

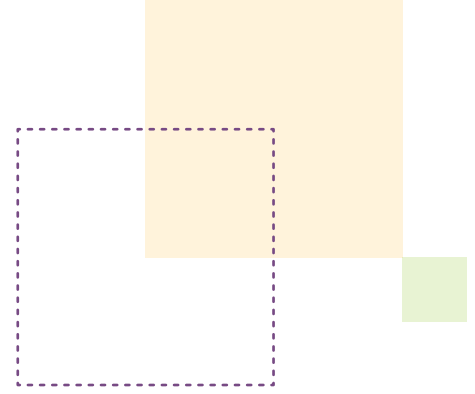
# CHAPTER 05 HOUSING CHOICE



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.





The Western Metro Region is characterised by three distinct urban structures offering a range of housing types. In the inner areas of the region such as Footscray and Moonee Ponds, higher-density development is continuing to occur due to the proximity to Melbourne’s CBD and good public transport services. The middle suburbs are largely dominated by industrial land with low- to medium-density residential areas in suburbs such as St Albans, Laverton and Altona. The outer urban areas of the region are greenfield growth areas with new, predominantly lower-density detached housing.

Future housing development will largely be accommodated in the Melton and Wyndham growth areas, in large urban renewal areas in the established urban area, and in metropolitan and major activity centres, along with distributed infill development across the region.

## 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 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 the 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.

## Western Metro Region

### Regional demographics

In 2020 the population of the Western Metro Region was 988,970 people, which accounted for 19 per cent of the metropolitan Melbourne population. Between 2020 and 2051 the region’s population is projected to increase by more than 900,000 people to a total of 1,897,250, which will account for 23 per cent of metropolitan Melbourne’s projected population of 8,352,840 (DELWP, 2019b). The annual rate of growth in the region is expected to be 2.1 per cent, which is 0.6 per cent higher than metropolitan Melbourne’s expected annual growth. The Western Metro Region is projected to be the fastest growing region in metropolitan Melbourne.

Population growth differs between municipalities within this region as shown in Table 8. Wyndham LGA will continue to accommodate the majority of the region’s population growth, contributing 31 per cent by 2036, followed by Melton LGA with 23 per cent (DELWP, 2019b). Hobsons Bay and Maribyrnong LGAs are expected to accommodate the smallest amount of the region’s population in the same period.

In 2016 the Western Metro Region had 318,200 dwellings and will require an additional 412,100 between 2016 and 2051 to accommodate projected population growth. This will more than double the 2016 housing stock to increase the total dwellings in 2051 to 730,300.

