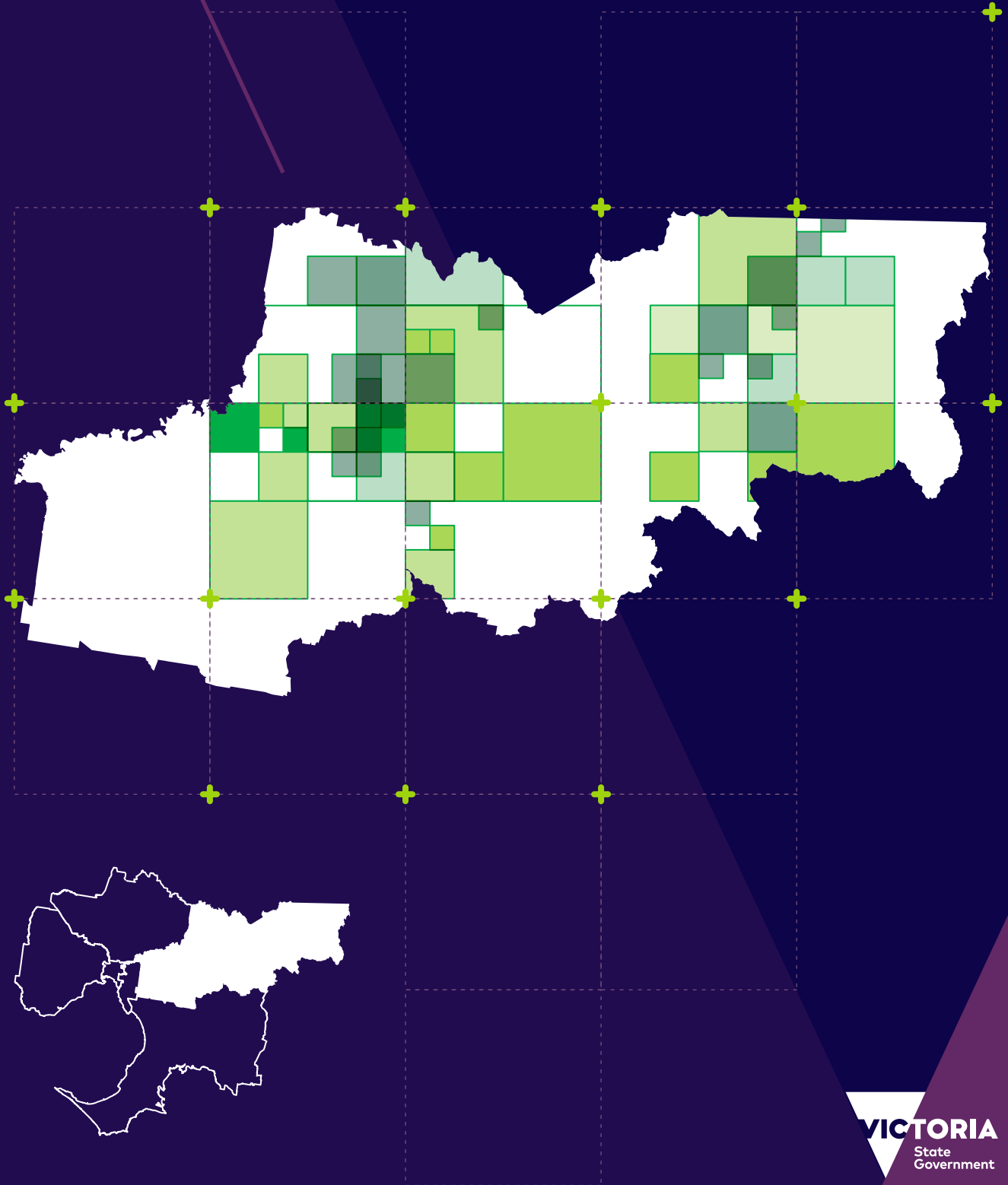


Plan Melbourne 2017-2050  
**DRAFT EASTERN METRO**  
**LAND USE FRAMEWORK PLAN**





•-----

### Acknowledgement

We acknowledge and respect the Traditional Owners of Victoria's lands and waters, their unique ability to care for Country and deep spiritual connection to it. We honour Elders past and present whose knowledge and wisdom has ensured the continuation of culture and traditional practices.

We are committed to genuinely partner and meaningfully engage with Traditional Owners to support the protection of their Country, the maintenance of spiritual and cultural practices and their broader aspirations in the 21st century and beyond.



-----

### Aboriginal self-determination

**Pupangarli Marnmarnepu** - Wadi Wadi and Mutti Mutti language for 'Owning Our Future' - is DELWP's *Aboriginal Self-Determination Reform Strategy 2020-2025*. As the framework for supporting and enabling Aboriginal self-determination for all DELWP projects, **Pupangarli Marnmarnepu** forms the basis of an ongoing dialogue and partnership with Traditional Owners to influence metropolitan planning and the implementation of *Plan Melbourne 2017-2050* in each of the six metropolitan regions.

Ongoing partnership opportunities with Traditional Owners are currently being explored. This process will determine the preferred involvement and level of influence Traditional Owners would like to have in shaping the outcomes and implementation of the Land Use Framework Plans.

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Photo credit: Tim Bell Studio

