

CHAPTER 05

HOUSING CHOICE

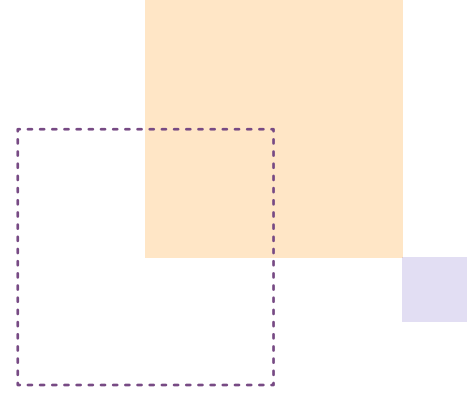


Plan Melbourne Outcome 2:
Melbourne provides housing
choice in locations close to jobs
and services

Plan Melbourne seeks to increase the supply of housing in established areas close to jobs, services and public transport to accommodate the anticipated increase in population over the next 30 years while ensuring Melbourne remains liveable, sustainable and accessible.



Photo credit: Craig Moodie Photography



The Northern Metro Region has a diversity of housing choices from established inner and suburban areas, to greenfield growth areas and emerging urban renewal precincts. It also provides housing options in rural and semi-rural locations and townships including Whittlesea. The region has an established network of metropolitan and major activity centres supported by neighbourhood activity centres, growth areas and urban renewal areas that will provide opportunities to increase the supply of housing.

SRL will enhance inter-regional connectivity in the future and create housing opportunities in proximity to the proposed train stations. Focusing new development in established areas, around the activity centre network and close to public transport will help maintain the UGB and protect environmentally sensitive areas.

State of play

Metropolitan Melbourne

Strong demand for housing in established inner areas, with good access to jobs, services and public transport, has led to increased competition for housing in inner and middle ring suburbs of Melbourne.

The residential development industry is responding to this higher demand by increasing supply across Melbourne. The amount and location of additional housing developed depends on the availability and suitability of land and the willingness of households to pay for it. Melbourne is seeing a significant number of homes developed in growth areas, in part due to the relative availability of zoned land which has enabled residential developers to meet demand for relatively affordable housing.

There has also been an increase in the supply of apartments in the Central City – and increasingly in inner suburbs of Melbourne – driven by investors purchasing apartments to meet increased demand for rental accommodation in the inner city. In other areas, particularly middle ring suburbs, housing supply has been less responsive to increasing demand, leading to increasing competition for what is in some cases a relatively fixed supply of housing.

Northern Metro Region

Regional demographics

In 2020 the population of the Northern Metro Region was 1,051,070 people, which accounted for 21 per cent of the metropolitan Melbourne population. Between 2020 and 2051 the region's population is projected to increase by more than 765,000 people to a total of 1,816,410, which will account for 22 per cent of metropolitan Melbourne's projected population. The annual rate of growth in the region is expected to be 1.8 per cent, which is 0.3 per cent higher than metropolitan Melbourne's expected annual growth. The Northern Metro Region is projected to grow 0.3 per cent less than the fastest growing region, the Western Metro Region.

Population growth differs between LGAs within this region as shown in **Table 7**. Between 2016 and 2036, the populations of Hume and Whittlesea LGAs are projected to increase by around 65-75 per cent, whereas Moreland and Darebin LGAs are projected to increase by around 35-40 per cent. The population within that part of Mitchell LGA within the Northern Metro Region is projected to increase by around 280 per cent being largely growth area. The projected population increase is lower for the Banyule LGA, with a projected increase of 20 per cent, and Nillumbik LGA, which has a projected population increase of 10 per cent (DELWP, 2019b).

The Northern Metro Region has 355,630 dwellings and will require an additional 352,200 between 2016 and 2051 to accommodate projected population growth. This will double the existing number of dwellings to a projected total in 2051 to 707,830 (DELWP, 2019b).

The largest age group in the Northern Metro Region in 2016 was aged between 30 and 44 and this is projected to remain the same through to 2051. Notably, the number of people aged over 60 in 2016 was 163,290 or 17 per cent of the region's population (DELWP, 2019b). The number of people aged over 60 is expected to more than double by 2051 to 428,080 people (**Figure 11**).

In terms of household type, families with children were the most prevalent in the Northern Metro Region in 2016 with over 48 per cent, while group/other households made up 7 per cent of the region's households (DELWP, 2019b). This is consistent with the average across metropolitan Melbourne. By 2051, it is expected that families with children will remain the largest household type in the Northern Metro Region and across metropolitan

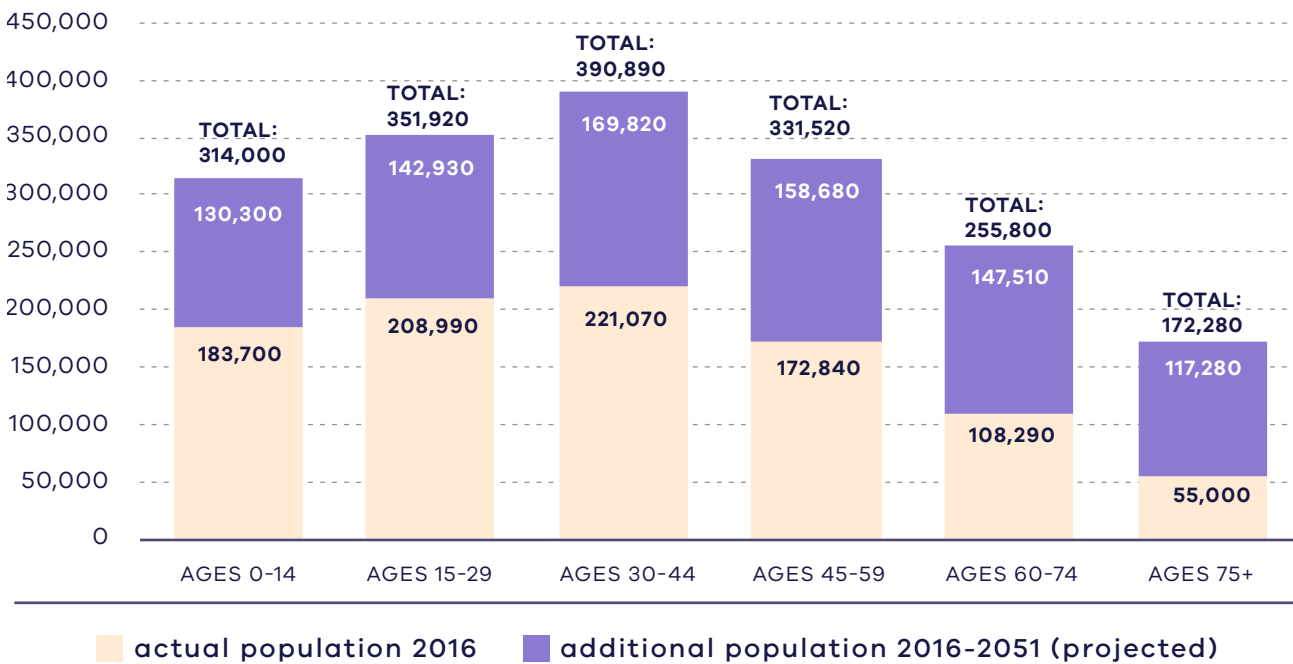


TABLE 7. Actual and projected population by Local Government Area, 2016 - 2036

LGA	2016	2020	2026	2031	2036
Banyule	127,450	131,940	139,080	144,680	150,760
Darebin	155,130	166,430	182,410	196,030	210,650
Hume	207,040	241,190	286,530	316,240	343,990
Moreland	172,290	188,760	209,080	225,000	241,540
Nilumbik	64,170	65,220	66,760	68,410	70,310
Whittlesea	207,060	236,540	285,920	327,470	364,450
Mitchell (part)	16,750	20,990	33,080	47,160	64,020
Northern Metro Region	949,890	1,051,070	1,202,860	1,324,980	1,445,740

Source: Victoria in Future, DELWP, 2019 and Regional Population, Australian Bureau of Statistics, 2021

FIGURE 11. Regional actual and projected population by age, 2016 - 2051



Source: Victoria in Future, DELWP, 2019

Melbourne despite an overall decrease in the proportion of households in the category. A larger increase of 3 per cent is expected in households of couples without children.

