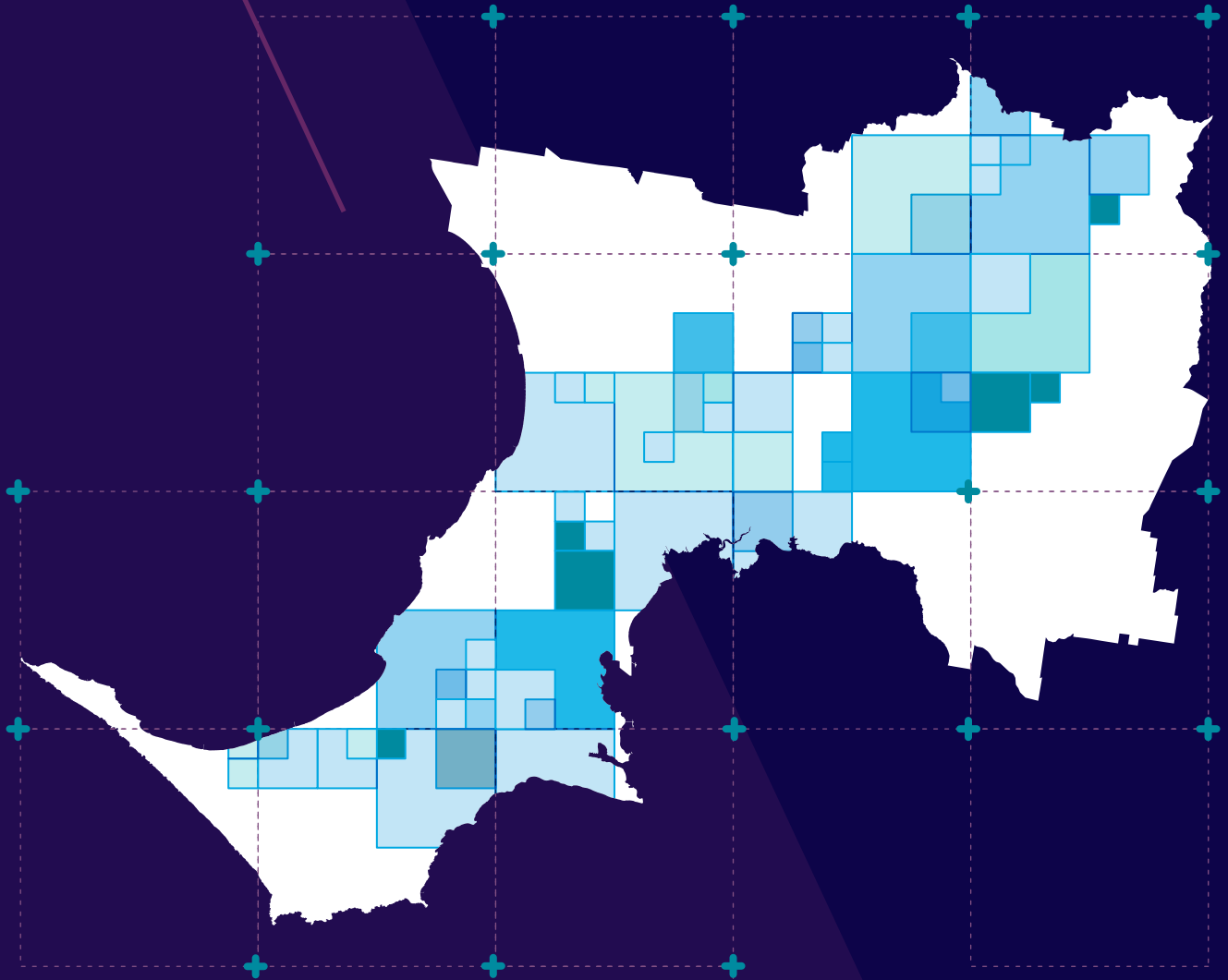


Plan Melbourne 2017-2050
DRAFT SOUTHERN METRO
LAND USE FRAMEWORK PLAN





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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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ABBREVIATIONS

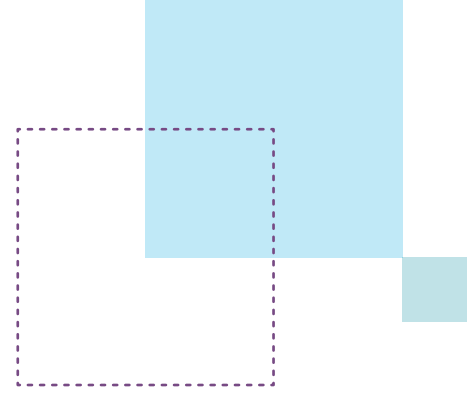
ABS	Australian Bureau of Statistics	NEIC/s	National Employment and Innovation Cluster/s
BIFT	Beveridge Interstate Freight Terminal	OMR	Outer Metropolitan Ring/E6 Transport Corridor
BMO	Bushfire Management Overlay	PBN	Principal Bicycle Network
BPA	Bushfire Prone Area	PFN	Principal Freight Network
CBD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

