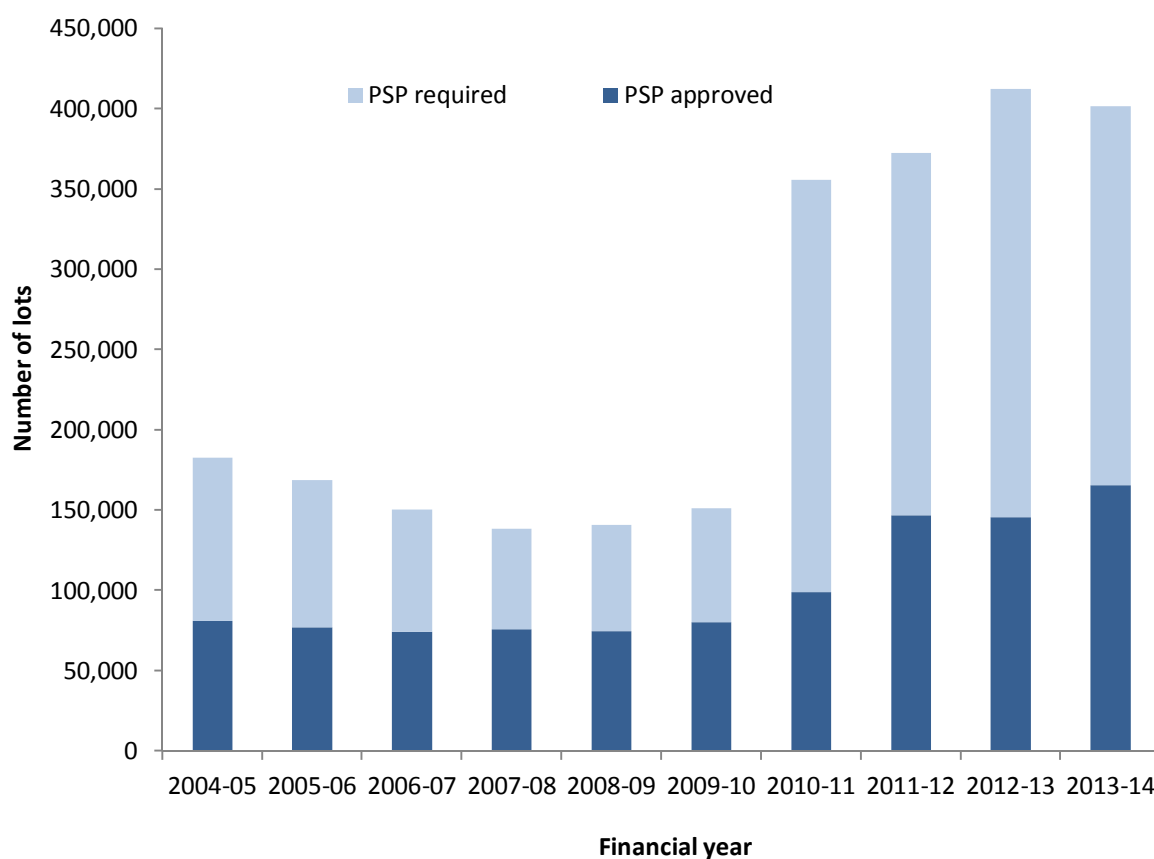
Source: Department of Transport, Planning and Local Infrastructure 2014

3.0 BROADHECTARE RESIDENTIAL DEVELOPMENT

3.1 SUPPLY OF BROADHECTARE LOTS

The number of development-ready lots for Melbourne’s growth areas is at the highest since the Urban Development Program began collecting the land supply data in 2001-02. As at July 2014, there were about 158,700 lots across Melbourne’s growth areas with an approved precinct structure plan (or development ready⁷), as compared to 145,800 at the same time last year. Including land still to be included in precinct structure plans there was a total of about 394,800 potential broadhectare lots across Melbourne’s growth area councils, compared to about 412,600 at the same time last year. The slight decrease is partly due to revision of previous years estimations and partly due to the consumption of lots over 2013-14.

Chart 7: Lot supply by development ready status 2004-05 to 2013-14



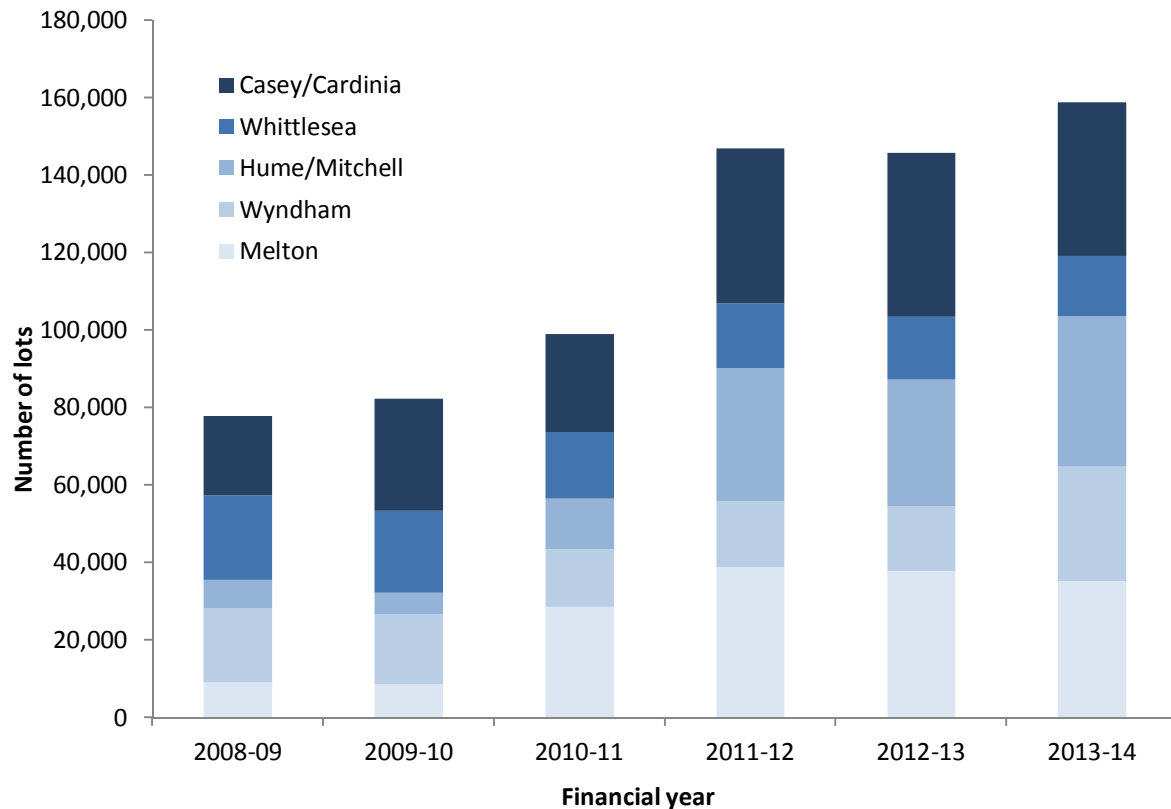
Source: Department of Transport, Planning and Local Infrastructure 2014

Chart 8 below also indicates that the number of precinct structure plans being approved in recent years has ensured long term supply of development ready lots across the growth areas.

⁷ ‘Development ready’ applies to residential land that was zoned, prior to the introduction of the Urban Growth Zone (UGZ), to allow for residential development to occur; as well as land which has had an UGZ applied to it and a precinct structure plan subsequently approved.

The Western Growth Corridor which includes the municipalities of Wyndham and Melton has the greatest amount of development ready residential land supply with the potential of around 64,700 development ready lots; as compared to the Northern Growth Corridor with 54,300 and the South-Eastern Corridor (which includes the municipalities of Casey and Cardinia) with just under 40,000 development ready lots.