Housing stock

In 2016 separate houses make up 74 per cent of the housing stock in the Northern Metro Region, compared to 67 per cent for metropolitan Melbourne. Approximately 76 per cent of the dwellings in the region provide for three or four bedrooms compared to 73 per cent in metropolitan Melbourne (DELWP, 2019b).

Semi-detached, row and terrace housing make up 17 per cent of the region's housing stock, which is the same for metropolitan Melbourne. Flats, units and apartments make up 9 per cent of housing stock, 7 per cent less in comparison to 16 per cent of metropolitan Melbourne (DELWP, 2019b).

Projected housing requirements

Victoria in Future (VIF) projections are published at LGA level for a 20-year horizon from the most recent Census data – currently from 2016 to 2036. Beyond this period knowledge of land supply, dwelling construction and population distribution trends be less certain.

VIF projections indicate that based on the continuation of current trends, and knowledge of long-term greenfield land supply, approximately 66 per cent of net additional dwellings across metropolitan Melbourne are expected to be in established areas and 34 per cent in greenfield areas. The housing distribution figures between established areas and greenfield areas are shown in Table 8.

Plan Melbourne provides an alternate aspirational housing distribution scenario based on achieving 70 per cent of new housing in Melbourne's established areas and the remaining 30 per cent accommodated in greenfield areas. This scenario assumes a total of 70,000 dwellings across metropolitan Melbourne, which VIF 2019 projections allocated to greenfield areas, can be accommodated in established areas to realise the aspirational 70/30 distribution between 2019 to 2051 (Table 9).

The aspirational housing distribution scenario provides for a redistribution of 20,000 dwellings from greenfield areas in the Northern Metro Region to established areas. The region is projected to accommodate 15,000 dwellings in established areas of the region, while the remaining 5,000 dwellings will be distributed among other regions' established areas.

Table 10 shows the aspirational housing distribution scenario for each LGA to 2036. This is achieved by apportioning the net dwelling additions in the established area for each metropolitan region and distributing the amount between LGAs in the region. The aspirational scenario is based on the locations where most housing growth is anticipated across the established metropolitan area such as the Central City, NEICs, metropolitan and major activity centres, major urban renewal precincts and future SRL precincts. The 70/30 dwelling redistribution for the region will provide guidance for each LGA to accommodate housing growth that achieves the aspirational housing distribution for metropolitan Melbourne.

TABLE 8. Scenario 1 VIF 2019

REGION	NET DWELLING ADDITIONS 2016 TO 2051		
	Total	Established	Greenfield
Inner Metro	225,000	225,000	0
Western	412,000	177,000	235,000
Northern	352,000	167,000	185,000
Inner South East	119,000	119,000	0
Eastern	192,000	192,000	0
Southern	313,000	184,000	129,000
Total Melbourne	1,613,000	1,064,000	549,000
	100%	66%	34%

TABLE 9. Scenario 2 Aspirational scenario

REGION	NET DWELLING ADDITIONS 2016 TO 2051		
	Total	Established	Greenfield
Inner Metro	235,000	235,000	0
Western	402,000	197,000	205,000
Northern	347,000	182,000	165,000
Inner South East	124,000	124,000	0
Eastern	202,000	202,000	0
Southern	303,000	194,000	109,000
Total Melbourne	1,613,000	1,134,000	479,000
	100%	70%	30%

Note: For the purpose of these figures, greenfield areas include land in a growth area council that is either currently under development or identified for future development

TABLE 10. Northern Metro Region 70/30 dwelling redistribution by LGA to 2036 (established areas only)

LGA	VIF2019 DWELLING WITHIN ESTABLISHED AREAS		INCLUDING 70/30 DWELLINGS	70/30 DWELLING REDISTRIBUTION	SHARE OF REGIONAL REDISTRIBUTION
	2021	2036	2036		
Banyule	53,800	61,700	62,700	1,000	13%
Darebin	71,400	90,500	92,000	1,500	20%
Hume	33,600	39,700	41,900	2,200	29%
Moreland	81,800	103,600	104,600	1,000	13%
Nilumbik	23,500	26,600	27,200	600	8%
Whittlesea	35,300	41,900	43,100	1,200	16%
Mitchell (part) ¹	0	0	0	0	0
Northern Metro Region	299,400	364,000	371,500	7,500	100%

¹For the purposes of this table there are no areas within Mitchell Shire within the UGB defined as established areas.

Locations for housing growth

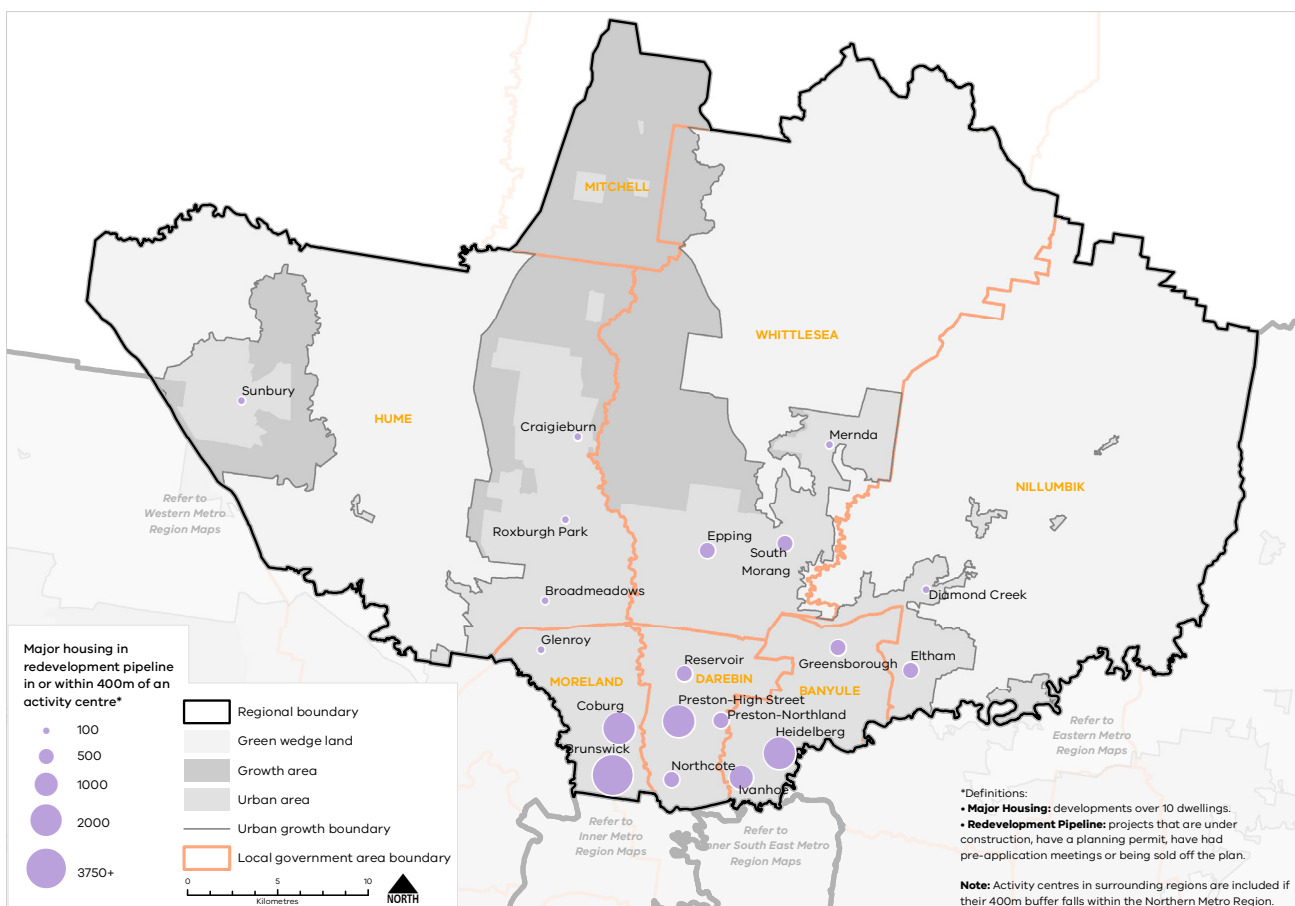
Housing supply in well-serviced areas, with good access to higher-paying inner-city jobs, has not kept pace with the demand in the Northern Metro Region. This is impacting on the price of dwellings, with price rises much greater in inner and middle ring suburbs than in outer suburbs and growth areas. To respond to the housing challenges in the Northern Metro Region, supply is needed in locations close to jobs, services and public transport.