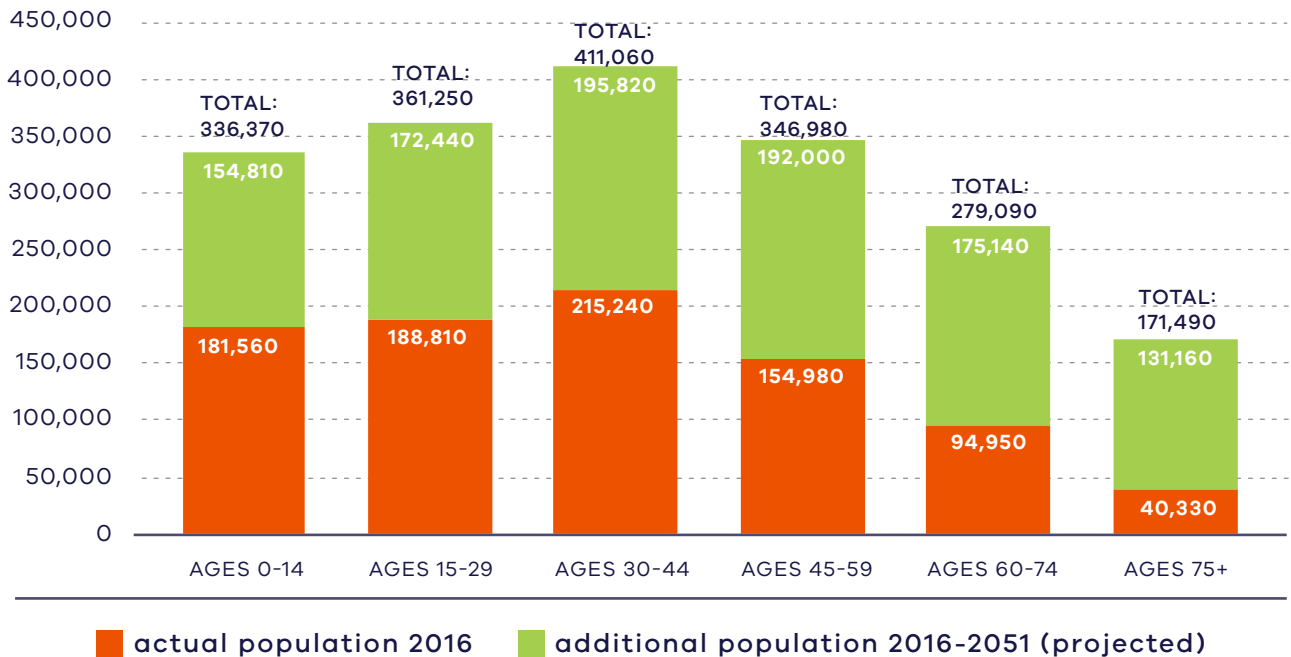
In 2016, the largest age group in the Western Metro Region was between 30-44 years old and this is estimated to remain the same through to 2051. However, the region is projected to have a three-fold increase in the number of people aged 75 years old and over. In 2051, the population aged 60 years old and over will be 23 per cent of the region’s total population (Figure 13). The region’s population age structure in 2051 is consistent with the projected trend for metropolitan Melbourne.

Families with children accounted for over 50 per cent of the Western Metro Region’s household composition in 2016, similar to metropolitan Melbourne and is projected to remain the majority household type for the region in 2051. Households of lone persons and couples without children will see a small percentage increase between 2016 and 2051 at a rate comparable with metropolitan Melbourne.

**TABLE 8. Actual and projected population by Local Government Area, 2016 - 2036**

LGA	2016	2020	2026	2031	2036
<b>Brimbank</b>	204,190	208,250	223,100	233,390	244,500
<b>Hobsons Bay</b>	93,450	98,190	107,000	113,940	120,600
<b>Maribyrnong</b>	86,940	94,980	117,310	133,570	147,460
<b>Melton</b>	141,420	172,500	223,930	276,430	332,050
<b>Moonee Valley</b>	122,870	131,750	145,900	156,660	167,780
<b>Wyndham</b>	227,010	283,290	354,540	406,650	459,220
<b>Western Metro Region</b>	875,880	988,970	1,171,790	1,320,640	1,471,610

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

**FIGURE 13. Regional actual and projected population by age, 2016 - 2051**

Source: Victoria in Future, DELWP, 2019

## Housing stock

Housing stock in the Western Metro Region is predominantly made up of detached houses accounting for 74 per cent of the total dwellings in 2016. This is significantly higher than metropolitan Melbourne with 67 per cent of dwellings as separate houses but consistent with other metropolitan regions with growth areas. Flats, units and apartments account for 9 per cent of the dwelling types in the region, a little over half of the metropolitan Melbourne average of 16 per cent. The percentage of dwellings with three or more bedrooms in the Western Metro Region is 81 per cent, which is 8 per cent higher than the average housing stock across metropolitan Melbourne.

## 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 is 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 9.

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 10).

The aspirational housing distribution scenario provides for a redistribution of 30,000 dwellings from greenfield areas to established areas in the Western Metro Region. The region will accommodate 20,000 dwellings in established areas of the region, while the remaining 10,000 will be distributed among the other regions' established areas.