CHAPTER 01

INTRODUCTION

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





Plan Melbourne has a clear vision:

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

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

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

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

Land use framework plans

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

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

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

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

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

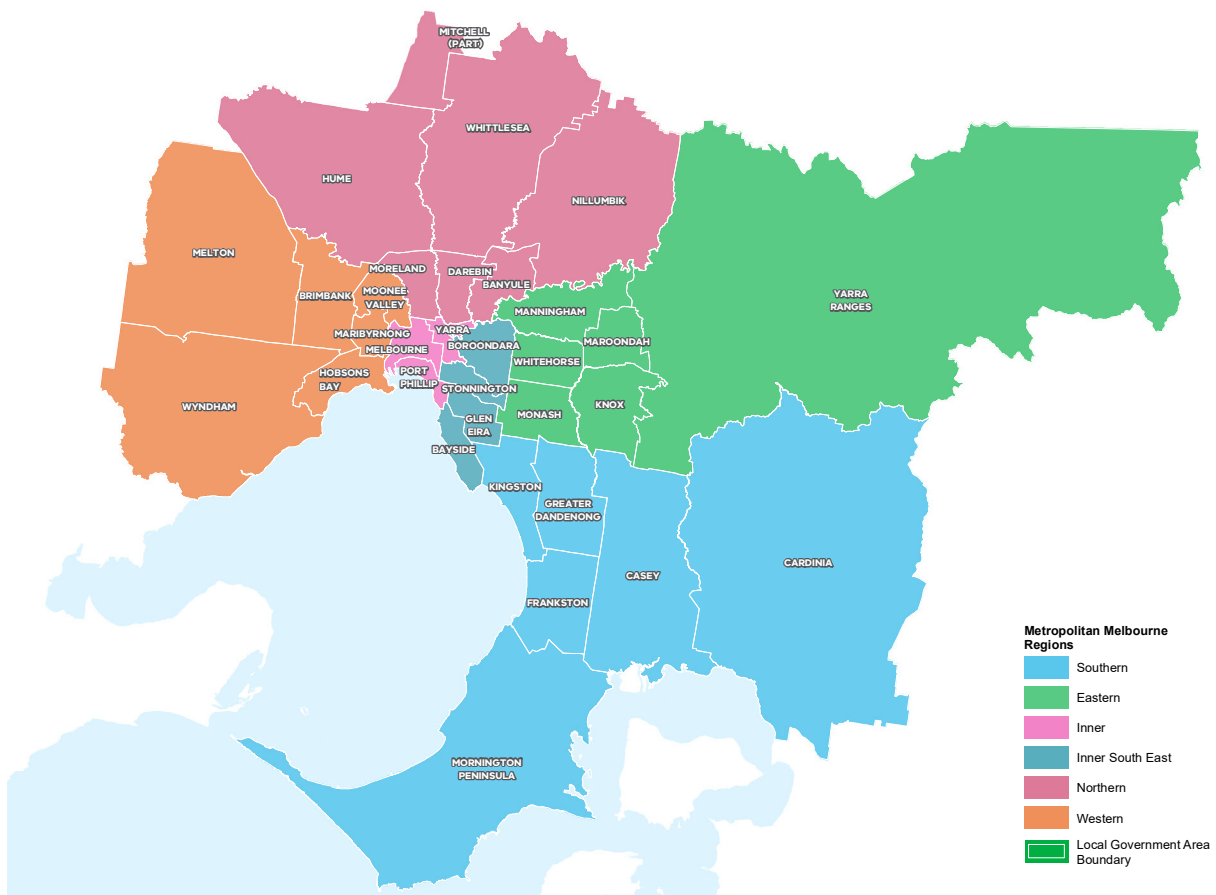
Responding to these regionally-specific opportunities and challenges, the LUFs:

- 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

- 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 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 Southern 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