Between 2005 and 2016, a total of 16,803 new dwellings were constructed in and within 400 metres of metropolitan and major activity centres in the Northern Metro Region. In the same period, 63,496 dwellings were constructed outside metropolitan and major activity centres. Of the new dwellings outside activity centres, 74 per cent were located in LGAs with growth areas (DELWP, 2018a).

Moreland LGA has the largest number of development approvals in the major housing redevelopment pipeline which accounts for projects with more than 10 dwellings. This has included over 5000 approvals across the three major activity centres of Brunswick, Coburg and Glenroy (Appendix 02 Table A2-1). Figure 12 shows the pipeline of major housing development in the Northern Metro Region is clustered in inner ring activity centres such as Brunswick, Coburg, Heidelberg and Preston-High Street.

A range of constraints can limit where dwellings and other land uses are accommodated. In the Northern Metro Region, planning controls associated with the protection of Melbourne Airport and its environs apply to some properties in the Hume and Whittlesea LGAs. These planning controls limit the capacity of these areas to accommodate certain land uses and development, including new dwellings.

FIGURE 12. Major housing in the redevelopment pipeline in or within 400 metres of an activity centre



Source: Urban Development Program 2019, Department of Environment, Land, Water and Planning

Housing demand and its impact on affordability

Housing affordability is an issue across metropolitan Melbourne. Moderate-income first home buyers are being increasingly priced out of the housing market in the inner and middle parts of the Northern Metro Region. The median price for detached houses in the region has been increasing between 2011 and 2017 while the median prices for apartments and units have been more stable. Housing is most affordable in the northern parts of the region, with Mitchell and Hume LGAs recording the lowest median detached house and apartment/unit prices across the region (DELWP, 2019b). However, for low- and very low-income, and prospective first homebuyers home ownership is still largely unattainable. Very low-income single person households are being increasingly priced out of the rental market.

A lack of social housing is also an issue for the region. Despite a higher proportion of social housing in Darebin and Banyule LGAs, compared to the metropolitan Melbourne average, the proportion of homeless people in the region is also high (Australian Bureau of Statistics, 2016). Those waiting for social housing in the region have a priority need due to homelessness, family violence, disability or other special housing needs.

There are several existing Victorian Government initiatives in place to improve the supply of affordable housing, including social housing. These include Victoria's Big Housing Build, the Social Housing Growth Fund, 1,000 Homes Initiatives and the Redevelopment of Public Housing Estates. Five of the six LGAs in the Northern Metro Region have been identified as priority council areas for projects to increase the supply of social and affordable housing as part of Homes Victoria's Big Housing Build program.

Regional strengths

- The Northern Metro Region has a diversity of housing choices from growth areas to emerging urban renewal areas and established inner and suburban areas.
- Opportunities exist to locate medium- and higher-density housing in and around metropolitan and major activity centres, the La Trobe NEIC, identified urban renewal areas, SRL precincts and in locations supported by good public transport.
- Greenfield development opportunities in the Northern Growth Corridor can accommodate housing supply and diversity to meet the needs of new and maturing communities.

Regional challenges

- The Northern Metro Region will experience high projected population growth to 2051 and will need to increase housing supply and diversity to provide for an increasing population.
- Housing development must be balanced with providing for employment uses, particularly around SSIPs and regionally-significant industrial precincts.
- The Northern Growth Corridor needs to provide more housing diversity and ensure infrastructure keeps pace with growth.
- The supply of affordable housing is disproportionate to the number of lower income residents in the Northern Metro Region, which is significantly higher than other metro regions.

Directions and strategies

The directions identified to achieve the 2050 vision for the Northern Metro Region in terms of Housing choice and Outcome 2 of Plan Melbourne are:

Direction 7	Increase the supply of housing in the Northern Metro Region
Direction 8	Prioritise housing growth in areas with access to jobs, services and good public transport
Direction 9	Provide greater choice and diversity of housing in the Northern Metro Region
Direction 10	Increase the supply of social and affordable housing
Direction 11	Improve planning processes for growth areas to ensure the delivery of diverse and vibrant new communities

Each direction is implemented through regionally-specific strategies identified in this LUF.

Map 3 shows how housing choice will be enhanced across the Northern Metro Region by 2050 as a result of these directions and strategies, together with Plan Melbourne and other strategies and initiatives as outlined in Appendix 01.
















Photo credit: Tim Bell Studio

MAP 3. Northern Metro Region housing choice 2050

Precincts and Activity Centres

-  National employment & innovation cluster (NEIC)*
-  Walkable catchment - indicative°
-  Housing investigation area
-  State-significant commercial land*
-  State-significant commercial land (future)*
-  Regionally-significant commercial land*
-  Regionally-significant commercial land (future)*
-  Urban renewal area







Transport

-  Transport Gateway - Airport
-  State-significant road corridor
-  Road network
-  Train station
-  Rail network
- Principal Public Transport Network
 -  PPTN station
 -  PPTN interchange
-  Bus
-  Tram
- Suburban Rail Loop
 -  SRL North (Box Hill to Airport)
 -  SRL West (Airport to Werribee)
-  SRL - interchange station
-  SRL - station