Chart 8: Supply of development ready lots (i.e. PSP approved) by growth area 2008-09 to 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

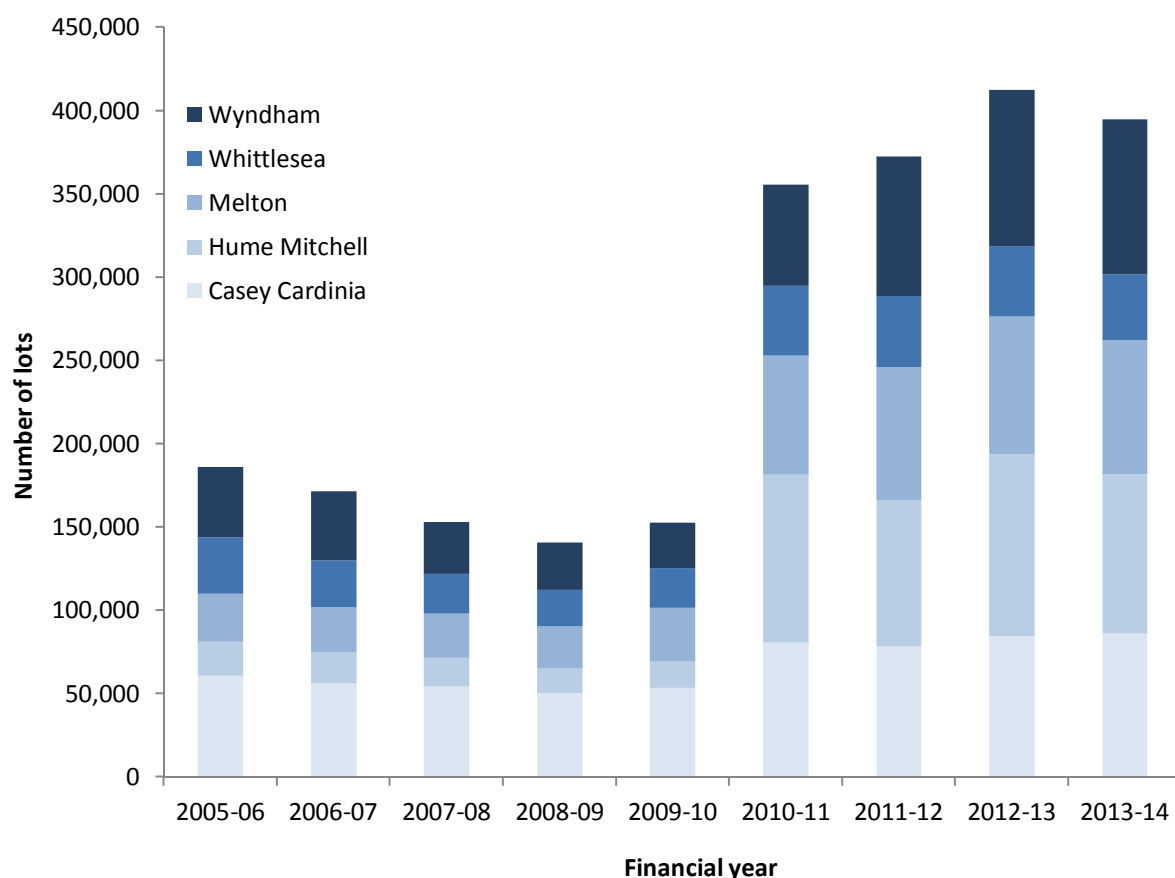
3.2 SUPPLY OF BROADHECTARE LOTS BY GROWTH AREA

The Western Growth Corridor, which includes the municipalities of Wyndham and Melton, has the greatest total supply of 173,100 potential lots; including land which still requires a PSP.

The Northern Growth Corridor, which includes the municipalities of Hume, Whittlesea and Mitchell, has a total supply 135,600 potential lots.

The South-Eastern Corridor, which includes the municipalities of Casey and Cardinia, has a total supply of 86,200 potential lots. Based on projected lot construction rates, this corridor is likely to exhaust its broadhectare land supply before the Northern and Western Growth Corridors.

Chart 9: Broadhectare lot supply by growth area 2005-06 to 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2013

3.3 BROADHECTARE LOT CONSTRUCTION

Fewer lots were constructed in 2013-14 than in previous years. During 2013-14, just over 8,500 broadhectare lots were constructed in Melbourne’s growth area municipalities, compared to 12,000 in 2012-13.

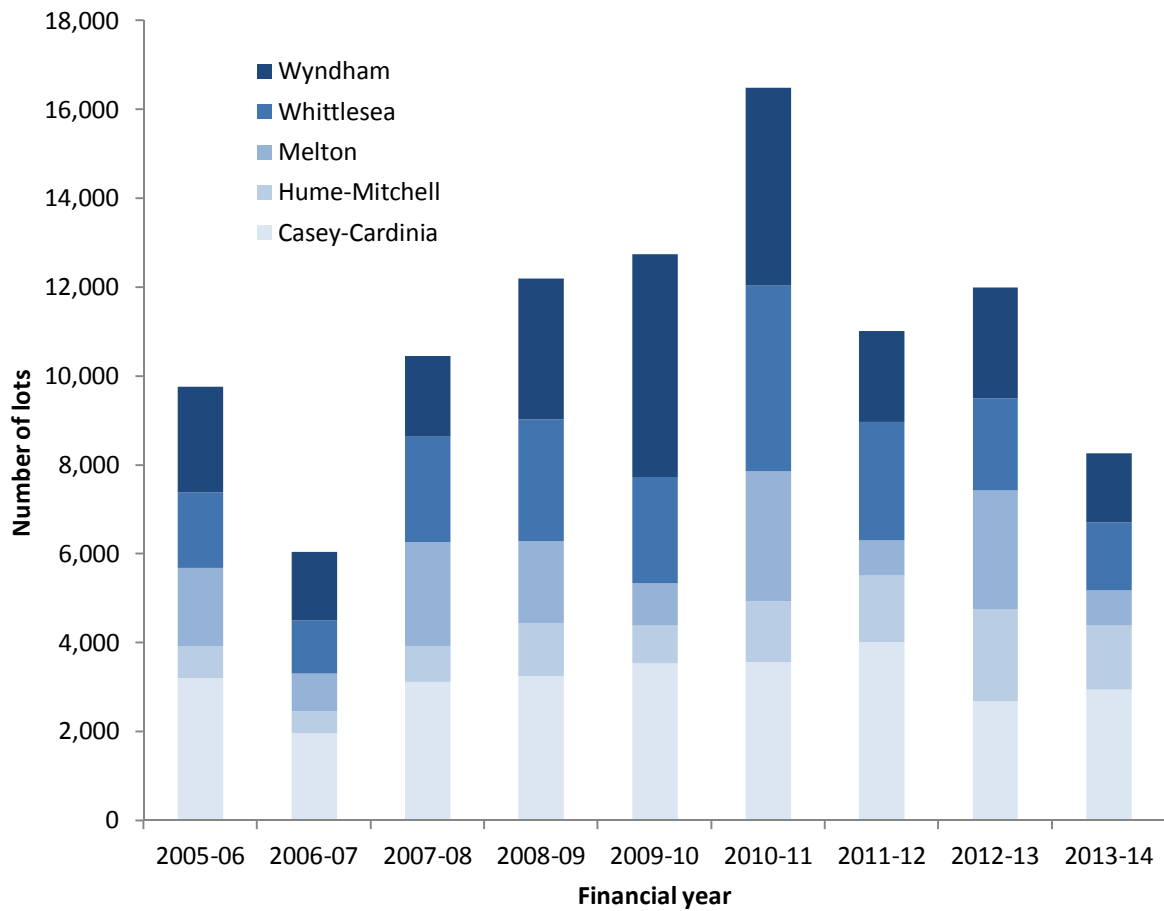
Chart 10 shows that broadhectare lot construction during 2013-14 fell below the long term average (of around 12,000 lots per year) following very high levels of construction between 2008-09 and 2010-11. It is likely that the recent lull in construction is partly due to the drawing forward of demand for lots. Many potential buyers may have purchased lots in recent years when first home owners grants were temporarily elevated and interest rates had dropped.

These variations in lot construction may also be due to the staging of developments across the growth corridors, as well as the cyclical nature of land development across different areas at different points of time.

The number of lots identified as being ‘under construction’ as at July 2014 (around 8,500 lots) is slightly higher than the same time in the previous year; however this is still below the long term average of lots constructed.

In 2013-14 the decrease in the number of lots constructed was most pronounced in the Western Growth Corridor. In Melton, lot construction fell by 70 per cent (from 2,700 in 2012-13 to 800 in 2013-14), although it should be noted that lot construction rates in Melton have fluctuated considerably over recent years.