# ABBREVIATIONS

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

# CHAPTER 01

## INTRODUCTION

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

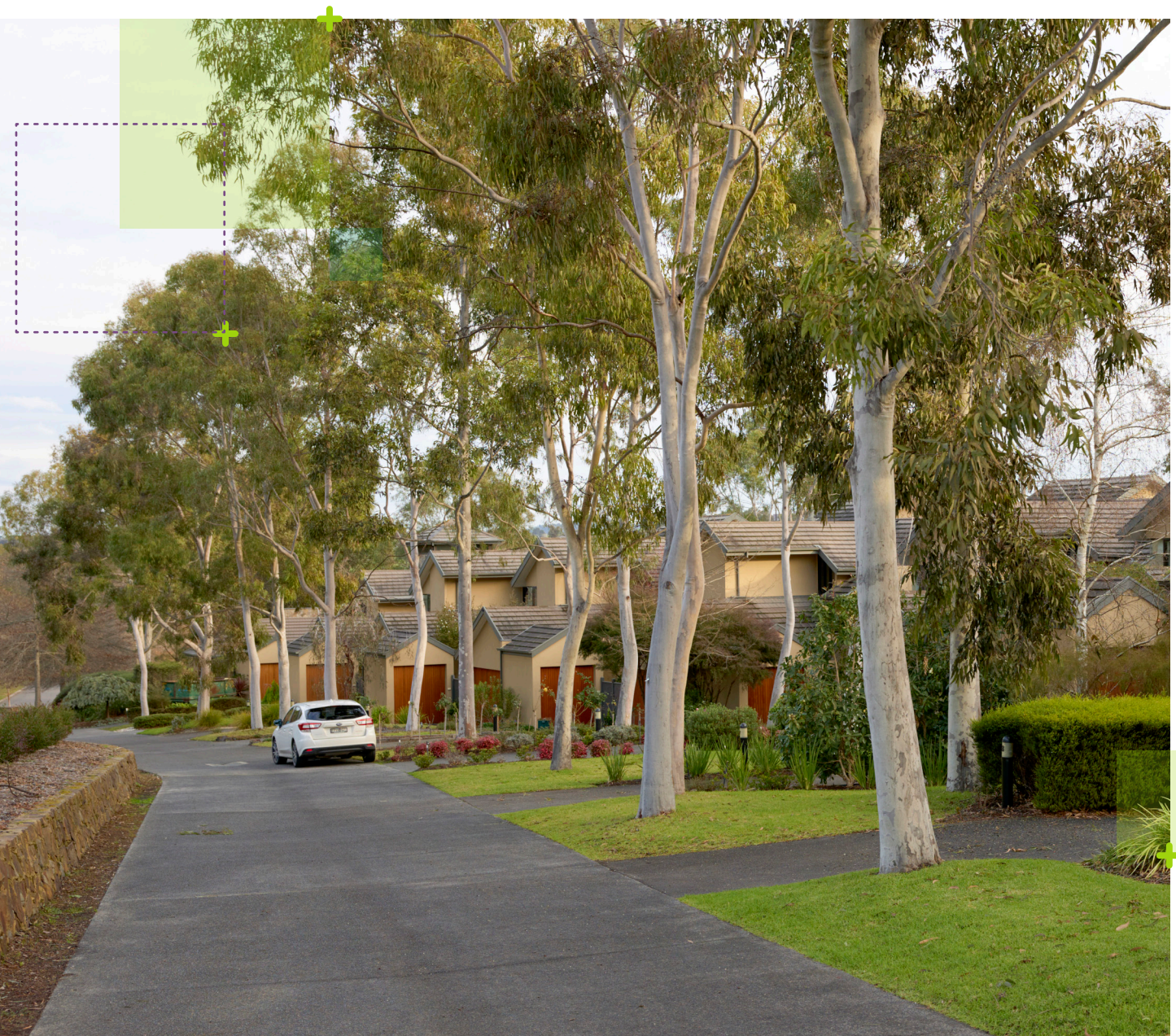
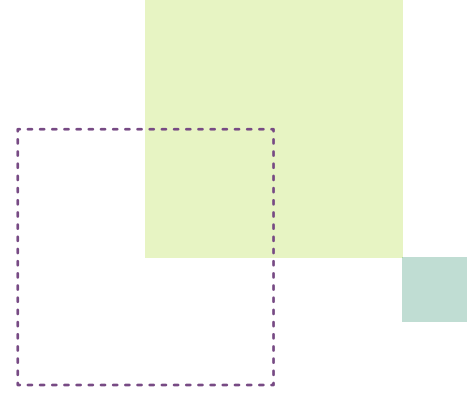


Photo credit: Tim Bell Studio



Plan Melbourne has a clear vision:

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

What this vision demonstrates is that Plan Melbourne is more than a planning document. It is a blueprint guiding the actions of planners, 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).

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

## Land use framework plans

Plan Melbourne identifies six metro regions within the city as illustrated 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.

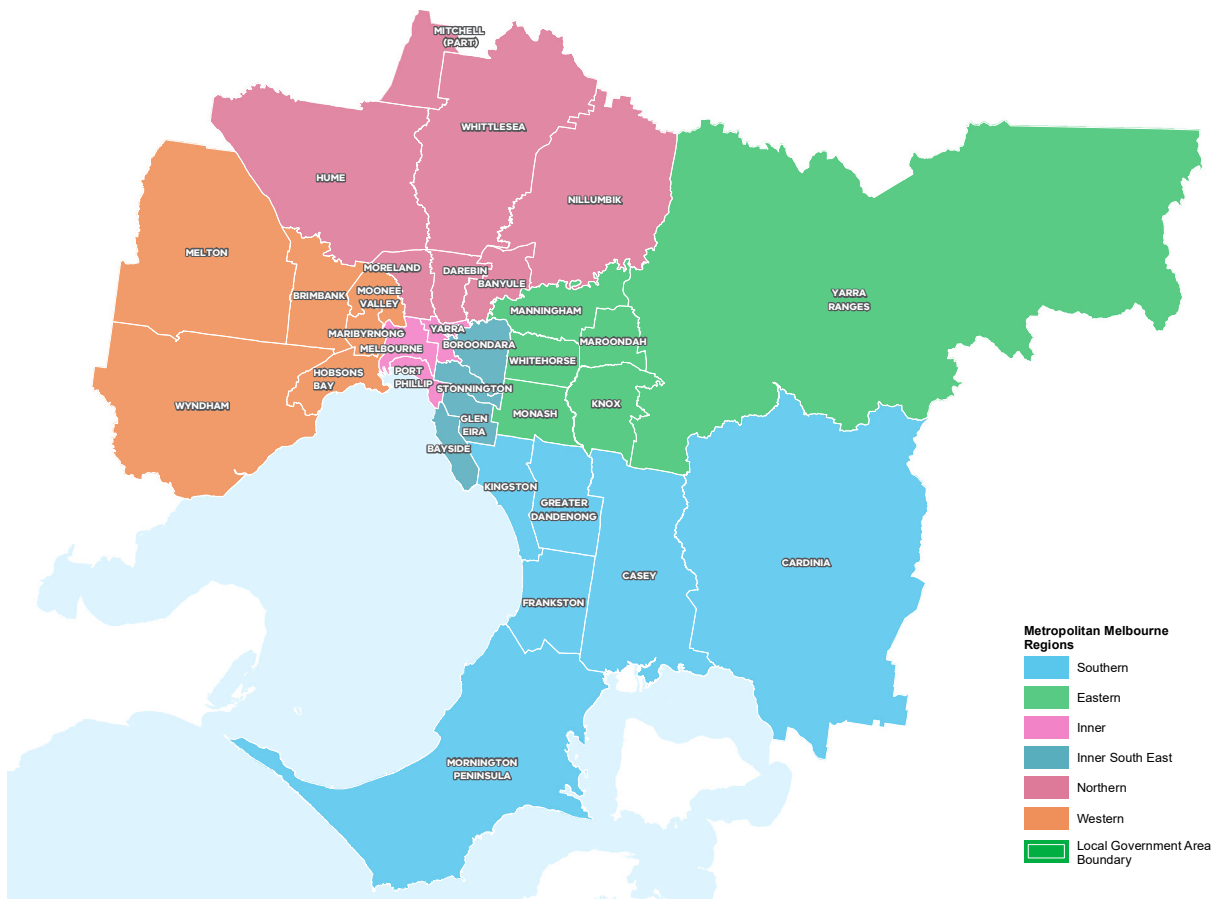


Responding to these regionally-specific opportunities and challenges, the LUFs:

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

## Regional planning and collaboration

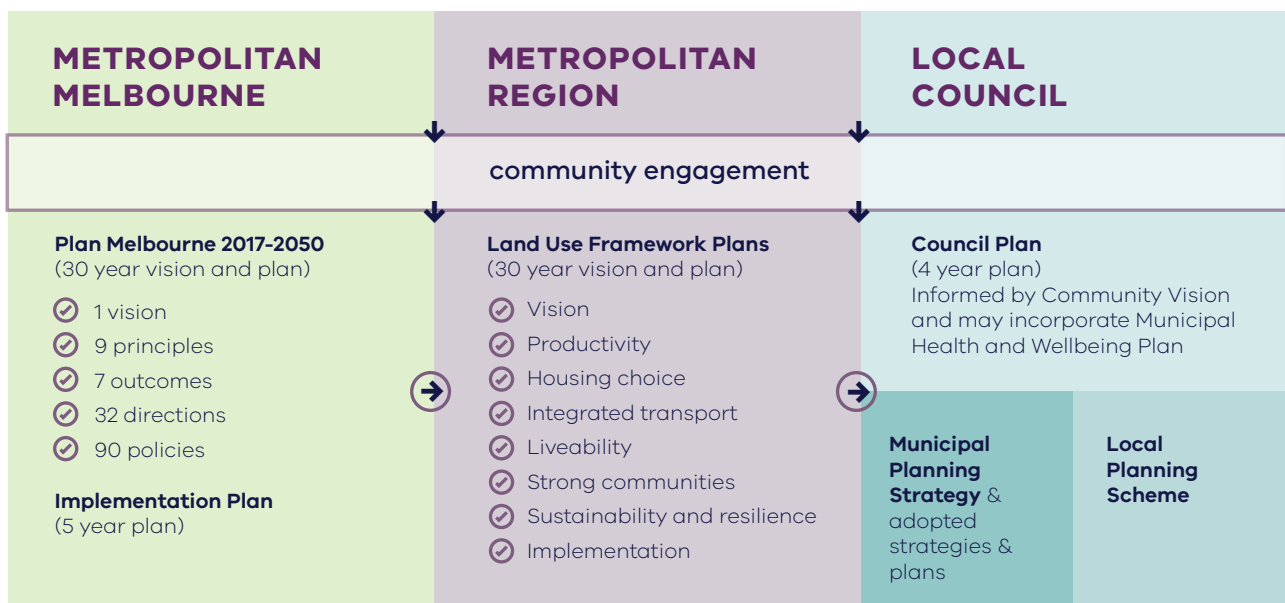
Planning at a regional level is an opportunity for state and local governments to work together to manage long-term growth and change across Melbourne (Figure 2).

While the Eastern 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.

All identified places are part of the SRL led by the Suburban Rail Loop Authority.

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

| PLACES OF STATE SIGNIFICANCE                                 |
|--|
| <b>National employment and innovation clusters</b><br>Monash |
| <b>Metropolitan activity centres</b><br>Box Hill             |
| <b>Education Precinct</b><br>Deakin University (Burwood)     |
| PLACES OF REGIONAL SIGNIFICANCE                              |
| <b>Major activity centres</b><br>Clayton<br>Glen Waverley    |

## The broader context

### Climate change – the need for both mitigation and adaptation

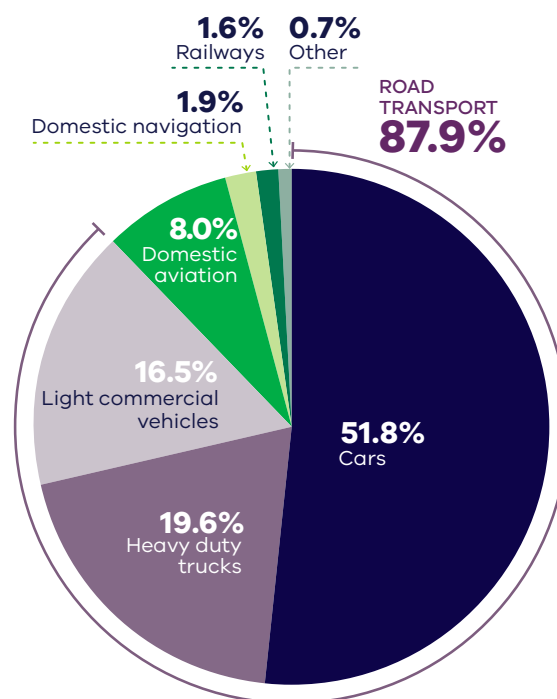
Victoria’s Climate Change Strategy (2021) translates the Climate Change Act 2017 into concrete action by introducing ambitious but achievable interim emissions reduction targets to keep Victoria on track to net zero emissions by 2050. The Strategy includes actions to reduce emissions now and lay the 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.

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.

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.

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 LUFPs 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 LUFPs also provide the regional direction and strategies to inform the delivery of 20-minute neighbourhoods through structure planning.

## City-shaping transport projects

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

- The West Gate Tunnel – creating a second river crossing to link the Western Metro Region with the Port of Melbourne, CityLink and the Central Business District (CBD), and take traffic pressures off the West Gate Bridge.
- Level crossing removals including along the Belgrave and Lilydale 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, 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 Eastern Metro Region. They will also connect the Eastern Metro Region with other areas of Melbourne and Victoria. In addition, they are also creating opportunities to make the Eastern Metro Region more prosperous, sustainable and liveable through the integration of land use and transport planning.

The purpose of integrated land use and transport planning is to bring jobs, services and leisure opportunities closer to where people live. This means shorter trips, the option to use active transport, and less time spent travelling – leading to a better quality of life and the creation of 20-minute neighbourhoods. In addition, this integrated approach also frees up capacity for freight, public transport and active transport journeys – reducing transport emissions.