Environment

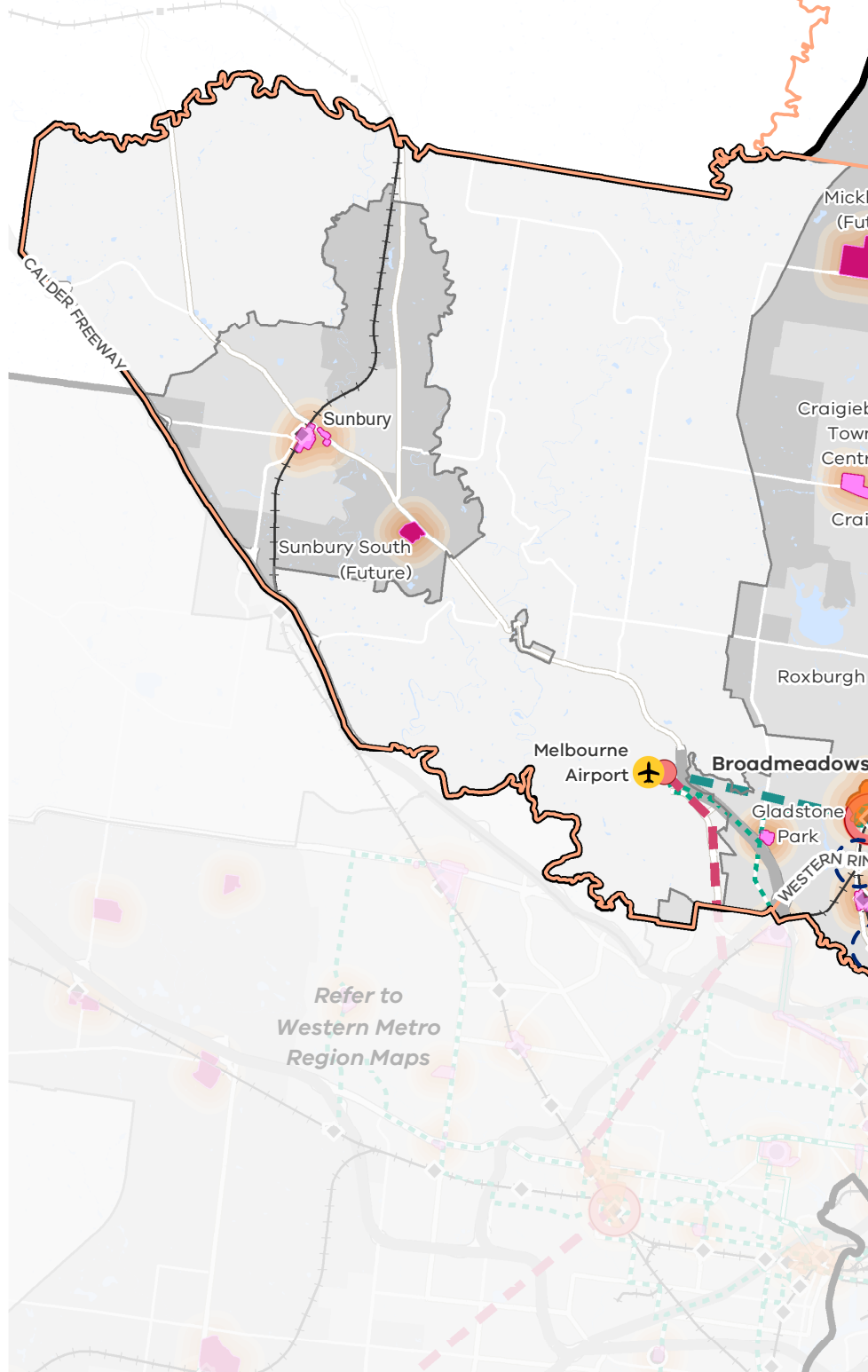
-  Waterbody

Land use/Administration

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

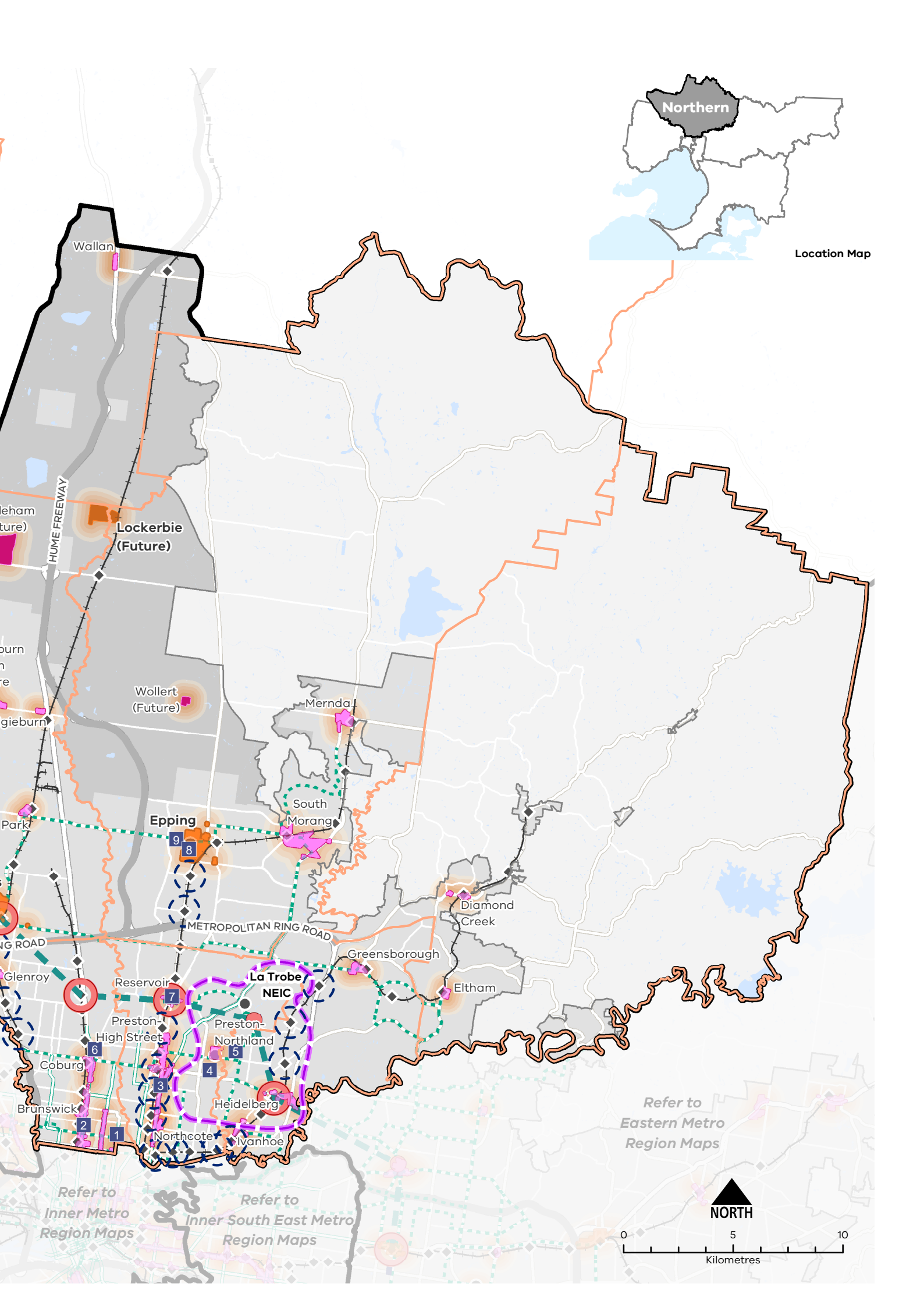
Map ID Urban renewal area

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



Refer to Western Metro Region Maps

*NEIC boundary is indicative only and subject to detailed planning.
 *These layers are based on the state- and regionally-significant commercial land identified in MICLUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.
 °Residential zoned land in these locations suitable for medium- and higher-density housing, subject to the provisions of any local council planning scheme or adopted municipal housing strategy.