Chart 10: Broadhectare lot construction by growth area 2005-06 to 2013-14



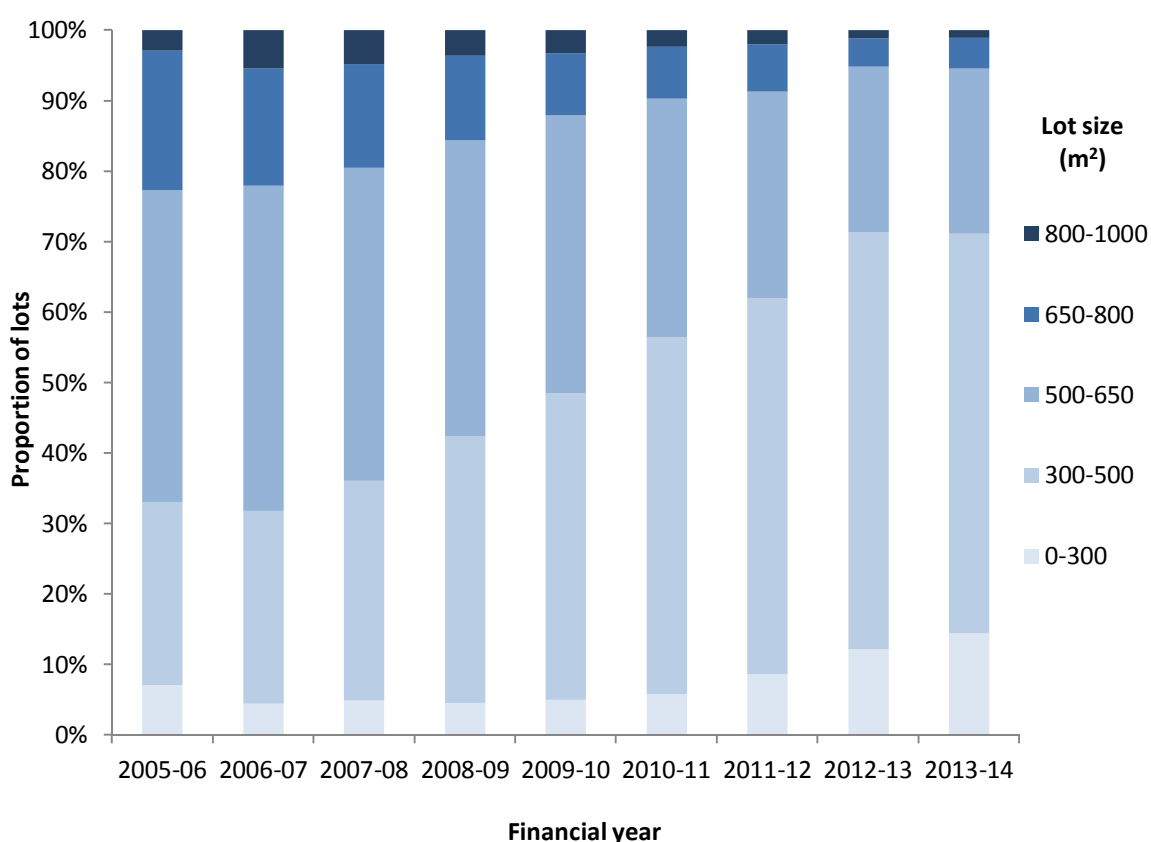
Source: Department of Transport, Planning and Local Infrastructure 2014

3.4 LOT SIZE PROFILE

Lot sizes have continued to decrease. The share of smaller lots (less than 300 square metres) increased from seven per cent in 2005-06 to 14 per cent in 2013-14. The share of larger lots (500 square metres or over) during the same time period has dropped from 67 per cent in 2005-06 to 29 per cent in 2013-14.

Whittlesea has the smallest average lot size, with 81 per cent of all broadhectare lots constructed during 2013-14 being less than 500 square metres. In most other growth areas around 70-75 per cent of lots constructed were less than 500 square metres. In Melton only 62 per cent of lots constructed were less than 500 square metres.

Chart 11: Broadhectare lot construction, by lot size (in square metres) 2005-06 to 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

4.0 INDUSTRIAL LAND

The Urban Development Program for industrial land reports on:

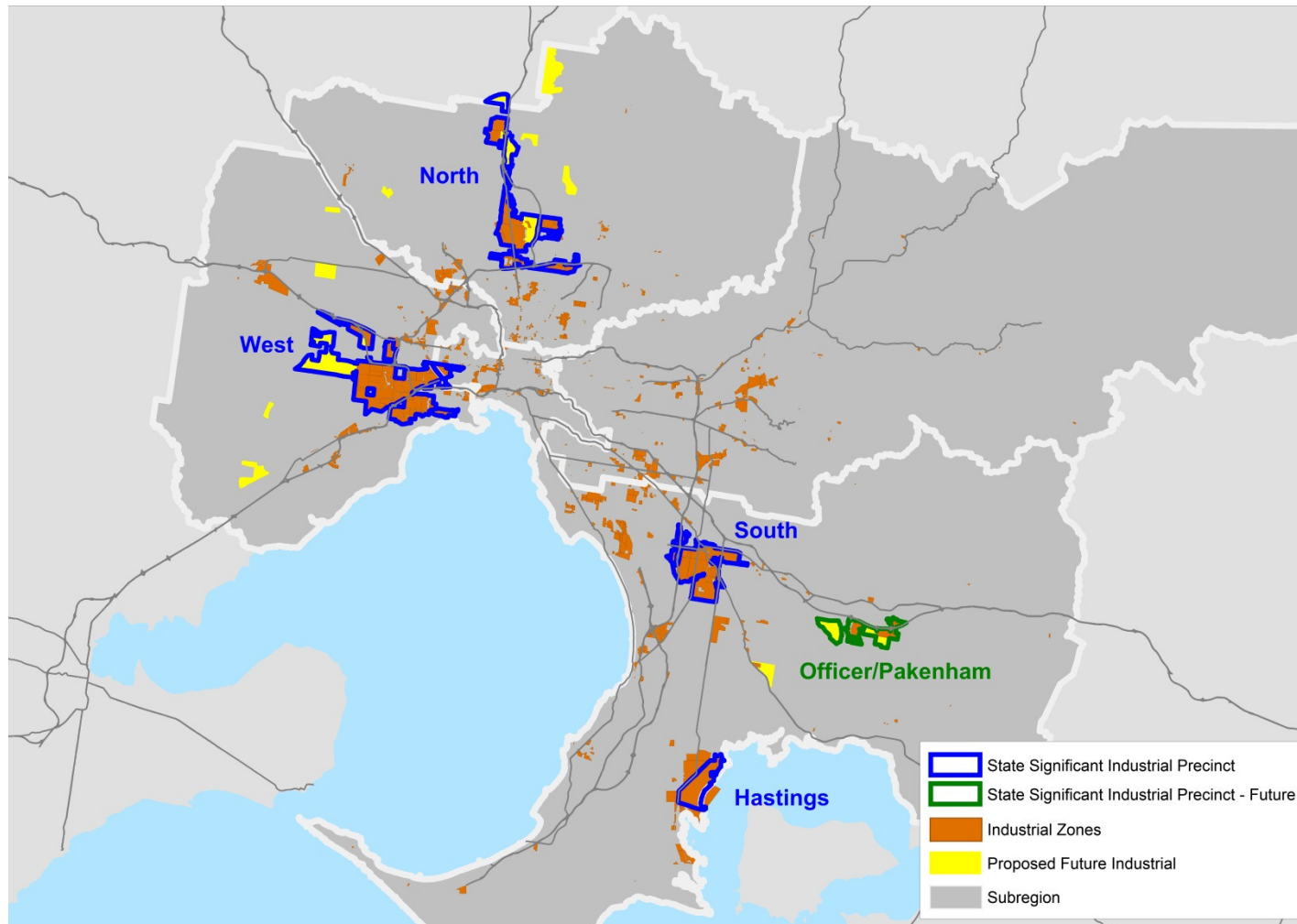
- Change in zoning of industrial land;
- Rezoning of industrial land to other uses;
- Supply of vacant industrial land;
- Net consumption of industrial land; and
- Recycling of industrial land.

The use of industrial land is dynamic, with large developments occurring in the State Significant Industrial Precincts (SSIPs) on the fringe of the city, redevelopment for employment uses in some middle and inner suburbs, and the rezoning of land from industrial to a non-industrial zone which occurs across metropolitan Melbourne.

The definition of industrial land used in this report includes the following:

- Industrial 1, 2 and 3 Zones;
- Commercial 2;
- Special Use 2, 4, and 5 Zones in the City of Hobsons Bay, Special Use 1 Zone in the Shire of Mornington Peninsula and Special Use Zone 6 in the City of Monash;
- Comprehensive Development Zone 2 in the City of Hume, Comprehensive Development Zone 2 in the City of Whittlesea and Comprehensive Development Zone 3 in the City of Greater Dandenong;
- Land within the Melbourne and Moorabbin Airport Business Parks; and
- Urban Growth Zone land identified as industrial in the Truganina Employment Area Precinct Structure Plan, Cranbourne West Precinct Structure Plan, Cardinia Road Employment Precinct Structure Plan, areas within the East Werribee Employment Precinct that are industrial in character and land identified as future industrial in a number of previous strategic planning documents.
- There are some 6,500 hectares of unzoned land that has been identified through the growth corridor plans and previous strategic plans which is not included as industrial land in the Urban Development Program. This land will be included in the Urban Development Program once structure planning has been undertaken and approved for these areas.