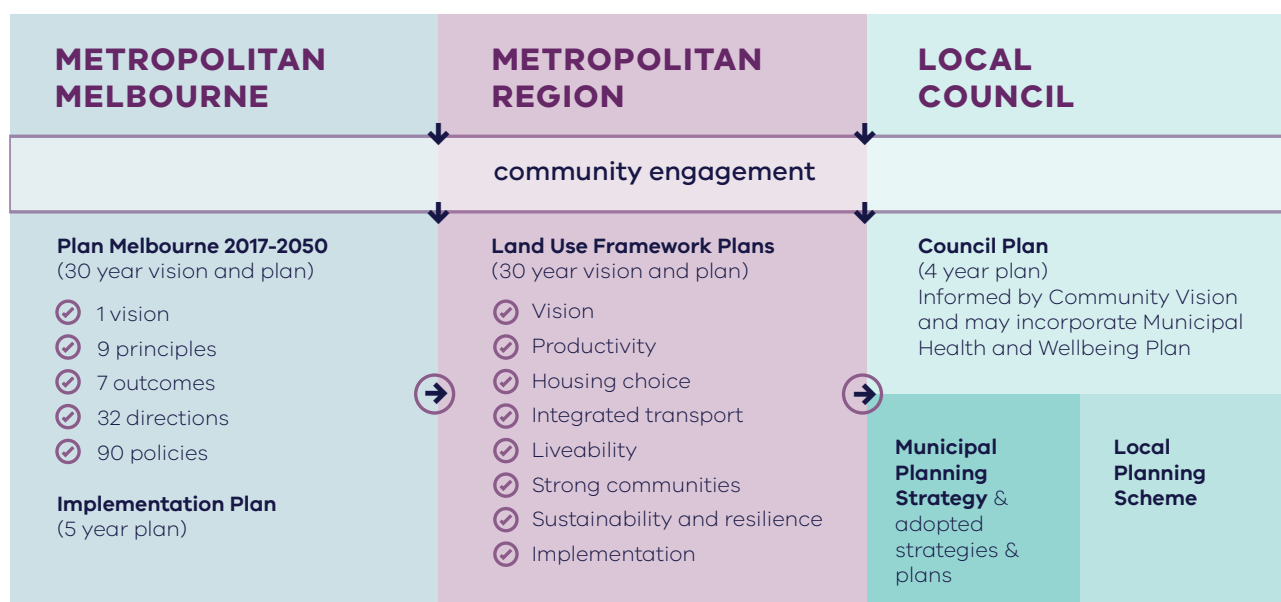
Planning at a regional level is an opportunity for state and local governments to work together to manage long-term growth and change across Melbourne (Figure 2).

While the Southern 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.

In Dandenong, Development Victoria is working in partnership with the City of Greater Dandenong, Victorian Government agencies and the private sector to achieve the goals of the Revitalising Central Dandenong initiative including facilitating new development and job-creating economic activity.

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

PLACES OF STATE SIGNIFICANCE
National employment and innovation clusters Dandenong Monash
Metropolitan activity centres Dandenong Frankston Fountain Gate-Narre Warren
PLACES OF REGIONAL SIGNIFICANCE
Major activity centres Cheltenham-Southland

Monash NEIC and Cheltenham–Southland Major Activity Centre are part of SRL led by the Suburban Rail Loop Authority.

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:

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

This Southern Metro Region LUPF replaces the South Eastern Growth Corridor Plan.

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

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

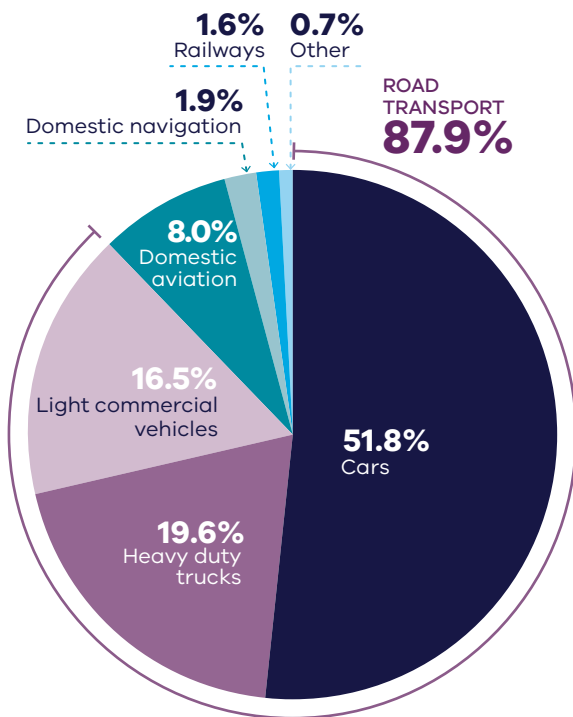
The broader context

Climate change – the need for both mitigation and adaptation

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

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

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



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

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

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

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

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

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

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

20-minute neighbourhoods

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

Future PSPs in growth areas will be guided by the 20-minute neighbourhoods principle and the Victorian Planning Authority's guidelines for precinct structure planning.