DIRECTION 07.**Increase the supply of housing in the Northern Metro Region**

Plan Melbourne aims for 70 per cent of net additional dwellings to be provided in Melbourne's established areas, with the balance provided in greenfield areas. The inner and middle ring suburbs of the Northern Metro Region provide opportunities for well-located, higher-density housing particularly around activity centres, the Principal Public Transport Network (PPTN), and in locally identified strategic sites and urban renewal areas. Future opportunities also exist in locations identified as SRL precincts as part of the later stages of SRL. The provision of housing in these areas will help achieve the overall aspiration of 70 per cent of new housing in established areas.

Substantial and incremental change areas will experience varying degrees of change relative to the existing context and not only increase the supply of housing, but also the diversity in housing types and built form outcomes. Lower density areas in the region are expected to accommodate housing growth within the context of the existing or preferred character. Minimal housing change areas are identified for their special characteristics such as neighbourhood, heritage, environmental or landscape characteristics that should be protected.

Areas in the east of the urban area including South Morang, Mernda, Eltham, Heidelberg and Greensborough are covered by vegetation protection overlays, environmental significance overlays and significant landscape overlays. Some inner-region major activity centres such as Brunswick and Northcote include heritage values that require careful consideration in terms of the density or built form.

STRATEGY 24. Maximise housing development within the established areas of the Northern Metro Region to achieve the alternate aspirational housing distribution scenario for metropolitan Melbourne.

DIRECTION 08.**Prioritise housing growth in areas with access to jobs, services and good public transport**

Plan Melbourne directs greater housing density development in the Northern Metro Region in and around the La Trobe NEIC, within metropolitan and major activity centres, in neighbourhood activity centres with good public transport access, and in urban renewal areas.

Between 2005 and 2016 the percentage of net new dwellings developed across the Northern Metro Region in and within 400 metres of activity centres varied across the region. Moreland, Darebin and Banyule LGAs provided 50 per cent of medium- and higher-density growth in and around activity centres. Whereas Whittlesea, Nillumbik, Hume and Mitchell LGAs provided only 10 to 20 per cent of dwellings in and around activity centres, the majority of net dwellings being located outside activity centres.

Increasing the supply of housing in and around existing activity centres and the La Trobe NEIC will result in people being closer to local jobs, services and good public transport. However, planning for increased densities in these locations will require a balanced approach so that land for employment and job opportunities in activity centres is not diminished. Consistent with the principle of 20-minute neighbourhoods, opportunities in an 800-metre walking catchment around activity centres exist to support medium- and higher-density housing in locations with job, services and access to public transport.

Housing supply should more effectively capitalise on close proximity to major public transport infrastructure. Planning for increased densities and transit-oriented development around the PPTN is a priority for the Northern Metro Region. SRL is not expected to impact the Northern Metro Region in the short- or medium-term with planning and construction of the new line and stations to occur in later stages of the project. SRL precincts have been identified in the region at Heidelberg (interchange), Bundoora, Reservoir (interchange), Fawkner (interchange) and Broadmeadows (interchange). There will likely be greater opportunities for medium- and higher-density development in these locations in the future. Planning in the short- and medium-term for these locations will need to be considerate of the future uses and opportunities for mixed-use and higher-density development.

The region has also seen large infill housing development in middle ring suburbs in recent decades such as Gowanbrae in the west, Preston South and in Coburg North. Most of these types of opportunities are now exhausted. There are also greyfield areas in the region where housing stock is near, or has reached, the end of its useful life and could be redeveloped. Additional housing

in these established areas would help achieve Plan Melbourne's overall aspirations by taking advantage of existing amenities and being close to job-rich locations, services and public transport.

Table 11 identifies locations for medium- and higher-density housing in the Northern Metro Region.

TABLE 11. Locations for medium- and higher-density housing in the Northern Metro Region

CLASSIFICATION	LOCATION	DESCRIPTION
NEICs	La Trobe	<ul style="list-style-type: none"> NEICs can provide housing opportunities in designated locations where it complements the NEICs' primary role as a cluster of business activity of national significance La Trobe NEIC will have a future train station as part of SRL North. Better accessibility to the NEIC will maximise inter- and cross-regional opportunities for housing, employment, education and health services
Metropolitan activity centres	Broadmeadows Epping Lockerbie (future)	<ul style="list-style-type: none"> Metropolitan activity centres are locations for medium- and higher-density housing and mixed-use development. Substantial housing change opportunities may extend to a walkable catchment of 800 metres around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport Metropolitan activity centres play a major role in supporting a broad range of other uses such as retail, commercial, entertainment and community uses to a regional catchment. Housing development in and around metropolitan activity centres will be complementary to the existing and future jobs and employment role of the centres (Table 6) Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre Broadmeadows Metropolitan Activity Centre is identified as an interchange train station in SRL North (Box Hill to Airport) and higher-density development is supported

CLASSIFICATION	LOCATION	DESCRIPTION
Major activity centres	Beveridge (future)	<ul style="list-style-type: none"> Major activity centres are locations for medium- and higher-density housing and mixed-use development. Substantial housing change opportunities may extend to a walkable catchment of 800 metres around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport While all major activity centres will accommodate housing change, the degree of change is relative to the existing context and characteristics of each major activity centre (Table 6) Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre Heidelberg and Reservoir major activity centres are designated as locations for SRL stations and will provide greater opportunities for housing change
	Brunswick	
	Coburg	
	Craigieburn	
	Craigieburn Town Centre	
	Diamond Creek	
	Eltham	
	Gladstone Park	
	Glenroy	
	Greensborough	
	Heidelberg	
	Ivanhoe	
	Mernda	
	Mickleham (future)	
	Northcote	
	Preston High Street	
	Preston Northland	
	Reservoir	
	Roxburgh Park	
	South Morang	
Sunbury		
Sunbury South (future)		
Wallan (future)		
Wollert (future)		
Neighbourhood activity centres		<ul style="list-style-type: none"> Some neighbourhood activity centres may be locations for mixed-use medium- and higher-density housing, particularly when they are serviced by good public transport. Housing opportunities may also extend to a walkable catchment of 800 metres around the centre (depending on the local context) based on the 20-minute neighbourhood principle of locating housing close to jobs, services, amenities and public transport Approved PSPs for the Northern Growth Corridor identify future neighbourhood activity centres that will accommodate medium- and higher-density housing 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.

CLASSIFICATION	LOCATION	DESCRIPTION
Urban renewal areas and greyfields	Albert Street Brunswick Urban Renewal Precinct Bell Street (Bell Station), Preston East Brunswick Village New Epping (former Epping Quarry Site, 215 Cooper Street Epping) Northland Urban Renewal Precinct (NURP) Pentridge, Coburg Reservoir Junction The Junction South Preston The Coburg Initiative Olympic Village, Heidelberg West Thomastown / Lalor (Edgars to Dalton roads)	<ul style="list-style-type: none"> Urban renewal areas identified in the LUFP are locations nominated by state and local government with opportunities for medium- and higher-density mixed-use development. These locations have regional value based on one or more the following characteristics: land size, proximity to the PPTN or future transport infrastructure, government-ownership, or require cross-municipal planning. These areas will be planned according to 20-minute neighbourhood principles. A coordinated approach to planning for these areas will maximise their development opportunity and any infrastructure needs
Suburban Rail Loop precincts	Heidelberg (interchange) Bundoora Reservoir (interchange) Fawkner (interchange) Broadmeadows (interchange)	<ul style="list-style-type: none"> SRL precincts are opportunities for medium- and higher-density housing development due to their proximity to future SRL train stations. Housing development in SRL precincts will be supported by other uses such as commercial, retail and services and maximise their potential as transit-oriented development. They will undergo substantial change and will be subject to further detailed precinct planning