Map 1: Zoned Industrial Land, State Significant Industrial Precincts and Proposed Industrial Areas, 2014



Source: Department of Transport, Planning and Local Infrastructure, Plan Melbourne 2014

Table 1: Summary of gross zoned industrial land supply and total stock (ha), 2013-14

Local Government Area	Occupied	Supply	Total
Brimbank	1,667	452	2,119
Hobsons Bay	1,229	402	1,632
Melton	400	899	1,299
Moonee Valley	55	1	56
Wyndham	1,509	1,072	2,581
Total Western Subregion	4,860	2,826	7,686
<i>West State Significant Industrial Precinct - Western Subregion</i>	<i>3,520</i>	<i>1,952</i>	<i>5,472</i>
Banyule	116	2	118
Darebin	292	15	307
Hume	1,834	1,115	2,949
Moreland	264	12	277
Nillumbik	30	0	30
Whittlesea	689	291	980
Total Northern Subregion	3,225	1,435	4,661
<i>North State Significant Industrial Precinct</i>	<i>2,123</i>	<i>1,148</i>	<i>3,271</i>
Boroondara	20	0	20
Knox	743	77	820
Manningham	13	0	13
Maroondah	419	63	482
Monash	694	17	711
Whitehorse	229	6	235
Yarra Ranges	303	28	331
Total Eastern Subregion	2,421	191	2,612
Bayside	74	2	76
Cardinia	325	432	757
Casey	668	275	943
Frankston	336	59	394
Glen Eira	44	0	44
Greater Dandenong	2,193	772	2,965
Kingston	1,176	141	1,317
Mornington Peninsula	2,178	1,064	3,242
Total Southern Subregion	6,994	2,745	9,739
<i>South State Significant Industrial Precinct</i>	<i>2,190</i>	<i>814</i>	<i>3,004</i>
<i>Hastings State Significant Industrial Precinct</i>	<i>830</i>	<i>577</i>	<i>1,407</i>
<i>Pakenham/Officer State Significant Industrial Precinct</i>	<i>263</i>	<i>405</i>	<i>668</i>
Maribyrnong	507	36	543
Melbourne	318	12	330
Port Phillip	14	0	14
Stonnington	4	0	4
Yarra	139	1	140
Total Central Subregion	982	49	1,031
<i>West State Significant Industrial Precinct - Central Subregion</i>	<i>287</i>	<i>4</i>	<i>291</i>
Total Metropolitan Melbourne	18,482	7,246	25,729

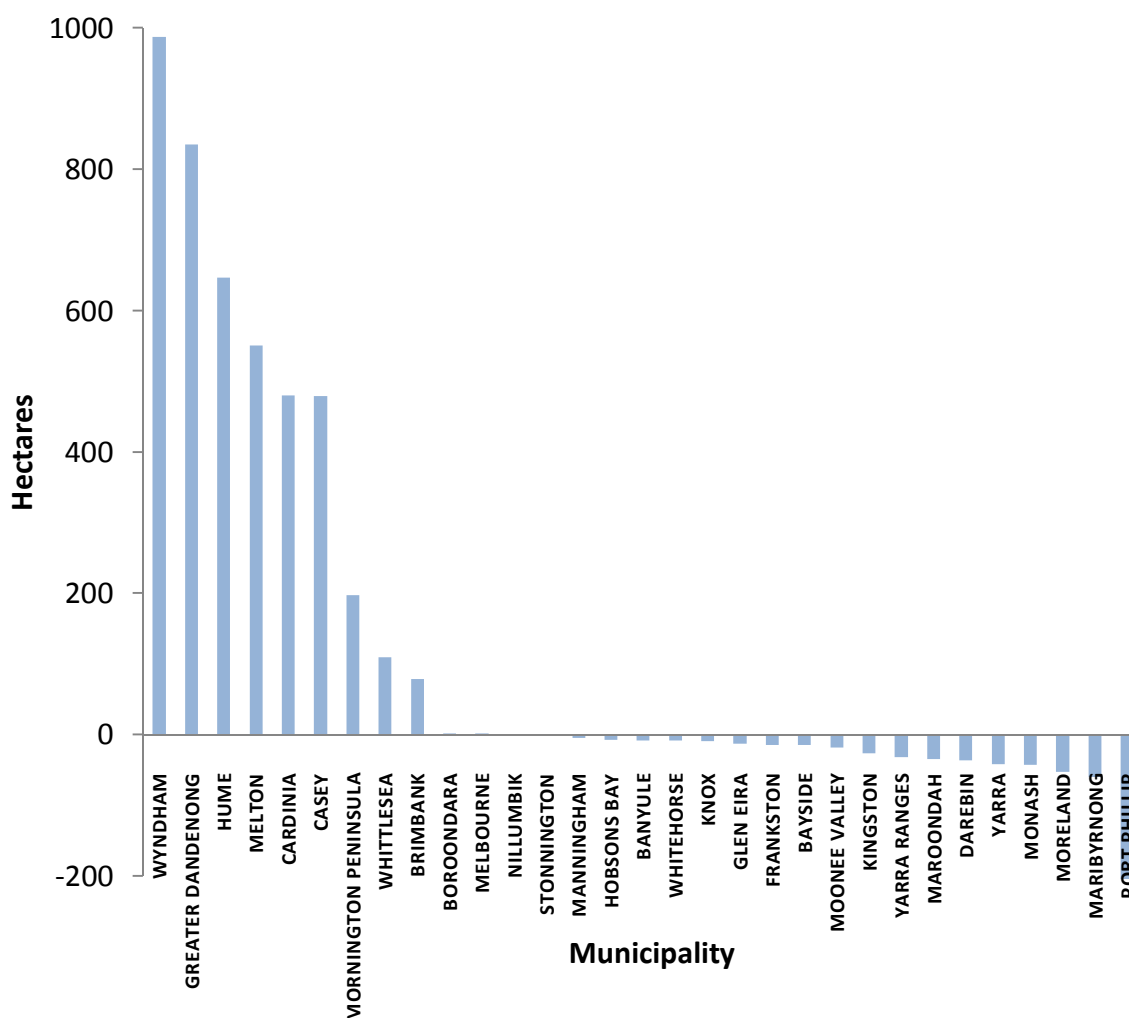
Source: Department of Transport, Planning and Local Infrastructure 2014

4.1 NET CHANGE IN INDUSTRIAL ZONED LAND

Between 2000-01 and 2013-14, some 5,173 hectares of land was zoned industrial while 1,450 hectares of industrial land was rezoned to another type of use. This is a net increase of 3,723 hectares of land zoned for industrial use across metropolitan Melbourne (see Chart 12). Most of this additional zoned land was added to the State Significant Industrial Precincts (SSIPs): the Officer/Pakenham SSIP in Cardinia; the North SSIP in Hume and Whittlesea; the South SSIP in Greater Dandenong; and the West SSIP in Brimbank, Hobsons Bay, Melton and Wyndham.

In the last year, 2012-13 to 2013-14, 195 hectares of land was zoned for industrial use and 56 hectares of industrial land was rezoned to another use. This resulted in a net increase of 139 hectares of industrial land across metropolitan Melbourne.

Chart 12: Net change of industrially zoned land by municipality, 2000-01 to 2013-14



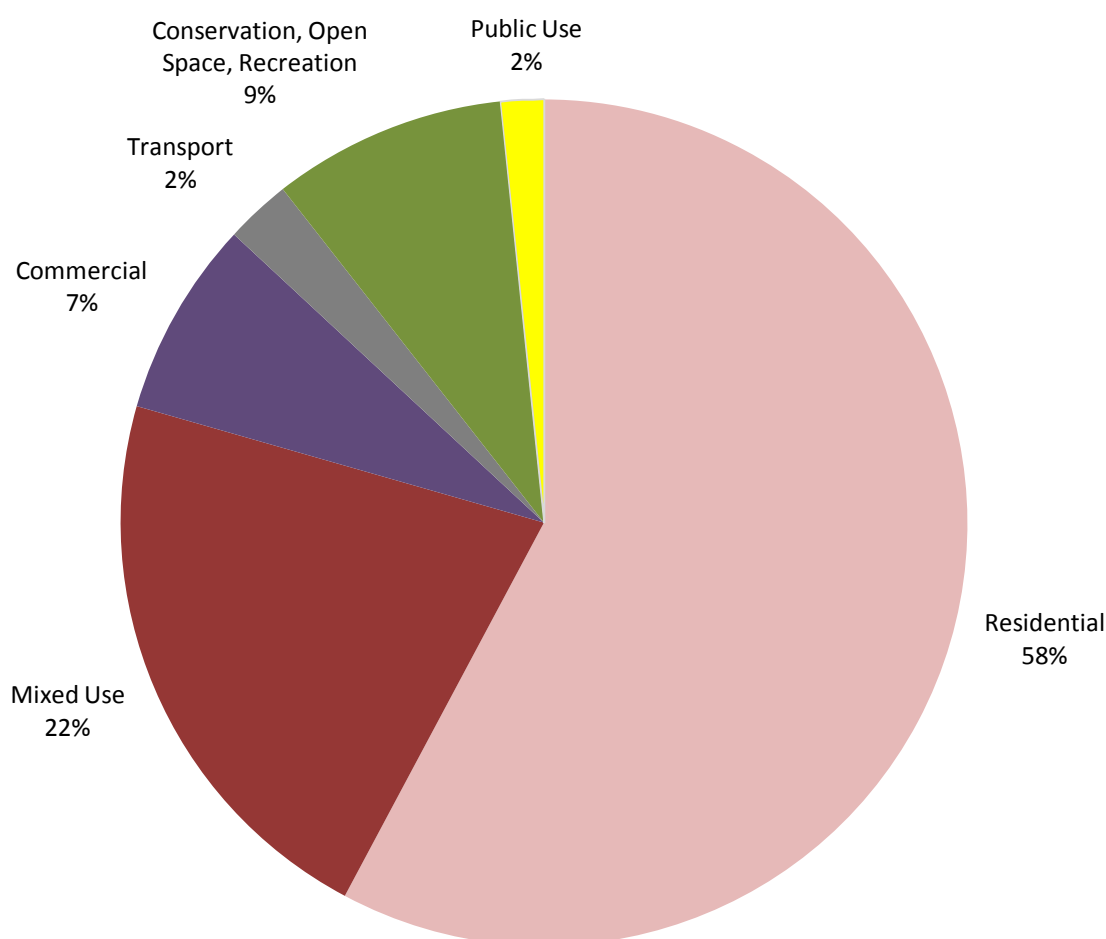
Source: Department of Transport, Planning and Local Infrastructure 2014