City-shaping transport projects

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

- The West Gate Tunnel – creating a second river crossing to link the Western Metro Region with the Port of Melbourne, CityLink and the Central Business District (CBD), and take traffic pressures off the West Gate Bridge
- Level crossing removals including along the Frankston and Dandenong 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. SRL East Stabling Facility is planned to be located in the Kingston LGA.

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

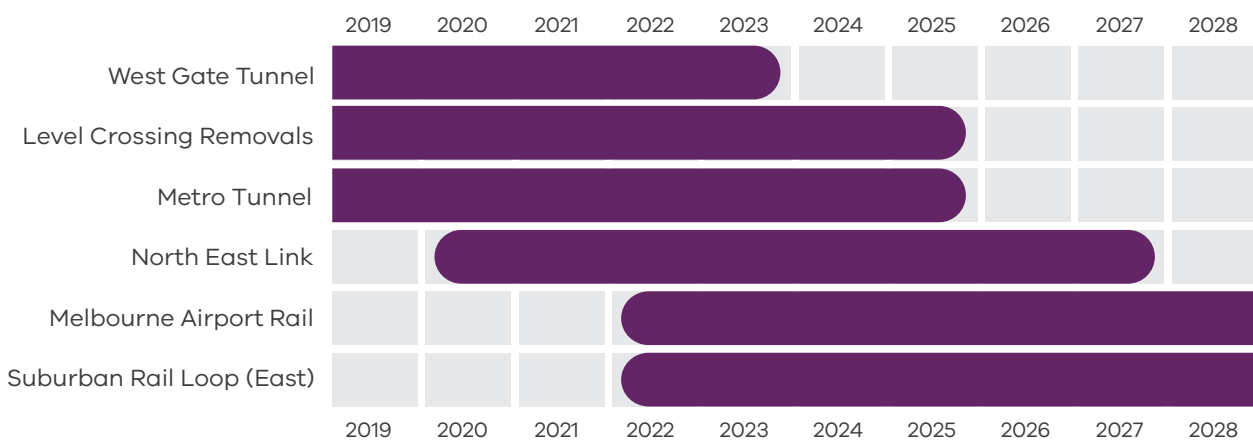
This interruption to growth is not expected to change the long-term future direction of Melbourne.

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 LUPF 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



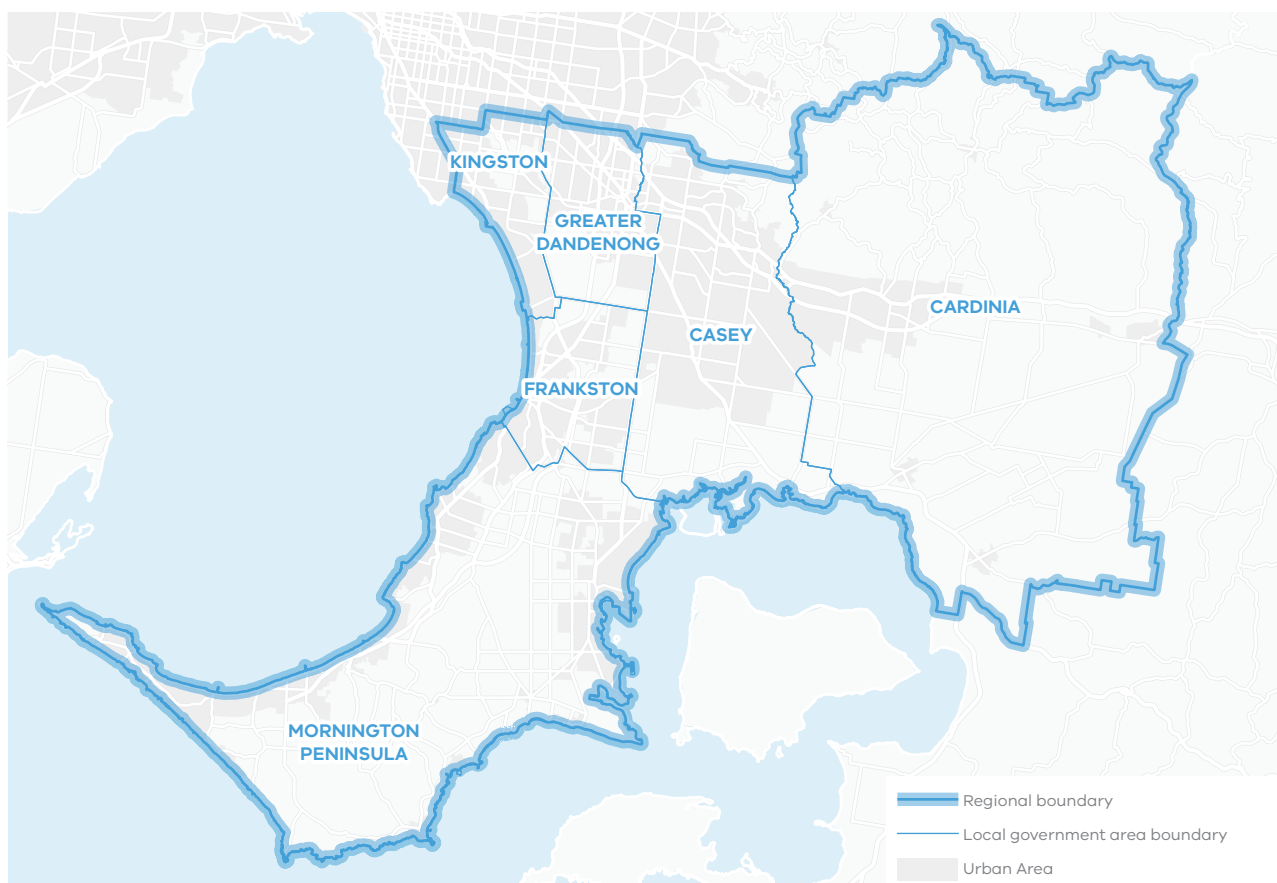
Source: Department of Environment, Land, Water and Planning 2021