CLASSIFICATION	LOCATION	DESCRIPTION
Housing investigation areas	Alphington Station Bell Station Croxton Station Darebin Station Dennis Station (Northcote) Donnybrook Station Fairfield Station Fawkner Station Glenbervie Station Hawkestone Station Lalor Station Jacana Station Macleod Station Middle Gorge Station Oak Park Station Pascoe Vale Station Regent Station Rosanna Station Strathmore Station Thomastown Station Thornbury Station Westgarth Station (Northcote) Watsonia Station	<ul style="list-style-type: none"> Housing investigation areas are areas within an 800 metre walkable catchment around existing and future train stations that have the potential to support medium- and higher-density housing development in line with maximising access to public transport and 20-minute neighbourhood principles. These areas are outside designated metropolitan and major activity centres and are based on their access to rail infrastructure, existing zones that allow residential development and the absence of 'special characteristics' such as heritage, landscape, bushfire values or airport environs A further assessment to determine locations within housing investigation areas suitable for substantial housing change and rezoning, in response to the local context, will be required
Greenfield growth area	Northern Growth Corridor	<ul style="list-style-type: none"> Growth areas are designated to provide future supply of land for development in metropolitan Melbourne. A detailed PSP process will articulate the land uses and determine suitable locations for medium- and higher-density housing in the growth areas

- STRATEGY 25.** Increase the supply of medium- and higher-density housing around the La Trobe NEIC, in and around metropolitan and major activity centres, urban renewal areas, SRL precincts and in and around neighbourhood activity centres serviced by good public transport.
- STRATEGY 26.** Ensure new housing in and around the La Trobe NEIC does not encroach on the primary employment and innovation role of the NEIC.
- STRATEGY 27.** Support substantial housing change in locations where transport upgrades and improvements such as Suburban Rail Loop or level crossing removals create opportunities to locate housing closer to jobs, services and infrastructure.
- STRATEGY 28.** Maximise development potential in housing investigation areas around existing and proposed train stations to leverage access to the PPTN.

DIRECTION 09.

Provide greater choice and diversity of housing in the Northern Metro Region

The Northern Metro Region, like metropolitan Melbourne, is mostly made of separate houses with 74 per cent of the housing stock. The percentage of flats, units and apartments in the region is 9 per cent, which is almost half of the metropolitan Melbourne average. A majority of the dwellings have three or more bedrooms. Between 2016 and 2050, families with children households are projected to increase by 134,030 in the Northern Metro Region. Continuing to provide dwellings with three or more bedrooms will accommodate this growth. There will be opportunities for three-bedroom apartments to also cater for this population growth in locations where higher-density development is appropriate.

The number of people aged over 60 in the Northern Metro Region is projected to increase by 162 per cent between 2016 and 2050. Although the overall percentage is in line with what is expected across metropolitan Melbourne, the demographic population change within the region is substantial and needs to be planned for now. The Northern Metro Region will require greater housing diversity by providing smaller dwellings, adaptable housing options, affordable arrangements, residential aged care facilities and retirement homes to cater for this increase in an older population. The Northern Growth Corridor also provides opportunities for additional residential aged care facilities to support the growing and ageing population in the outer areas of the region. The region should provide opportunities for residents to 'age in place' in their existing communities, with access to community services and public transport that meets their daily needs.

The Northern Metro Region has significant health and education industries with four state-significant health and/or education precincts. Providing an increased supply of student accommodation around education precincts and key worker accommodation near health precincts will better connect education and employment opportunities.

There is also an opportunity for a greater diversity of housing in the Northern Growth Corridor. Planning for the growth areas will provide for a variety of housing choices to meet the needs of new communities as they mature over time.

- STRATEGY 29.** Encourage a genuine mix of dwelling types and sizes in the Northern Metro Region to accommodate the changing future needs of the region.
- STRATEGY 30.** Facilitate the development of housing that is adaptable and flexible to cater for changing demographics and to support 'ageing in place'.
- STRATEGY 31.** Optimise the opportunities for student accommodation and key worker housing around health and/or education precincts in the Northern Metro Region.
- STRATEGY 32.** Ensure new residential development is well-designed, durable, resilient to climate change and built to a high-quality standard.
- STRATEGY 33.** Adopt a place-based approach to the delivery of infill housing developments to replace ageing housing stock, ensure a high-quality of design that is appropriate for the local context and contributes to housing supply and diversity.

DIRECTION 10. **Increase the supply of social and affordable housing**

Affordable housing is defined in the *Planning and Environment Act 1987* as housing appropriate for the needs of very low-, low- and moderate-income households, and includes social housing provided by the government or a registered housing agency. Social housing also includes public housing and community housing to accommodate people who have experienced homelessness, family violence or have other special needs. The provision of more social and affordable housing requires a range of programs and measures across all levels of government.

Housing affordability is affecting an increasing number of residents across metropolitan Melbourne. Planning should facilitate the delivery of affordable housing in the Northern Metro Region by considering opportunities to develop under-utilised or disused government-owned land for social housing. Facilitating the supply of affordable housing in locations that are closer to jobs, services and public transport — in addition to sustainable design — will lower household costs, which is particularly important to the very low-, low- and moderate-income households. By strengthening the role of planning to facilitate and deliver affordable housing opportunities will contribute to continuing to make Melbourne a liveable city for all.

The social and affordable housing system, consisting of the government, community housing sector and industry, provides housing options for those unable to access the private housing market. There are currently 116,351 people living in social housing owned or managed by Homes Victoria (Director of Housing) or a registered housing corporation across Victoria. Victoria has the lowest proportion of social housing in Australia and will require 4000 homes per year for Victoria's social housing to reach the national average of 4.2 per cent of social housing to total dwellings.

The Victorian Government's Big Housing Build program aims to increase existing social housing stock across Victoria by 10 per cent and, in the next five years, over 12,000 new dwellings will be built. The program is Victoria's largest investment in social and affordable housing and Homes Victoria has been established to deliver the program as well as ensure an ongoing pipeline of social and affordable housing development beyond the Big Housing Build. In addition, existing social housing dwellings will be upgraded, maintained or replaced under the program. The Victorian Government has identified 21 priority LGAs for social housing development of which Darebin, Hume, Moreland, Mitchell and Whittlesea are identified in the Northern Metro Region.

STRATEGY 34. Facilitate more affordable housing across the region, particularly in locations that have good access to jobs, services and public transport.

STRATEGY 35. Support the delivery of social housing, particularly in Darebin, Hume, Moreland, Mitchell and Whittlesea LGAs.

DIRECTION 11.

Improve planning processes for growth areas to ensure the delivery of diverse and vibrant new communities

Development of growth areas in the Northern Metro Region is guided by the Northern Growth Corridor Plan (Map 4). This plan outlines an overarching strategy for the development of Melbourne's growth areas over the coming decades, which is then realised at a local level through PSPs. PSPs set out the preferred spatial location of key land uses and infrastructure to guide decisions on staging of development, subdivision permits, building permits and infrastructure delivery. They have a specific role to address matters within the scope of the planning system, ensuring they are consistent with the regulatory environment that operates in conjunction with the planning system.