4.2 REZONING OF INDUSTRIAL LAND FOR OTHER USES

In the established parts of Melbourne there has been a decrease in the amount of zoned industrial land. This has been particularly noticeable in Maribyrnong and Moreland, where many manufacturing firms closed down individual locations in the 1990s and 2000s (e.g. Modern Maid, National Forge, Olympic Tyres, Tontine, and Kodak) leaving a number of large sites.

Between 2012-13 and 2013-14, 56 hectares of industrial land across metropolitan Melbourne was zoned to a non-industrial use. 80 per cent of this land has been zoned for residential or mixed use (see Chart 13).

Chart 13: Percentage area of land by new zoning after being rezoned from industrial, metropolitan Melbourne, 2012-13 to 2013-14

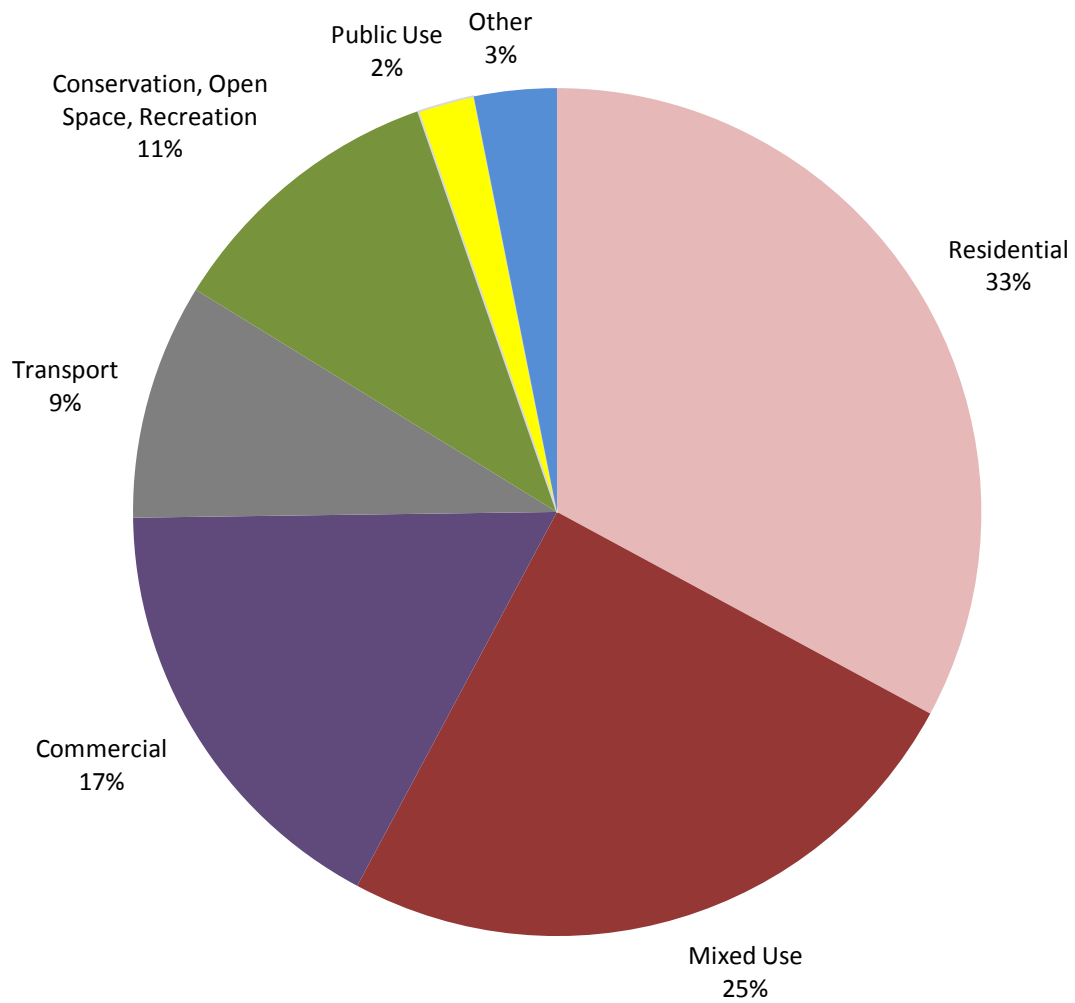


Source: Department of Transport, Planning and Local Infrastructure 2014

Over the period from 2000-01 to 2013-14, 1,450 hectares of industrial land was rezoned from for other uses. Over half has been zoned residential or mixed use (see Chart 14). Some industrial land,

mostly in the inner and middle parts of Melbourne, was rezoned to commercial uses to reflect the current character or intended future use of some locations. Some industrial land was also rezoned to provide land for transport infrastructure in this period, particularly in the outer suburbs and growth areas, and some industrial land has also been rezoned for conservation purposes, drainage reserves and other uses within the SSIPs.

Chart 14: Percentage area of land by new zoning after being rezoned from industrial, metropolitan Melbourne, 2000-01 to 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