CHAPTER 02

REGIONAL SNAPSHOT

The Southern Metro Region includes the local government areas (LGAs) of Cardinia, Casey, Greater Dandenong, Frankston, Kingston and Mornington Peninsula (Figure 5).

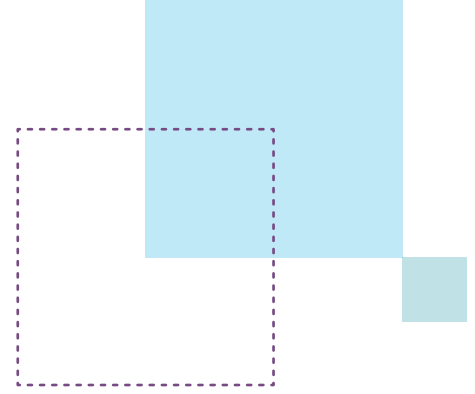
FIGURE 5. Southern Metro Region



TOTAL AREA: 275,632HA

31% OF METROPOLITAN MELBOURNE

Over 34% of the region is designated green wedge land



The region extends southwards from the middle suburbs of Moorabbin, Mentone, Springvale and Dandenong to Port Phillip Bay and Western Port, encompassing the Mornington Peninsula, and eastwards to Bunyip beyond the Dandenong Ranges. It contains a total of 236 kilometres of coastline along Port Phillip Bay and Western Port.

The Bunurong people are the Traditional Owners of the lands that now make up the Mornington Peninsula and the bays of the Southern Metro Region. The Bunurong Land Council Aboriginal Corporation is the Registered Aboriginal Party for this part of the region.

The Wurundjeri people are the Traditional Owners of lands that include the Dandenong Ranges, within the northern part of the Southern Metro Region. They are represented by the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation Registered Aboriginal Party.

Urban structure

The Southern Metro Region's urban geography and structure is defined by its distinctive and varied landscape including the southern slopes of the Dandenong Ranges, flat agricultural plains to Western Port and the coastal and hilly terrain of the Mornington Peninsula.

The Southern Metro Region comprises two corridors of established urban development separated by green wedge land – Dandenong and Pakenham (including the rapidly growing South Eastern Growth Corridor) to the east, and Frankston and the Mornington Peninsula to the south. One third of the region is green wedge land with agriculture, tourism destinations, townships, national and state parks, coastal landscapes, wetlands, and urban utilities. The urban areas include:

- Older established urban areas along the Nepean and Princes highways and rail corridors to Frankston, Cranbourne, Dandenong and Pakenham

- South Eastern Growth Corridor – Clyde, Clyde North, Officer, Pakenham
- Pakenham – an existing regional centre and the eastern extent of the Urban Growth Boundary (UGB)
- Older established coastal suburbs on the eastern side of the Mornington Peninsula – Mornington, Rosebud, Rye, Sorrento to Point Nepean National Park
- Towns and small coastal settlements around Western Port and its hinterland – Hastings, Somerville, Flinders, Somers
- Small railway towns along the Gippsland rail line – Nar Nar Goon, Garfield, and the rural townships of Koo Wee Rup and Lang Lang
- Coastal suburbs along Port Phillip Bay at Mordialloc and Chelsea with sand-belt golf courses, flat land for industry and Moorabbin Airport.