Plan Melbourne highlights the importance of an integrated approach between land use and infrastructure delivery in growth areas to ensure residents have access to workforce opportunities, education, health services and other infrastructure. Policy 2.2.5 states that planning and development in growth areas should:

- Provide around 15 years supply of land approved for development (11.02-1S Victoria Planning Provisions)
- Over time, seek an overall increase in residential densities to more than 20 dwellings per hectare. Melbourne's average housing density is currently 14 dwellings per hectare. Research shows that a minimum density of 25 dwellings per hectare is needed to support 20-minute neighbourhoods
- Be sequenced to ensure new precincts are contiguous with previously approved precincts.

2018 data estimates suggest that the Whittlesea growth area currently has 22 years of land supply and the Hume-Mitchell growth area has 30 years of supply. In 2018, lot densities in the Northern Metro Region were approximately 29 dwellings per hectare (DELWP, 2018e).

Existing townships in the Northern Growth Corridor such as Beveridge, Kalkallo and Donnybrook have established residential neighbourhoods. Planning will need to consider how to integrate these existing communities with new development as well as the provision of services and facilities including public transport. In Sunbury/Diggers Rest, Jacksons Creek is a defining landscape feature that also poses a challenge to connectivity and movement for new communities east of the creek. Linkages across Jacksons Creek will enable residents to access the facilities in the established parts of Sunbury including the proposed rail station.

New master planned estates are typically developed in phases and therefore new residents do not have immediate access to many essential services such as hospitals and schools, community services and/or retail stores to meet their everyday needs and foster social cohesion. This is compounded by a lack of adequate public transport to connect people to nearby communities (Grodach, et al., 2019). Car dependency is also high due to poor provision of community infrastructure early in the development process. This car dependency often continues even after community infrastructure has been provided locally (Grodach, et al., 2019).

While the PSP process often articulates a desire to stage development and delivery of facilities and transport networks, and seeks to sequence development that 'should have regard to' the proximity of services, infrastructure and facilities, this does not explicitly require the delivery of services and infrastructure in a timely manner. Staging development in growth areas through the PSP process will help with the timely delivery of infrastructure and 20-minute neighbourhood features in these communities.

Due to highly erosive waterways in the upper catchment of the Northern Metro Region, development may also need to be carefully staged in some areas to allow for construction of appropriate stormwater management infrastructure. Construction of the proposed OMR will be a consideration in local stormwater management along the road's alignment. Planning and development will need to consider and respond appropriately, including careful staging of development and construction of stormwater management infrastructure.

STRATEGY 36. Require development in growth areas to be sequenced and staged at a regional level to better link infrastructure delivery to land release.

STRATEGY 37. Facilitate the development of medium- and higher-density housing in the growth areas to provide greater housing diversity and create 20-minute neighbourhoods close to services, jobs and public transport.

ACTIONS – Housing choice

ACTION 5. Update planning schemes to align with housing policies in Plan Melbourne and the Northern Metro Region Land Use Framework Plan and the implementation of the reformed residential zones. This includes:

- Providing capacity for 15 years of regional housing supply focusing on locations identified for housing growth in the LUFP
- Reviewing planning controls in housing investigation areas as potential locations for substantial or incremental housing change.

This may require strategic planning work to support these changes such as preparing or updating local housing strategies or preparing structure plans to further investigate where increased densities can be supported, and determine specific changes required to planning schemes.

ACTION 6. Identify underutilised and surplus government land that has potential to deliver additional social housing.

ACTION 7. In partnership with councils, identify a pipeline of sites in the Northern Metro Region for social and affordable housing.

ACTION 8. Develop a model and seek support for a whole-of-government approach to better sequence and prioritise locations for key services, social infrastructure and public transport access in the development of growth areas to better enable walkable 20-minute neighbourhoods.




















Photo credit: Tim Bell Studio

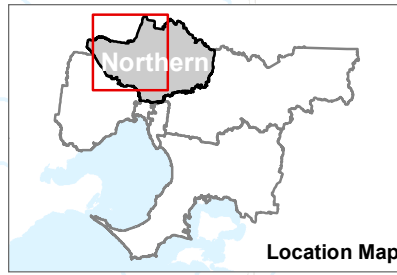
MAP 4. Northern Growth Corridor Plan

Precincts and Activity Centres

-  National employment & innovation cluster (NEIC)*
-  Health & education precinct (state)
-  Health precinct (state)
-  Education precinct (state)
-  Health & education precinct (regional)
-  Health precinct (regional)
-  Education precinct (regional)
-  State-significant commercial land*
-  State-significant commercial land (future)*
-  Regionally-significant commercial land*
-  Regionally-significant commercial land (future)*
-  State-significant industrial precinct - existing
-  State-significant industrial precinct - future
-  Regionally-significant industrial precinct - existing
-  Regionally-significant industrial precinct - future
-  Local industrial precinct - existing
-  Local industrial precinct - future
-  Emerging commercial area
-  Extractive Industry (temporary land use)