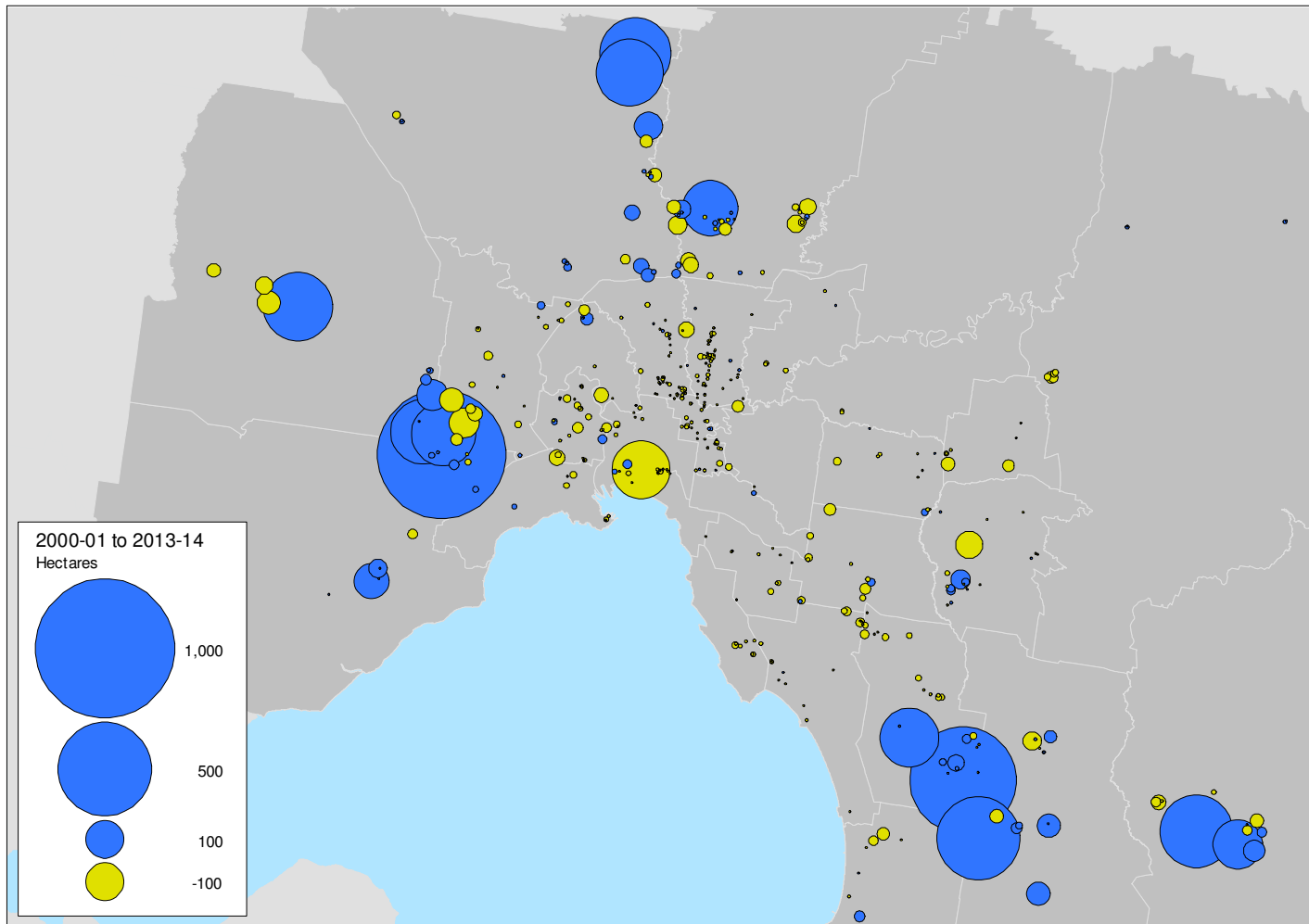
4.3 THE SCALE AND SPATIAL DISTRIBUTION OF INDIVIDUAL REZONINGS

There are relatively few rezonings to industrial land although they tend to be very large in area. This can be seen in Map 2 with major rezonings in the West, North, South and Officer/Pakenham SSIPs. Most of the land zoned to industrial between 2000-01 and 2013-14 was previously identified in strategic plans.

There have been a large number of rezonings from industrial; however they have tended to be small in area. Around 80 per cent of rezonings from industrial were between 100m² and five hectares. An exception to this was the zoning of 225 hectares of industrial land to create the Fishermans Bend urban renewal area in Port Phillip and the City of Melbourne.

The largest single rezoning to industrial land over the last year was for the industrial portions of the East Werribee Employment Precinct (specifically the Interchange Business Hub and the Enterprise Hub precincts) which added approximately 120 hectares to the stock of zoned industrial land. These areas are industrial in character and are planned to provide land for uses such as offices, office warehouses, research and development facilities, high tech industries and advanced manufacturing and other uses requiring large footprints.

Map 2: Change of zoned industrial land*, 2000-01 to 2013-14



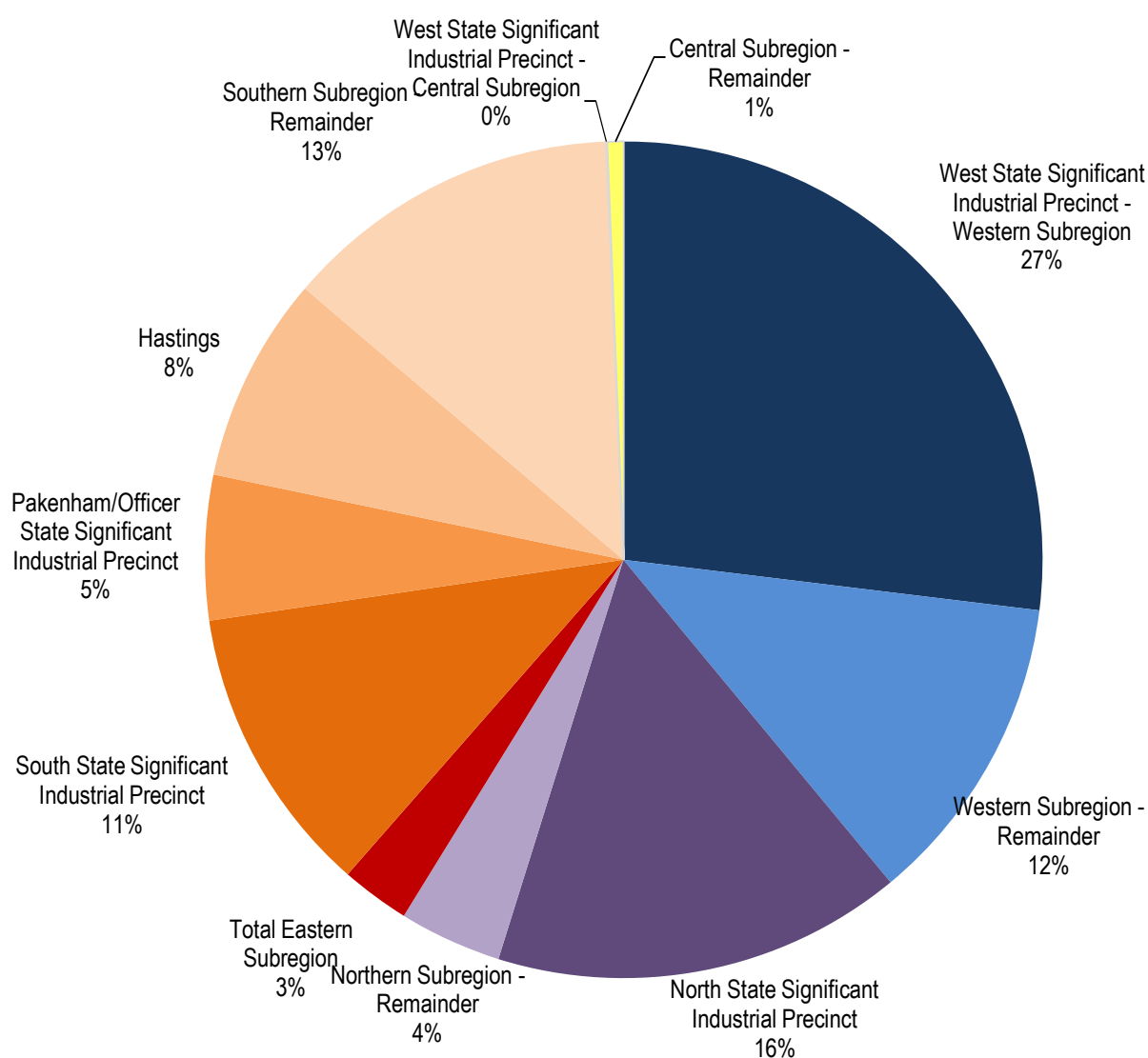
Source: Department of Transport, Planning and Local Infrastructure, Plan Melbourne 2014* Positive numbers are additions to industrial land while negative numbers are land zoned from industrial to another type of use. Change between one type of industrial zone to another is not included.

4.4 VACANT INDUSTRIAL LAND

There are 25,729 hectares of industrially zoned land across metropolitan Melbourne with 7,246 hectares of that being vacant. Two thirds of the vacant industrial land (4,900 hectares) is located within the SSIPs (Chart 15).

The remainder of the vacant land is located in a number of smaller industrial precincts across metropolitan Melbourne, particularly Maribyrnong in the west and the municipalities of Kingston, Knox, Frankston, Maroondah and Mornington Peninsula in the east and south east.

Chart 15: Location of vacant zoned industrial land by State Significant Industrial Precinct and Subregions, 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