## Coronavirus (COVID-19) impacts

The coronavirus (COVID-19) pandemic is having dramatic impacts on Victoria's population, economy and society.

With movement restricted, migration to Victoria has been reduced almost to zero. The Australian Government's expectations for overseas migration losses will see Victoria's population decline slightly in 2020-21, compared with average growth of 2 per cent for most of the previous decade. International migration is expected to resume within one to two years but not return to normal until the mid-2020s at the earliest.

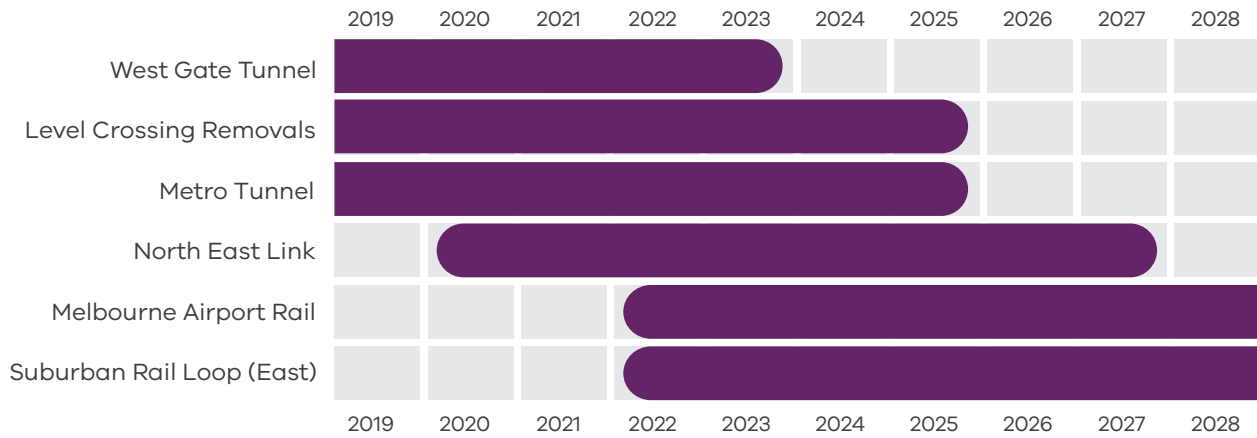
This interruption to growth is not expected to change the long-term future direction of Melbourne.

However, the global pandemic has had significant impacts. This includes the shift to work-from-home arrangements for large parts of the metropolitan workforce, a greater uptake of online retail services and a shift to local living, with more people are relying on their activity centres and neighbourhoods to meet their day-to-day needs. Many industry sectors impacted by COVID-19 restrictions, including tourism, the arts and international education, are still recovering.

The LUFPs will help Melbourne's metropolitan regions manage the economic and social impacts of the pandemic especially in specific areas such as Melbourne's CBD and the Monash and Bundoora education precincts.

The progress of each LUFP will be monitored and revisited to ensure each regional land use pathway continues to contribute to Plan Melbourne's outcomes.