Table 11 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 9. 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
<b>Total Melbourne</b>	<b>1,613,000</b>	<b>1,064,000</b>	<b>549,000</b>
	100%	66%	34%

TABLE 10. 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 11. Western Metro Region 70/30 dwelling redistribution by LGA to 2036 (established areas only)

LGA	VIF2019 DWELLING		INCLUDING 70/30 DWELLINGS	70/30 DWELLING REDISTRIBUTION	SHARE OF REGIONAL REDISTRIBUTION
	2021	2036			
Brimbank	71,600	84,500	86,800	2300	23%
Hobsons Bay	38,200	46,900	47,800	900	9%
Maribyrnong	42,100	65,000	66,200	1200	12%
Melton	14,600	17,500	18,400	900	9%
Moonee Valley	60,600	76,100	78,300	2200	22%
Wyndham	27,700	32,700	35,200	2500	25%
Western Metro Region	254,800	322,700	332,700	10,000	100%

### Locations for housing growth

Consistent with government policy to maximise the use of existing infrastructure and encourage compact and walkable neighbourhoods, the inner and middle areas of the Western Metro Region are experiencing residential growth around transport corridors, designated activity centres and urban

renewal of older industrial land.

Housing at greater densities is encouraged around activity centres, in urban renewal areas and in areas that have good public transport. The Western Metro Region has a strong network of activity centres in the established inner suburbs that are well developed and have opportunities for renewal. Some activity centres are accessible

by train and bus services. Sunshine and Footscray metropolitan activity centres will be the focus of significant growth and coordinated planning due to their linkages with key transport infrastructure and their strategic locations close to the Melbourne CBD, employment areas, and Melbourne Airport. As future anchors for employment within the region, medium- and higher-density housing will develop around these centres.

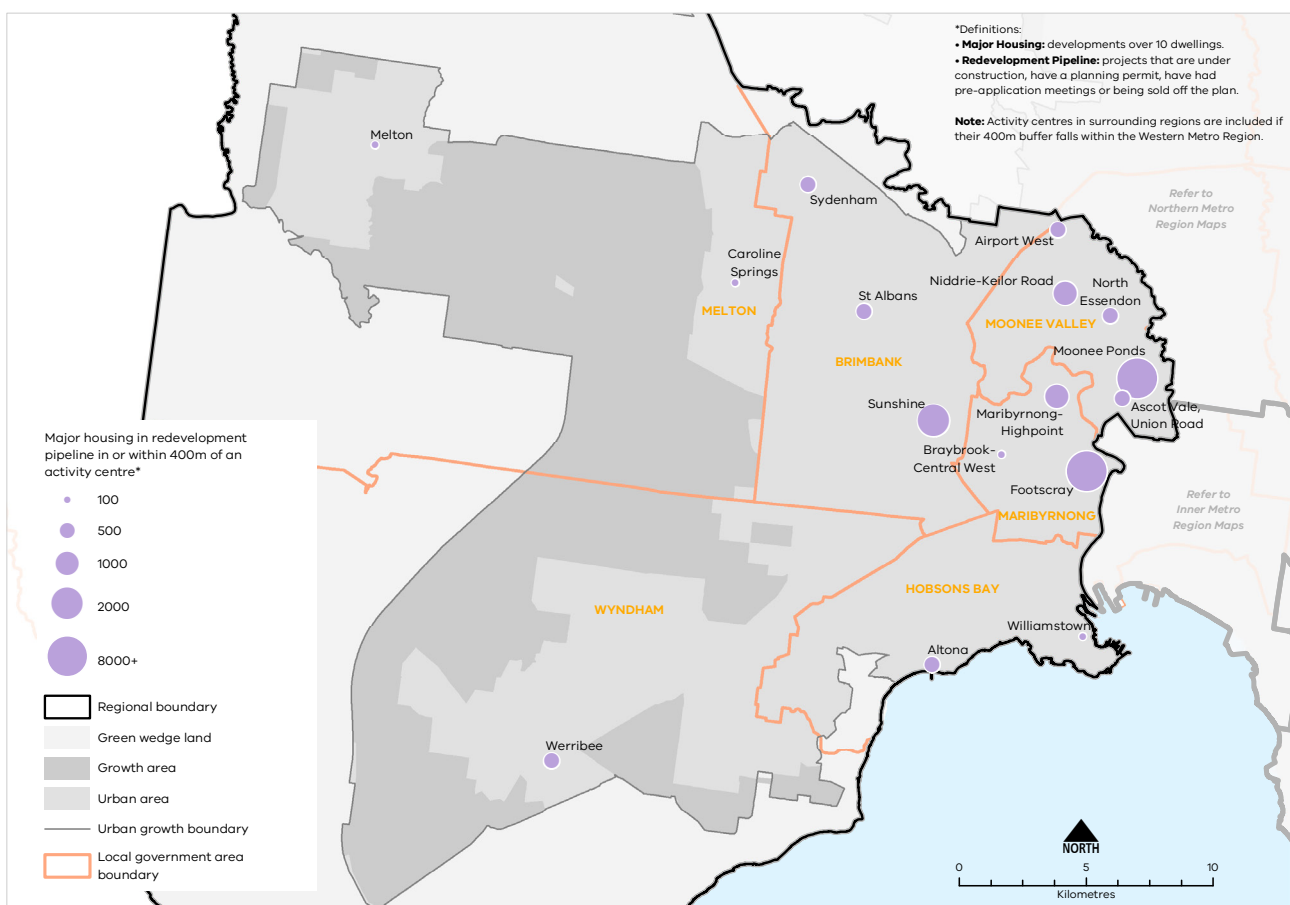
Further west, Werribee NEIC will provide employment opportunities within the region and areas around the NEIC will provide opportunities for more housing. Future centres have also been identified in growth areas which will over time provide opportunities for housing at a range of densities.