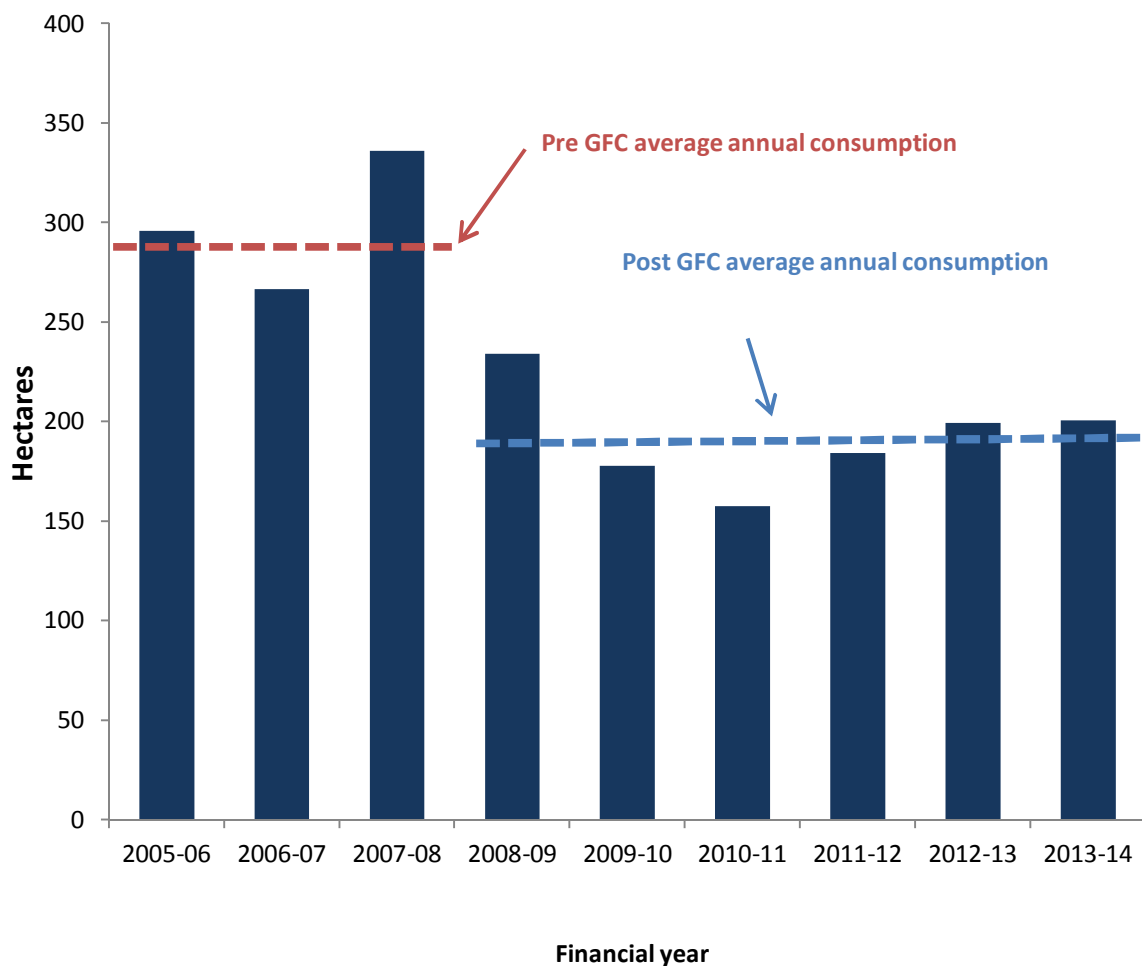
In addition to zoned industrial land, there are some 6,520 hectares of unzoned land that has been identified through the growth corridor plans and previous strategic plans. Of this there are 1,950

hectares in Melton, 1,780 hectares in Whittlesea, 940 hectares in Cardinia, 660 hectares in Wyndham, 650 hectares in Hume, 290 hectares in Casey and 250 hectares identified in the growth area portion of Mitchell. These areas will be undergoing further planning processes, such as structure planning or rezoning, before they are included as industrial land in the Urban Development Program.

4.5 CONSUMPTION OF INDUSTRIAL LAND

Prior to the Global Financial Crisis (GFC) industrial land consumption across metropolitan Melbourne averaged 280 hectares a year (Chart 16). The level of consumption declined significantly as a result of GFC to average around 190 hectares per year in recent years. Consumption started to pick up again in 2011-12 with 201 hectares consumed in the last year, however it is yet to return to the levels seen in the period leading up to the GFC.

Chart 16: Consumption of industrial land, metropolitan Melbourne, 2005-06 to 2013-14

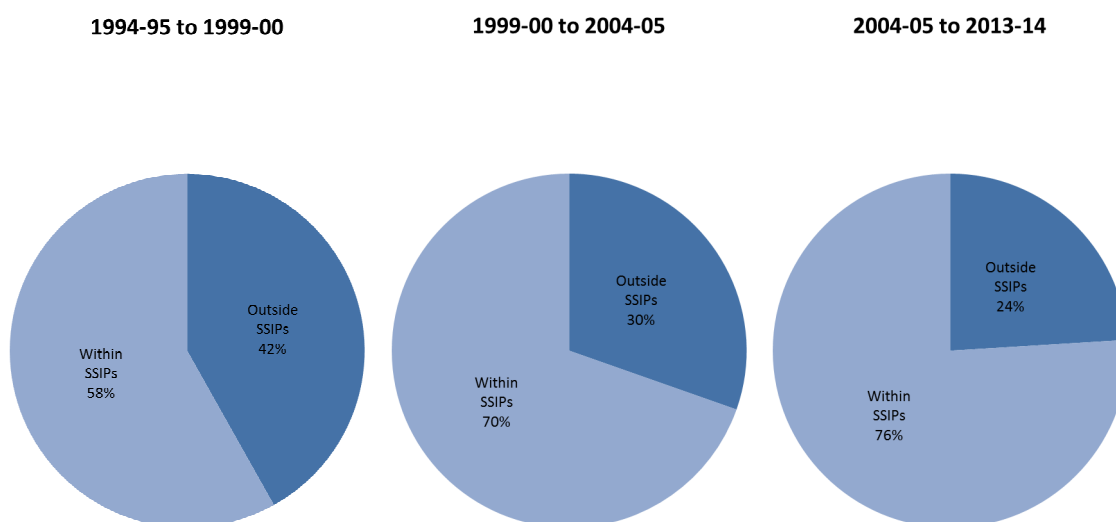


Source: Department of Transport, Planning and Local Infrastructure 2014

4.6 SPATIAL DISTRIBUTION OF INDUSTRIAL LAND CONSUMPTION

Consumption of industrial land outside of the SSIPs has declined in relative importance. Between 1994-95 and 1999-00, 58 per cent of Melbourne's consumption occurred within the State Significant Industrial Precincts, this has increased to three quarters of industrial land consumption occurring within the SSIPs (see Chart 17). This decline in the level of consumption outside of the SSIPs is due to the increasing scarcity of vacant industrial land in the established parts of Melbourne as well as the attractiveness of land in the SSIPs which have access to high quality transport connections and a range of lot sizes that enable a range of buildings and uses to be developed.

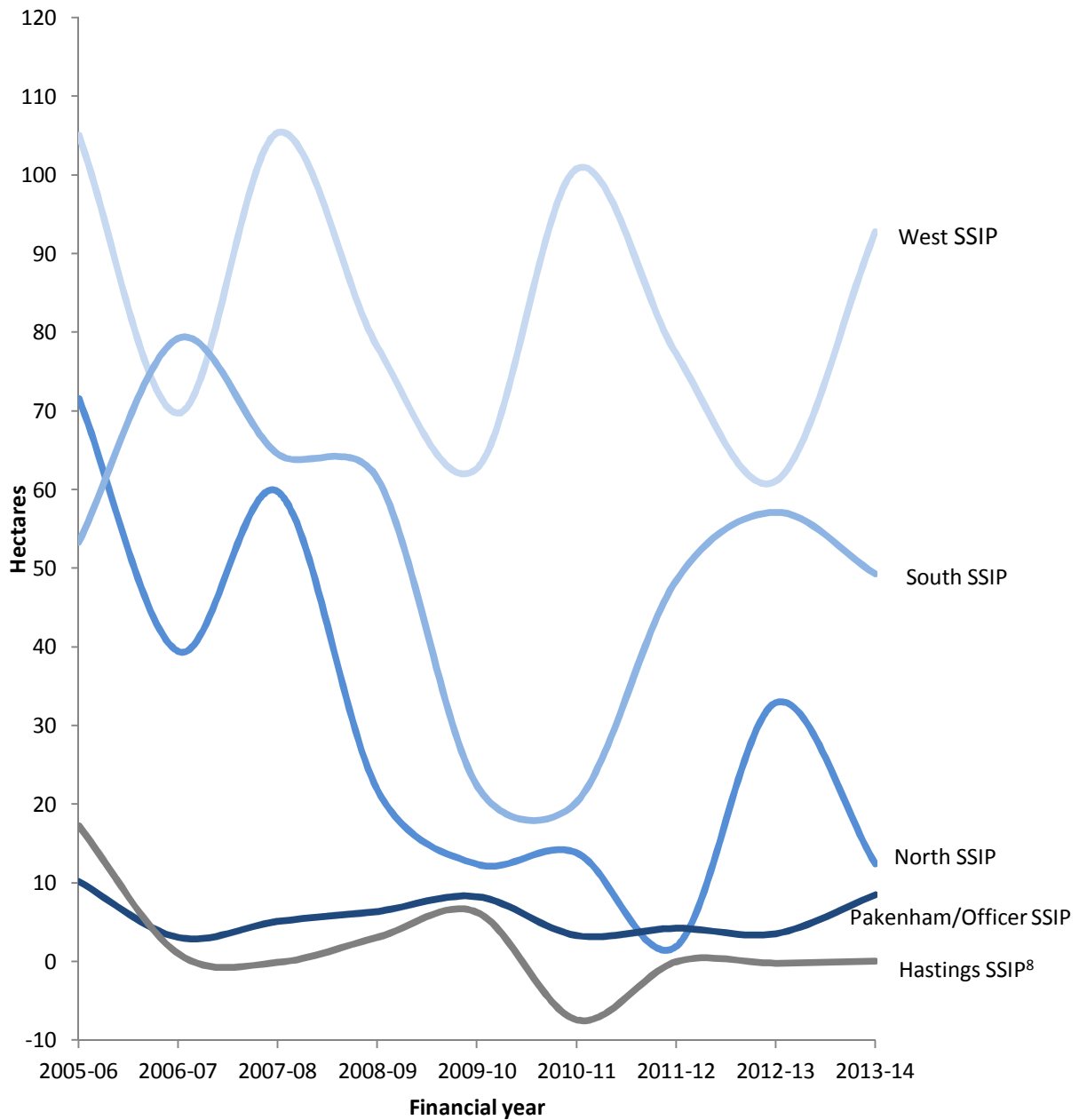
Chart 17: Comparison of consumption occurring within the State Significant Industrial Precincts and the rest of Melbourne