**FIGURE 4. City-shaping transport projects**



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

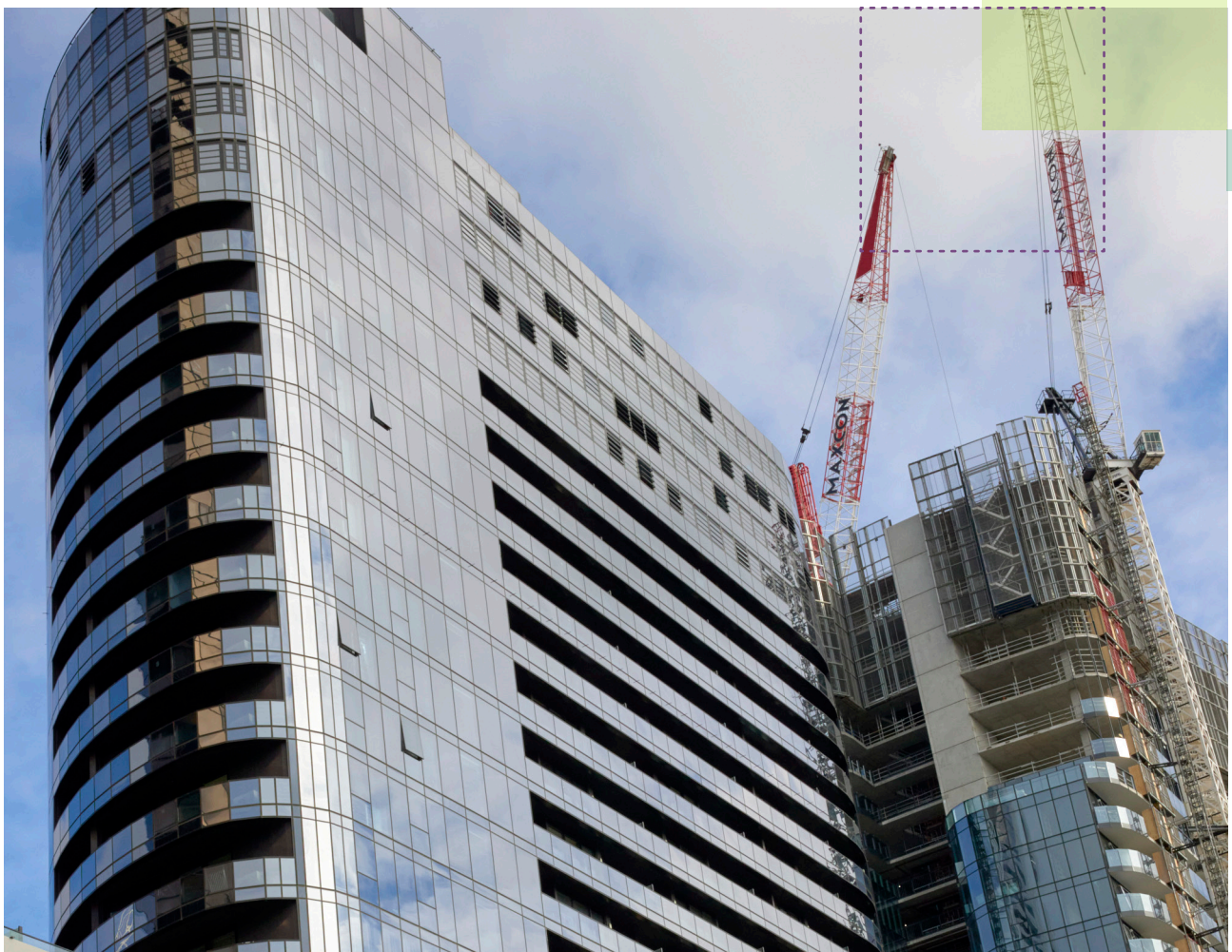


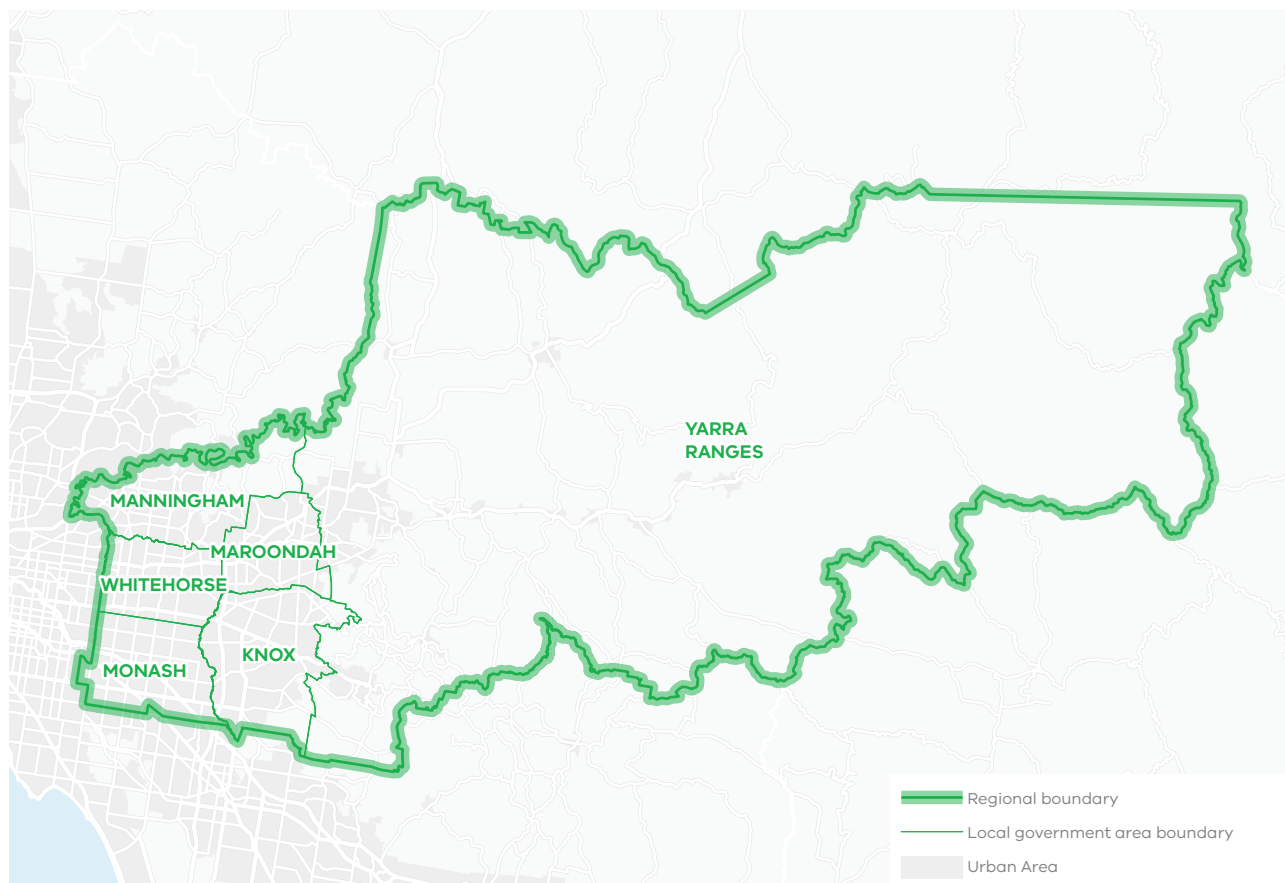
Photo credit: Tim Bell Studio

# CHAPTER 02

## REGIONAL SNAPSHOT

The Eastern Metro Region includes the local government areas (LGAs) of Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges. The region extends eastwards from the suburbs Doncaster, Box Hill and Glen Waverley to encompass the Yarra Valley and the Dandenong Ranges.

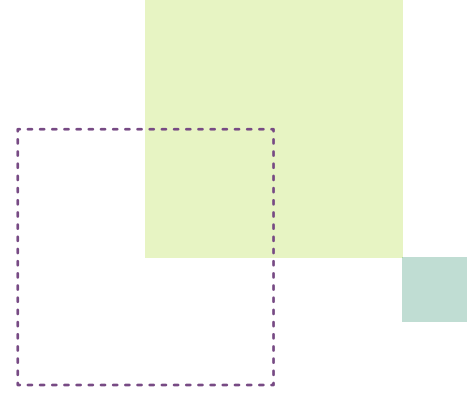
FIGURE 5. Eastern Metro Region



**TOTAL AREA: 290,333HA**

**33% OF METROPOLITAN MELBOURNE**

**Over 84%** of the region is designated green wedge land



The Wurundjeri people of the Kulin Nation are the Traditional Owners of the lands that now make up the majority of the Eastern Metro Region. The Taungurung people are the Traditional Owners of parts of the north-east of the region and the Bunurong people are the Traditional Owners of the southern part of the region.

The Wurundjeri people take their name from the Woi Wurrung language word 'wurun' meaning the Manna Gum (*Eucalyptus viminalis*) which is common along the Yarra River (Birrarung), and 'djeri', the grub which is found in or near the tree. Wurundjeri are the 'Witchetty Grub People' whose ancestors lived on the land for millennia (Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, 2020).

## Urban structure

The Eastern Metro Region's urban geography and structure is defined by its undulating landscape, established and well-treed neighbourhoods, extensive parklands, boulevards, green wedge land and rural townships.

The Eastern Metro Region comprises an established urban area in the western third of the region with development densities generally decreasing towards the Dandenong Ranges and foothills. The other two-thirds of the region's land area, beyond the Urban Growth Boundary (UGB), contains extensive green wedges of high scenic value with agricultural land and rural townships, state forest reserves and state-significant designated water supply catchments. The region has no new greenfield growth areas. The urban areas include:

- Existing urban areas that extend from the Yarra River at Templestowe in the north, to Monash University and Rowville in the south, and corridors of urban development extending east along the arterial road corridors of Maroondah Highway and Canterbury Road and rail corridors to Lilydale, Belgrave and Glen Waverley
- Rural townships and small established settlements through the Dandenong Ranges and Yarra Valley including Healesville, Yarra Glen, Warburton and Emerald
- Increasing densities of development along key east-west transport corridors focused on Box Hill

and Ringwood in the north, Burwood and Knox in the east, and Clayton to the south

- Strong connections to important industrial and commercial precincts via Monash Freeway, Maroondah Highway, Eastern Freeway and EastLink
- Suburbs in bushland along the Yarra River and in the foothills of the Dandenong Ranges such as Warrandyte, Kilsyth, Montrose, Lysterfield.