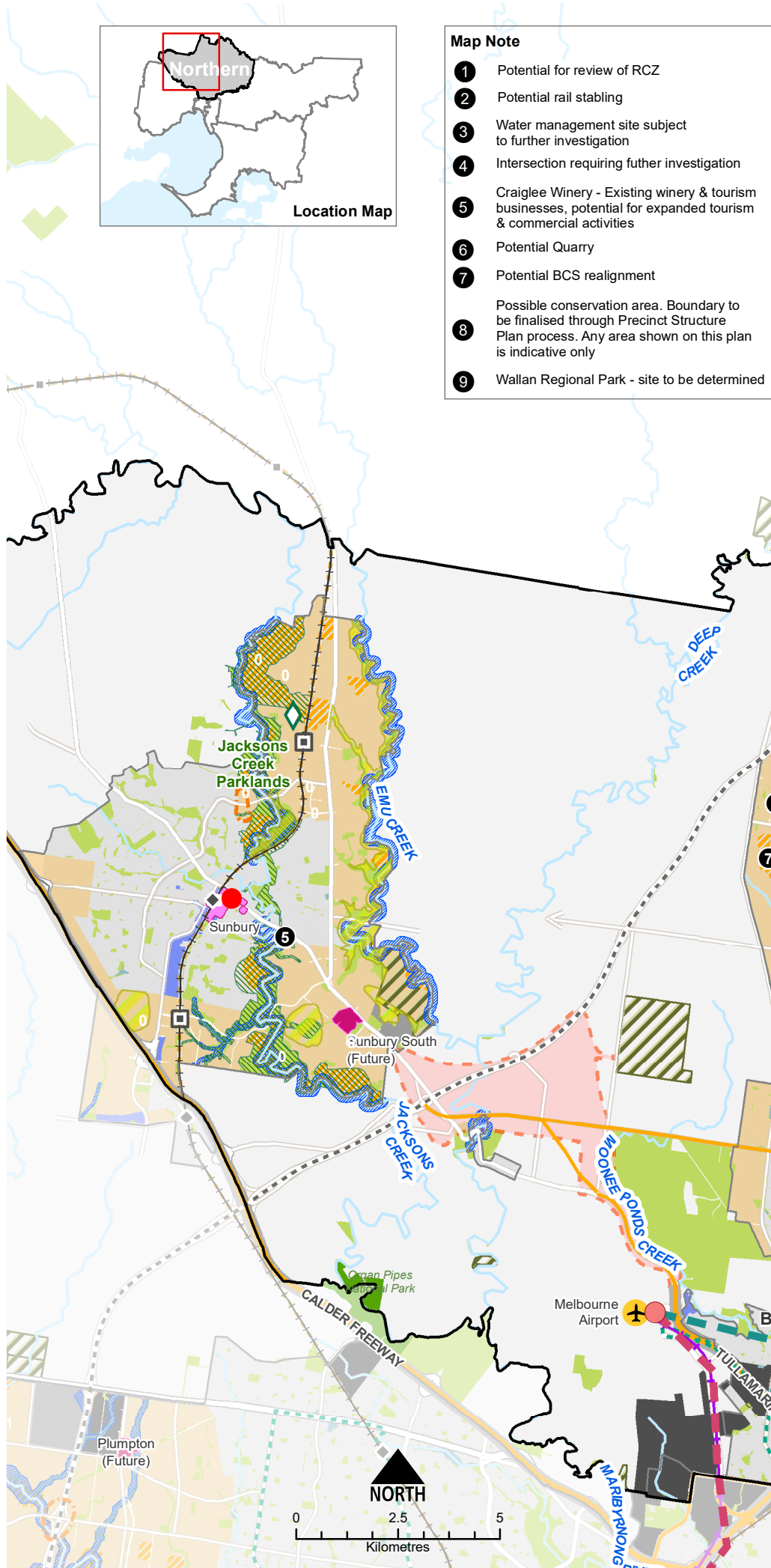
Transport

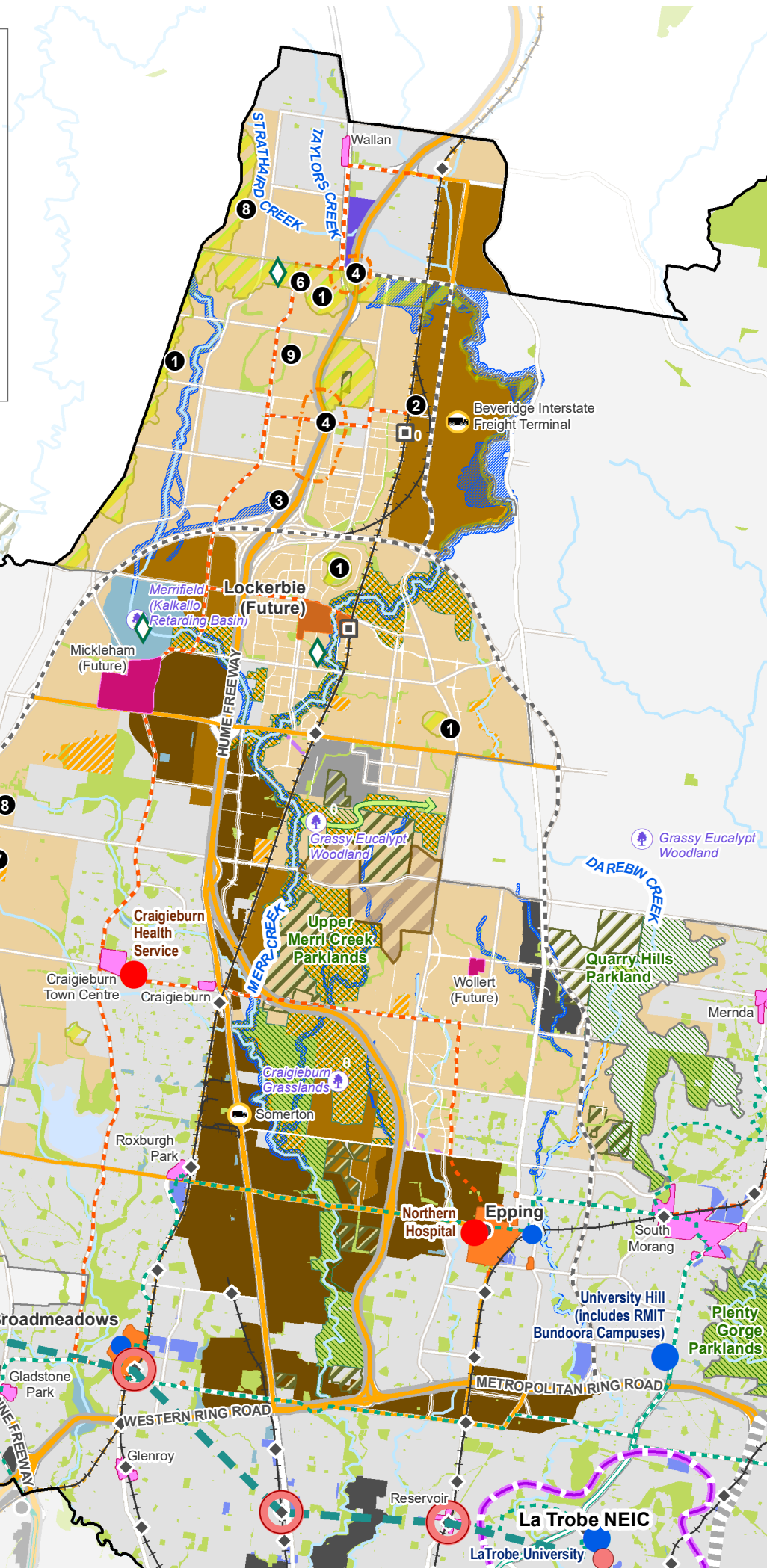
-  Transport Gateway - Airport
-  Transport Gateway - Seaport
-  Transport Gateway - possible Airport (indicative)
-  Transport Gateway - possible Seaport (indicative)
-  Interstate Freight Terminal (indicative)
-  Other Intermodal Freight Terminal - existing and potential
-  State-significant road corridor
-  Road network
-  Train station
-  Rail network
-  Committed station
-  Potential station
-  High capacity public transport
- Suburban Rail Loop**
-  SRL North (Box Hill to Airport)
-  SRL West (Airport to Werribee)
-  SRL interchange station
-  SRL station



Map Note

- 1** Potential for review of RCZ
- 2** Potential rail stabling
- 3** Water management site subject to further investigation
- 4** Intersection requiring further investigation
- 5** Craiglee Winery - Existing winery & tourism businesses, potential for expanded tourism & commercial activities
- 6** Potential Quarry
- 7** Potential BCS realignment
- 8** Possible conservation area. Boundary to be finalised through Precinct Structure Plan process. Any area shown on this plan is indicative only
- 9** Wallan Regional Park - site to be determined





Principal Public Transport Network

- ◆ PPTN Station
- PPTN Interchange

- Bus
- Tram

Principal Freight Network

- PFN road
- - - PFN Rail

Transport projects - potential

- - - Outer Metropolitan Ring/E6 Reservation

Transport projects - committed

- Melbourne Airport Rail
- |||| North East Link

- Rail stabling facility
- Investigation Area - link to Airport
- Investigation Area

Environment

- Conservation areas in the Biodiversity Conservation Strategy
- ◆ Future regional active open space
- Conservation reserve - emerging
- Conservation reserve - proposed
- National park / state park
- Public open space
- Potential Biodiversity Link
- Landscape values within growth corridor
- Ramsar Site
- Waterway corridor
- Waterway
- Waterbody
- Retarding basin

Land use/Administration

- Regional boundary
- Green wedge land
- Urban area
- Emerging urban area
- Potential urban area
- Urban growth boundary
- Utilities

*NEIC boundary is indicative only and subject to detailed planning.
 *These layers are based on the state and regionally significant commercial land identified in MCLUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.

Notes: The Principal Freight Network reflects the version published in 2013 (Victoria the Freight State – the Victorian Freight and Logistics Plan, August 2013) in addition to the Mordialloc Highway and West Gate Tunnel. East West Link has been removed. The Department of Transport is currently undertaking a review of the Principal Freight Network.

Inclusion of arterial roads in the plans does not indicate a commitment to funding or declaration as a state arterial road.

Infrastructure items shown are indicative and will require further investigation.

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