Source: Department of Transport, Planning and Local Infrastructure 2014

Pre-GFC and Post-GFC consumption activity in the SSIPs demonstrates a high degree of volatility in the industrial land market (Chart 18) within the State Significant Industrial Precincts. After the GFC, the West SSIP has maintained relatively high levels of consumption with levels similar to those witnessed prior to the GFC although it has been quite volatile. The other SSIPs exhibited significant declines in consumption.

Chart 18: Annual average consumption of industrial land, State Significant Industrial Precincts, 2005-06 to 2013-14



Source: Department of Transport, Planning and Local Infrastructure 2014

⁸ Hastings SSIP shows negative industrial land consumption in 2010-11. This is because there are relatively low levels of consumption in Hastings and when an industrial building is demolished the net consumption appears as a negative.

APPENDIX 1: BROADHECTARE LOT STATUS

LGA/Region	Recent Development (lots)				PSP - Approved	Future Supply			Total Lots
	Constructed 2012-13	Constructed 2013-14	Under construction 2013-14	Recent Development (% Metro)		Urban Growth Zone (PSP Required)	Potential Residential	PSP Approved (%)	
Brimbank	0	0	0	0%	321	0	0	100%	321
Melton	2,688	793	1,012	14%	35,149	45,041	0	44%	80,190
Wyndham	2,496	1,564	1,698	18%	29,570	53,832	9,497	32%	92,899
Western Subregion	5,184	2,357	2,710	32%	65,040	98,873	9,497	38%	173,410
Banyule	0	0	0	0%	103	0	0	100%	103
Hume	1,466	666	885	9%	27,210	21,117	5,095	51%	53,422
<i>Hume - Craigieburn</i>	1,418	526	708	8%	25,034	666	5,095	81%	30,795
<i>Hume - Sunbury</i>	48	140	177	1%	2,176	20,451	0	10%	22,627
<i>Mitchell (South)</i>	598	783	338	5%	11,714	30,771	0	28%	42,485
Nillumbik	87	0	85	1%	792	0	0	100%	792
Whittlesea	2,066	1,517	1,999	17%	15,425	24,265	0	39%	39,690
Northern Subregion	4,217	2,966	3,307	33%	55,244	76,153	5,095	40%	136,492
Cardinia	692	762	919	7%	15,995	0	3,980	80%	19,975
Casey	1,995	2,186	1,671	18%	23,660	42,318	208	36%	66,186
Frankston	697	54	193	3%	1,544	0	0	100%	1,544
Greater Dandenong	289	164	474	3%	1,347	0	0	100%	1,347
Mornington Peninsula	84	611	400	3%	2,330	0	0	100%	2,330
Southern Subregion	3,757	3,777	3,657	35%	44,876	42,318	4,188	49%	91,382
Knox	0	0	0	0%	70	0	0	100%	70
Yarra Ranges	0	0	0	0%	422	0	0	100%	422
Eastern Subregion	0	0	0	0%	492	0	0	100%	492
Growth Areas	12,001	8,271	8,522	90%	158,723	217,344	18,780	40%	394,847
Metropolitan Melbourne	13,158	9,100	9,674	100%	165,652	217,344	18,780	41%	401,776

Source: Department of Transport, Planning and Local Infrastructure 2014

APPENDIX 2: MAJOR RESIDENTIAL REDEVELOPMENT

LGA/Region	Completions 2013 to 2014		Under Construction		Construction 0-2 years		Construction 3-5 years		Possible Construction 6-10 years		Total Identified Supply		% Distribution of Total Supply	
	Dwellings	Projects	Dwellings	Projects	Dwellings	Projects	Dwellings	Projects	Dwellings	Projects	Dwellings	Projects	Dwellings	Projects
Brimbank	30	1	1,347	7	975	17	250	5	943	6	3,515	35	2%	1%
Hobsons Bay	154	3	93	4	1,214	19	897	5	3,129	3	5,333	31	3%	1%
Melton	70	3	256	4	154	4	235	6	0	0	645	14	0%	1%
Moonee Valley	926	17	1,560	18	2,076	47	3,061	20	484	5	7,181	90	4%	4%
Wyndham	127	6	1,131	6	245	11	1,271	5	0	0	2,647	22	1%	1%
Western Subregion	1,307	30	4,387	39	4,664	98	5,714	41	4,556	14	19,321	192	9%	8%
Banyule	244	8	440	17	856	31	791	16	205	4	2,292	68	1%	3%
Darebin	319	11	1,048	20	3,614	74	1,245	20	724	8	6,631	122	3%	5%
Hume	105	2	143	4	198	8	572	5	14	1	927	18	0%	1%
Moreland	1,121	30	3,321	23	1,941	51	2,998	53	2,475	6	10,735	133	5%	5%
Nillumbik	28	2	41	2	96	5	21	2	0	0	158	9	0%	0%
Whittlesea	81	3	474	4	372	10	228	6	0	2	1,074	22	1%	1%
Northern Subregion	1,898	56	5,467	70	7,077	179	5,855	102	3,418	21	21,817	372	11%	15%
Bayside	690	18	764	12	1,006	28	837	19	426	5	3,033	64	1%	3%
Cardinia	32	2	0	0	543	6	0	0	0	0	543	6	0%	0%
Casey	302	11	158	7	1,124	13	197	8	690	11	2,169	39	1%	2%
Frankston	237	6	58	3	333	14	183	6	221	2	795	25	0%	1%
Glen Eira	826	32	589	23	1,238	68	920	19	466	3	3,213	113	2%	5%
Greater Dandenong	210	15	1,562	14	2,041	83	614	22	236	2	4,453	121	2%	5%
Kingston	960	17	547	14	1,186	41	595	9	762	3	3,090	67	2%	3%
Mornington Peninsula	319	19	343	12	409	15	200	10	280	11	1,232	48	1%	2%
Southern Subregion	3,576	120	4,021	85	7,880	268	3,546	93	3,081	37	18,528	483	9%	20%
Boroondara	1,500	37	2,526	31	3,318	96	1,108	29	368	14	7,320	170	4%	7%
Knox	244	12	1,305	17	694	35	1,005	26	480	6	3,484	84	2%	3%
Manningham	349	11	513	18	3,315	42	1,439	18	540	5	5,807	83	3%	3%
Maroondah	236	16	376	10	753	29	585	12	0	0	1,714	51	1%	2%
Monash	792	12	1,556	19	1,707	36	29	3	278	8	3,570	66	2%	3%
Whitehorse	1,157	27	1,136	24	3,280	72	1,309	12	82	1	5,807	109	3%	4%
Yarra Ranges	48	2	409	8	870	15	456	6	3,208	15	4,943	44	2%	2%
Eastern Subregion	4,326	117	7,821	127	13,937	325	5,931	106	4,956	49	32,645	607	16%	25%
Maribyrnong	1,324	29	2,177	22	5,281	47	3,251	32	6,512	11	17,221	112	8%	5%
Melbourne	4,249	34	13,357	48	18,008	113	23,034	94	6,609	22	61,008	277	30%	11%
Port Phillip	3,056	38	743	13	2,572	60	5,184	14	4,454	17	12,953	104	6%	4%
Stonnington	1,958	33	1,709	28	4,281	80	2,047	58	538	11	8,575	177	4%	7%
Yarra	2,007	25	3,520	25	3,965	63	1,111	27	2,777	19	11,373	134	6%	5%
Inner Subregion	12,594	159	21,506	136	34,107	363	34,627	225	20,890	80	111,130	804	55%	33%
Metropolitan Melbourne	23,701	482	43,202	457	67,665	1,233	55,673	567	36,901	201	203,441	2,458	100%	100%