## Population and demographics

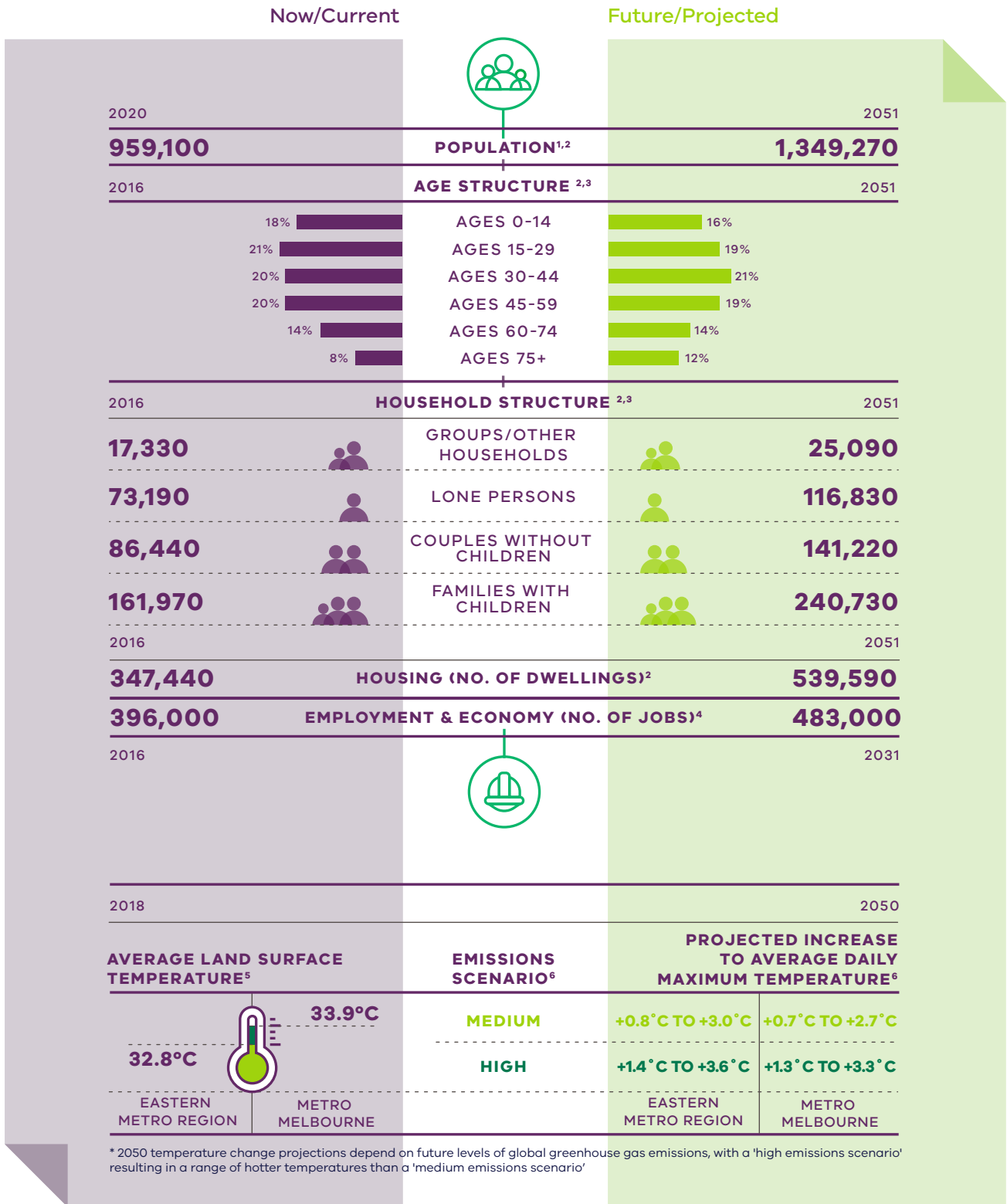
In 2020 the Eastern Metro Region had a population of 959,100 persons, or approximately 19 per cent of Melbourne's total population.

The region's population is projected to increase by more than 390,000 people between 2020 and 2051, to 1.35 million people. From 2016 to 2051 an additional 192,150 dwellings will be needed to accommodate this growth. Consistent with metropolitan Melbourne, the most prevalent household type is families with children and this is expected to remain so until 2051. The population aged 75 years and over is the fastest growing cohort in the region, which will have aged care and health implications.

Future population projections and industry trends suggest the Eastern Metro Region will continue to undergo significant growth and change as it experiences increased transport connectivity and consolidates its role in the health, medical technology, education, advanced technology and engineering, and retail sectors.

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

# EASTERN 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, Eastern 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.



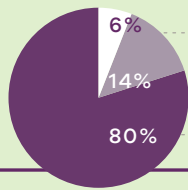
# EASTERN METRO REGION VS METRO MELBOURNE

## Eastern Metro Region

## Metro Melbourne

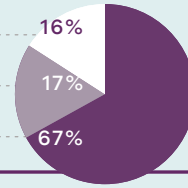


|                  |   |                   |
|------------------|---|-------------------|
| <b>959,100</b>   | <b>CURRENT POPULATION 2020<sup>1</sup></b>                    | <b>5,098,530</b>  |
| <b>+390,170</b>  | <b>PROJECTED POPULATION CHANGE 2020 TO 2051<sup>1,2</sup></b> | <b>+3,254,310</b> |
| 41% (FUTURE)     | <b>TOTAL % INCREASE</b>                                       | (FUTURE) 64%      |
| <b>1,349,270</b> | <b>PROJECTED POPULATION 2051<sup>2</sup></b>                  | <b>8,352,840</b>  |
| <b>192,150</b>   | <b>NET ADDITIONAL DWELLINGS 2016-2051<sup>2</sup></b>         | <b>1,613,660</b>  |
| <b>12%</b>       | <b>SHARE OF NET ADDITIONAL DWELLINGS<sup>2</sup></b>          | <b>100%</b>       |