Population and demographics

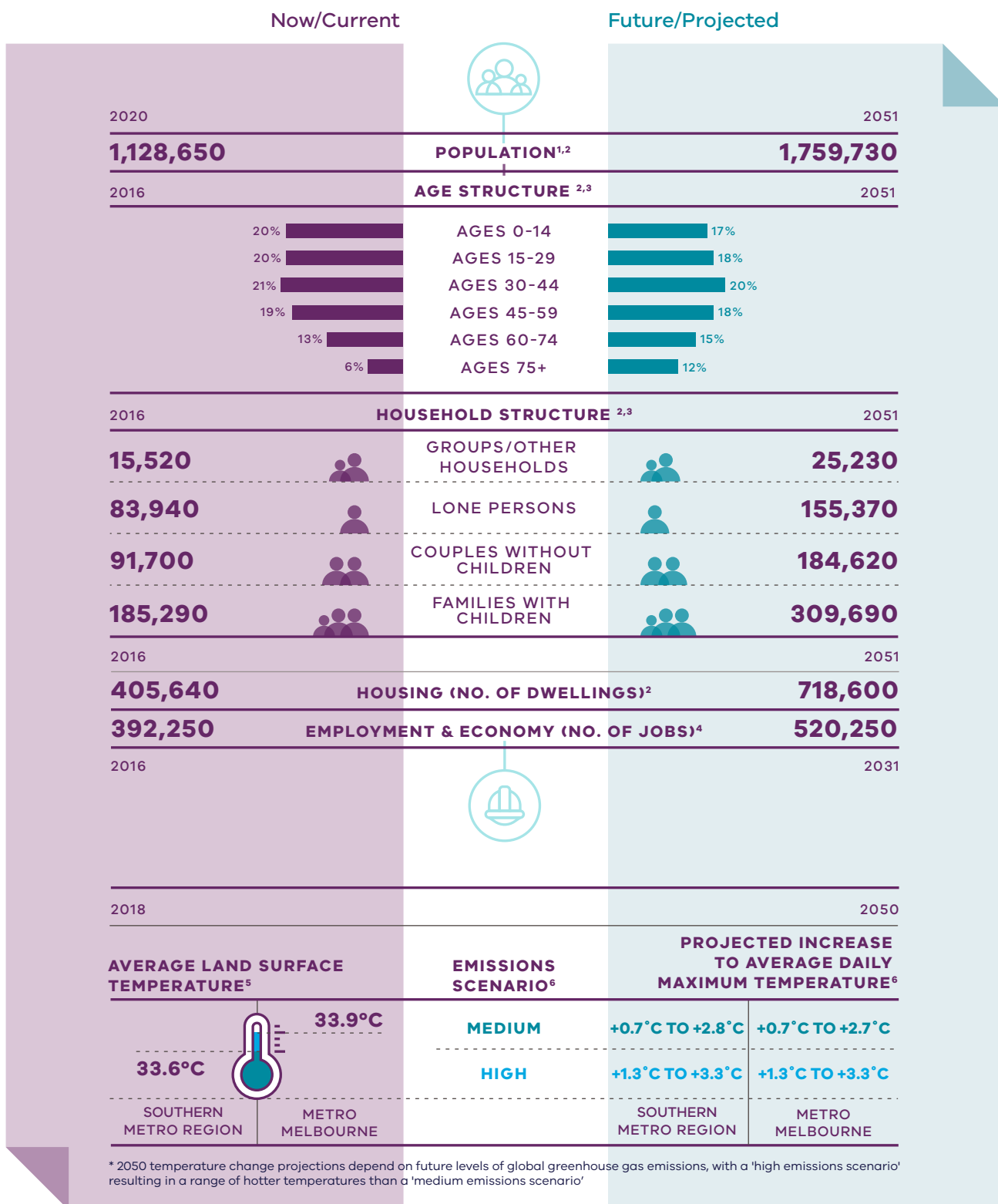
The Southern Metro Region has the largest population of the six Melbourne regions, with nearly 1.13 million people or 22 per cent of Melbourne's total population. The region's population is expected to grow by around 630,000 people between 2020 and 2051 to a total population of 1.76 million, or 21 per cent of Melbourne's total population. Much of this will be accommodated in the South Eastern Growth Corridor – one of Melbourne's three greenfield growth areas.

Future population projections and industry trends suggest the Southern Metro Region will continue to undergo significant growth and change as it consolidates its role as a state-significant area for industry, while diversifying in advanced manufacturing and knowledge-based economies, including health and education.

The most prevalent household type in the Southern Metro Region is families with children while people aged between 30–44 years old are the largest age group. The population aged 75 years and over is the fastest growing cohort in the region, which will have aged care and healthcare implications.

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

SOUTHERN METRO REGION - REGIONAL SNAPSHOT



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

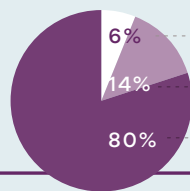
SOUTHERN METRO REGION VS METRO MELBOURNE

Southern Metro Region

Metro Melbourne

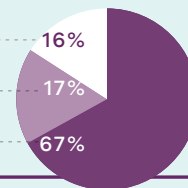


1,128,650	CURRENT POPULATION 2020¹	5,098,530
+631,090	PROJECTED POPULATION CHANGE 2020 TO 2051^{1,2}	+3,254,310
56% (FUTURE)	TOTAL % INCREASE	(FUTURE) 64%
1,759,730	PROJECTED POPULATION 2051²	8,352,840
312,960	NET ADDITIONAL DWELLINGS 2016-2051²	1,613,660
19%	SHARE OF NET ADDITIONAL DWELLINGS²	100%



2016 DWELLING TYPE³

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



\$49 (BN)	2016 GROSS REGIONAL PRODUCT⁴	\$333 (BN)
17%	SHARE OF JOBS ACROSS METRO MELBOURNE ⁴	
32%	PROJECTED JOB GROWTH 2016 TO 2031 ⁴	

2016 JOURNEY TO WORK – MODE SHARE⁵

74%		67%
1%		1%
7%		10%
0.6%		2%
0.3%		1%
1%		3%
1%	...	0.5%



62.8	PUBLIC OPEN SPACE PER PERSON (m²)⁷	57.5
20.8%	SHARE OF METRO MELBOURNE'S PUBLIC OPEN SPACE⁷	100%
15.4%	2014 URBAN TREE CANOPY COVER	15.6%
-0.2%	2014 TO 2018 CHANGE TO URBAN TREE CANOPY COVER⁸	-0.3%
15.2%	2018 URBAN TREE CANOPY COVER⁹	15.3%
+14.8%	2018 TO 2050 CHANGE TO MEET URBAN TREE CANOPY COVER TARGET	+12.2%
30.0%	2050 URBAN TREE CANOPY COVER TARGET¹⁰	27.5%

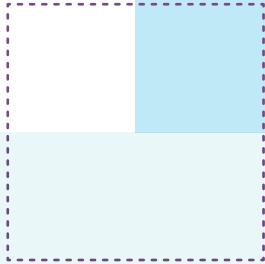
CHAPTER 03

VISION: SOUTHERN METRO REGION IN 2050

The Southern 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: Craig Moodie Photography



The Southern Metro Region will be a diverse and unique region, celebrated for its physical landscapes, economic vibrancy, and as a place to live and to visit. The region's liveability will be highly regarded and founded on its distinctive lifestyle options, high-quality jobs, regional connectedness, green parklands, coastal areas, healthy waterways, and excellent educational and health facilities. The economy will be modern; driven by advanced manufacturing, innovation and knowledge with well-established international connections.

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

- A high level of self-sufficiency in terms of jobs as the region develops as a nationally significant centre for advanced manufacturing and engineering through continued investment in the Dandenong and Monash NEICs, and state- and regionally-significant industrial precincts. Industrial land will be valued for its role in generating local jobs and providing high-skilled industry expertise unique to the region.
- The growth area playing a significant role in diversification of economic opportunities in the region with key emerging industrial precincts at Officer, Pakenham and Hastings and supporting business corridors and new, well-planned activity centres at Clyde and Clyde North will contribute to the life of new suburbs.
- A network of connected activity centres and health and education precincts providing significant opportunities for jobs and housing, including further development of the Dandenong, Frankston and Fountain Gate/Narre Warren metropolitan activity centres.
- Improved east-west, inter-regional, and international transport connectivity linking people, jobs, goods and services. Regional transport infrastructure and access to it will be improved including Moorabbin Airport, a possible South-East Airport, and the Port of Hastings.
- Medium- and higher-density housing directed to the most accessible locations in established urban areas and there is greater choice in affordable and social housing.
- The growth corridor in Casey and Cardinia accommodating new, walkable neighbourhoods with a diversity of sustainable housing, services, amenities and employment opportunities, well connected by a range of public and active transport options.
- Cycling networks are expanded and public open space networks connect neighbourhoods and communities to active and passive regional open space, a network of waterways, Port Phillip Bay and the Dandenong foothills.
- More tree canopy, smart water use and sustainable public and private development with residents and industry supported by local renewable energy.