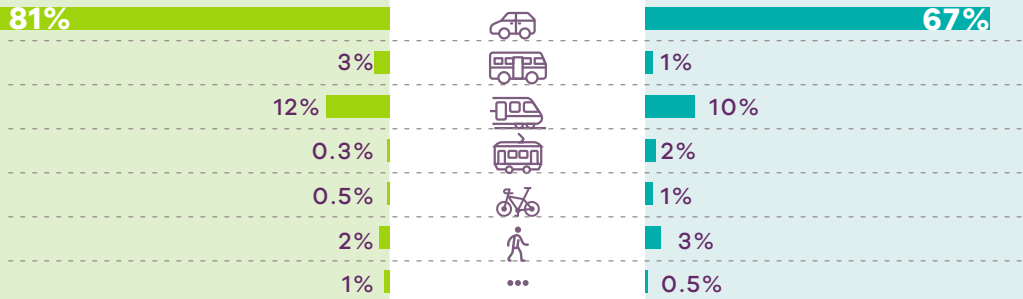
2016 DWELLING TYPE<sup>3</sup>

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



|                  |   |                   |
|------------------|---|-------------------|
| <b>\$52 (BN)</b> | <b>2016 GROSS REGIONAL PRODUCT<sup>4</sup></b>          | <b>\$333 (BN)</b> |
| 17%              | <b>SHARE OF JOBS ACROSS METRO MELBOURNE<sup>4</sup></b> |                   |
| 17%              | <b>PROJECTED JOB GROWTH 2016 TO 2031<sup>4</sup></b>    |                   |

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



|              |   |               |
|--------------|---|---------------|
| <b>56.9</b>  | <b>PUBLIC OPEN SPACE PER PERSON (m<sup>2</sup>)<sup>7</sup></b>   | <b>57.5</b>   |
| <b>19.5%</b> | <b>SHARE OF METRO MELBOURNE'S PUBLIC OPEN SPACE<sup>7</sup></b>   | <b>100%</b>   |
| <b>28.2%</b> | <b>2014 URBAN TREE CANOPY COVER</b>                               | <b>15.6%</b>  |
| <b>-2.3%</b> | <b>2014 TO 2018 CHANGE TO URBAN TREE CANOPY COVER<sup>8</sup></b> | <b>-0.3%</b>  |
| <b>25.9%</b> | <b>2018 URBAN TREE CANOPY COVER<sup>9</sup></b>                   | <b>15.3%</b>  |
| <b>+4.1%</b> | <b>2018 TO 2050 CHANGE TO MEET URBAN TREE CANOPY COVER TARGET</b> | <b>+12.2%</b> |
| <b>30.0%</b> | <b>2050 URBAN TREE CANOPY COVER TARGET<sup>10</sup></b>           | <b>27.5%</b>  |

# CHAPTER 03

## VISION: EASTERN METRO REGION IN 2050

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

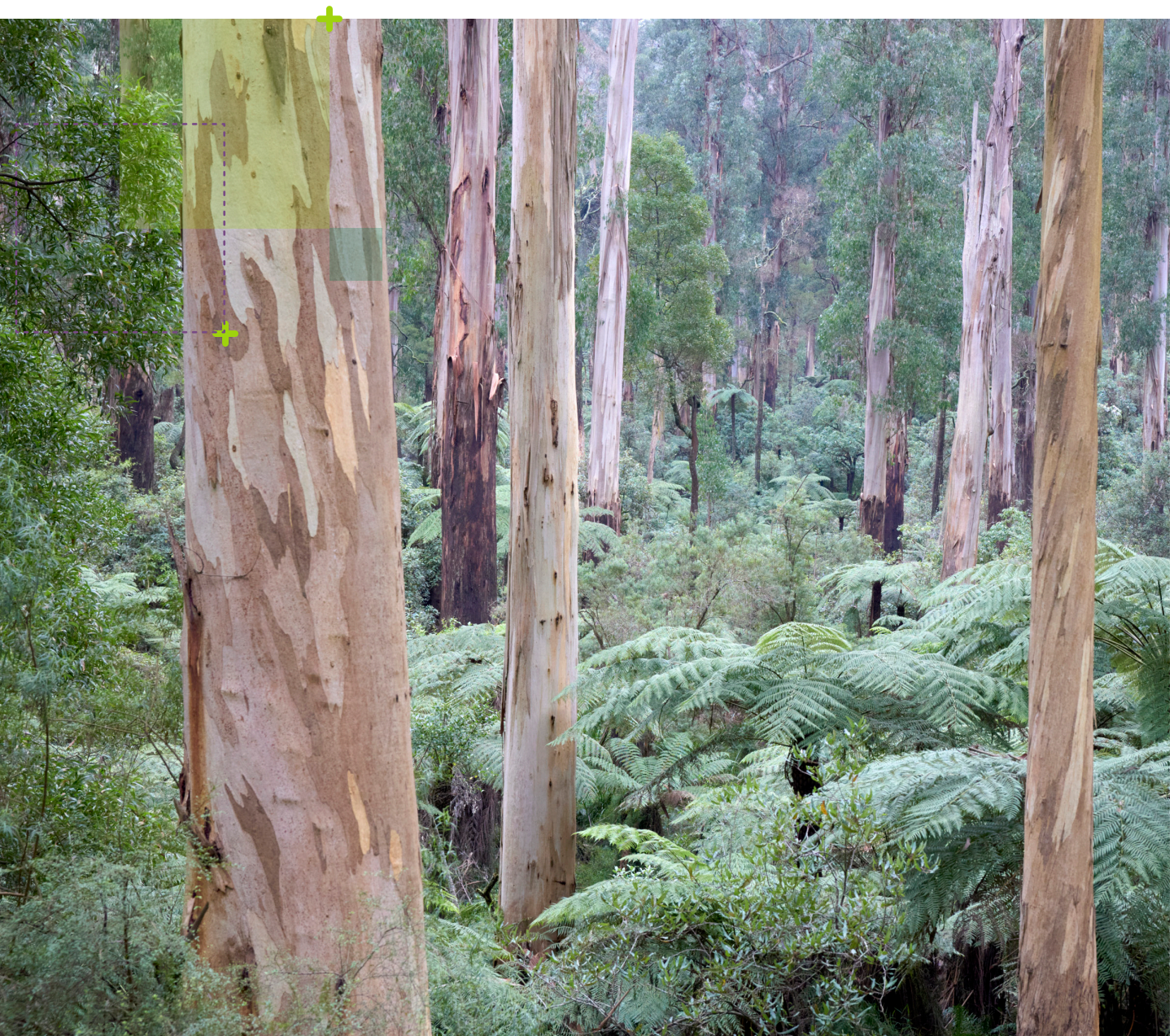


Photo credit: Tim Bell Studio

The Eastern Metro Region will be a highly connected, vibrant community. It will meet the challenges of population growth and climate change by attracting investment and jobs closer to where people live, providing diverse housing choices, offering a range of public and active transport options, and protecting the green and leafy character of the region's urban areas and its prized rural environments, including the Yarra Valley and Dandenong Ranges.