The region's green wedge land, iconic landscapes and natural habitats will be valued and protected. The region's distinctive and diverse character including beaches and coastal towns, agricultural plains, and cosmopolitan urban centres will continue to attract visitors and provide a choice of lifestyle for residents of all ages.

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

MAP 1. Southern Metro Region 2050 Plan

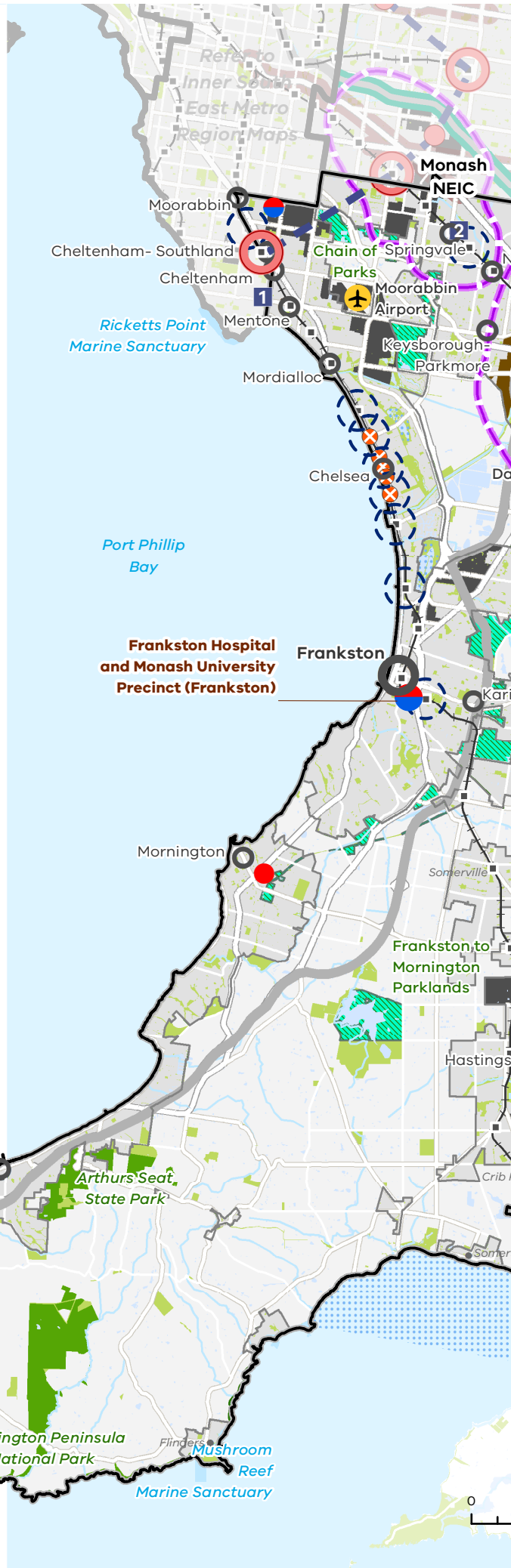
Precincts and Activity Centres

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

Transport

- Transport Gateway - Airport
- Transport Gateway - Seaport
- Transport Gateway - possible Airport (indicative)
- Other Intermodal Freight Terminal - existing and potential
- State-significant road corridor
- Road network
- Train station

- Potential station
- Committed station
- Rail network
- Suburban Rail Loop**
- SRL East (Cheltenham to Box Hill)
- SRL - interchange station
- SRL - station
- Transport projects - committed**
- Monash freeway capacity upgrades
- Western Port Highway upgrade/Rail Link to Hastings
- Level crossing removal site
- Environment**
- 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
- Waterway
- Reservoir
- Waterbody
- Land use/Administration**
- Regional boundary
- Green wedge land
- Growth area
- Urban area
- Urban growth boundary



Point Nepean National Park

Rosebud

Arthurs Seat State Park

Mornington Peninsula National Park

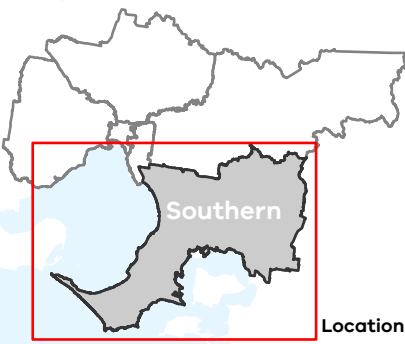
Flinders Mushroom Reef Marine Sanctuary

Frankston Hospital and Monash University Precinct (Frankston)

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

Note:

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



Location Map