By 2050 the region's renowned economic, social and environmental assets will be enhanced and celebrated, and the region will become increasingly liveable and sustainable. Specifically the region will experience:

- Strong growth and job creation driven by the health, technology, education and retail sectors, and underpinned by continued investment in the Monash NEIC, the region's metropolitan activity centres of Box Hill and Ringwood and health and education precincts
- Medium- and higher-density housing in the most accessible locations to meet the needs of a growing population and create more 20-minute neighbourhoods, including at Suburban Rail Loop precincts, activity centres, close to train stations, transport corridors and urban renewal opportunities
- An increase in the amount of social and affordable housing; and a greater choice of housing to reflect community needs, including an ageing population and the accommodation needs for workers and students associated with the Monash NEIC and the region's health and education precincts
- Improved connectivity and accessibility activated by the Suburban Rail Loop, North East Link and an improved regional cycling network. In particular, there will be better north-south links in the west of the region and improved east-west connections in the eastern part of the region
- The transformation of key road corridors into green boulevards; and strengthening of the region's network of civic spaces, public open space, and trail connections
- More tree canopy cover, as well as enhanced parklands and open space corridors which will continue to be key aspects of the region's identity and liveability
- Integrated water management that supports the creation of resilient urban communities, sustains agricultural production, helps prevent flooding and maintains the health of the region's precious open water catchments.

The region's green wedges will continue to be valued for their landscape character, biodiversity and tourism offer. Its highly productive agricultural areas will serve as Melbourne's primary food bowl. Townships such as Healesville, Warburton and Yarra Glen will provide services and facilities for the local population while also supporting a strong visitor economy based on promotion of the region's local wine and food, farmers and makers markets, accommodation and outdoor activities.

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

# MAP 1. Eastern Metro Region 2050 Plan

## Precincts and Activity Centres

- National employment & innovation cluster (NEIC)\*
- Metropolitan activity centre
- Major activity centre
- Activity corridor
- Housing investigation area
- Health & education precinct (state)
- Health precinct (state)
- Education precinct (state)
- Health precinct (regional)
- Education precinct (regional)
- Regionally-significant industrial precinct - existing
- Urban renewal area

## Transport

- State-significant road corridor
- Road network
- Train station
- Potential station
- Rail network
- Tram network

## Suburban Rail Loop

- SRL North (Box Hill to Airport)
- SRL East (Cheltenham to Box Hill)
- SRL - interchange station
- SRL - station

## Transport projects - committed

- Monash freeway capacity upgrades
- Level crossing removal site

## Environment

- National park/state park
- Regional park - expanded/improved
- Public open space
- Water's edge parkland
- Waterway
- Waterbody

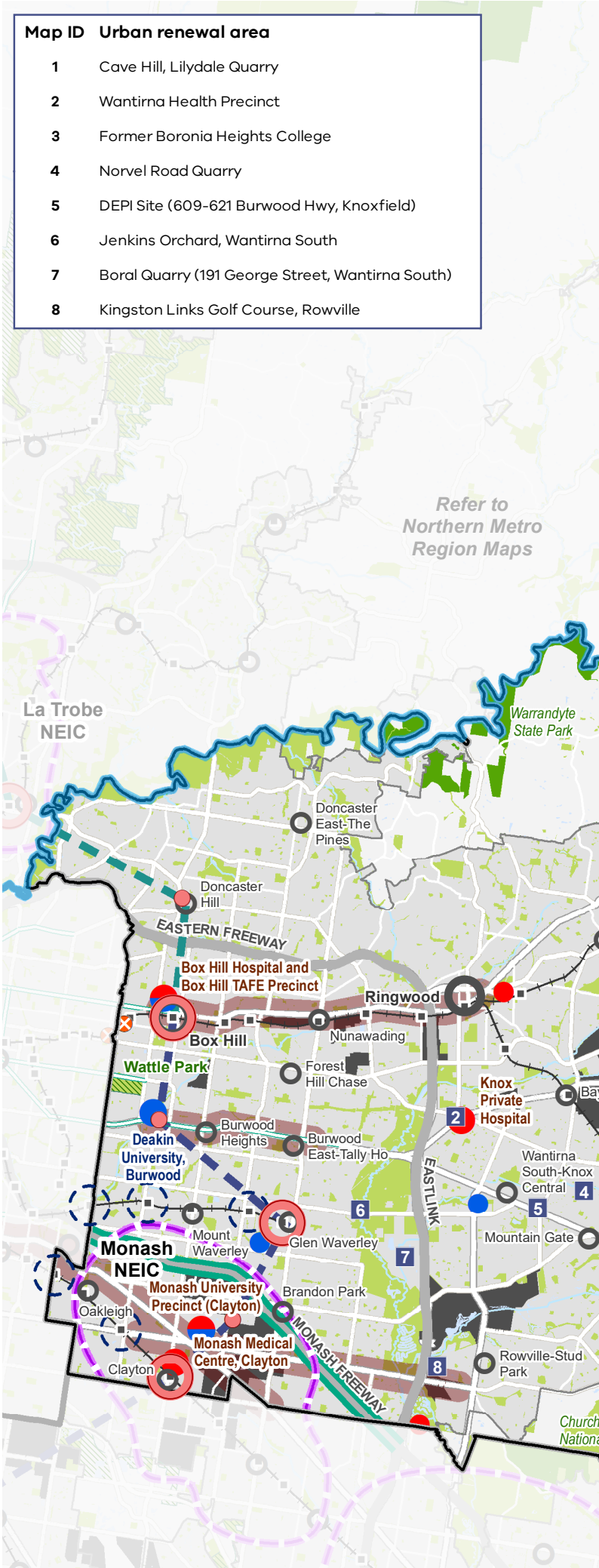
## Land use/Administration

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

## Map ID Urban renewal area

- 1 Cave Hill, Lilydale Quarry
- 2 Wantirna Health Precinct
- 3 Former Boronia Heights College
- 4 Norvel Road Quarry
- 5 DEPI Site (609-621 Burwood Hwy, Knoxfield)
- 6 Jenkins Orchard, Wantirna South
- 7 Boral Quarry (191 George Street, Wantirna South)
- 8 Kingston Links Golf Course, Rowville

Refer to Northern Metro Region Maps



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



Location Map