Importantly, the Western Metro Region has a strong industrial legacy and is home to the Western Industrial Precinct, one of the largest industrial precincts in metropolitan Melbourne. The region has an established statewide role in the petrochemical industry, based around Altona, and a strong freight and logistics base including Essendon Airport, the proposed WIFT and Bay West container port, and close proximity to Melbourne Airport and Avalon Airport. Appropriate distances between these

ongoing and future industrial uses and future residential developments must be maintained for the safety and amenity of residents.

Between 2005 and 2016, the majority of residential development in the Western Metro Region occurred outside activity centres (DELWP, 2018a). Locating housing, and encouraging higher-density housing, closer to and within activity centres is a key challenge for all LGAs in the region to support better access to jobs, services and public transport and greater housing choice. Housing developments with 10 or more dwellings are classified as major housing developments. Figure 14 shows the pipeline of major housing redevelopment in and around existing metropolitan and major activity centres across the Western Metro Region.

**FIGURE 14. 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 supply in well-serviced areas with good access to higher paying inner-city jobs across metropolitan Melbourne has generally not kept pace with demand. This is impacting dwelling prices, with price rises much greater in inner and middle ring suburbs than in outer suburbs and growth areas across metropolitan Melbourne.

Housing affordability is an issue across metropolitan Melbourne. Compared with other metropolitan regions, the Western Metro Region is considered relatively affordable. The region has the highest proportion of new lettings of affordable dwellings to lower-income households. In the rental market, Melton and Wyndham LGAs have the highest proportion of affordable dwellings with 41 per cent and 33 per cent recorded respectively (DHHS, 2020). In contrast, Moonee Valley LGA is among one of the least affordable LGAs in metropolitan Melbourne with less than 1 per cent of dwellings being affordable (DHHS, 2020).

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. Four of the six LGAs in the Western Metro Region have been identified as priority areas for projects to increase the supply of social and affordable housing in the region as part of Homes Victoria's Big Housing Build program.

## Regional strengths

- The Western Metro Region has a diversity of housing choices, ranging from new communities within the growth corridor to emerging urban renewal areas and established inner and suburban areas.
- There are significant opportunities to locate medium- and higher-density housing in and around metropolitan and major activity centres, Sunshine and Werribee NEICs, identified urban renewal areas, and in locations supported by good public transport.
- Greenfield development opportunities in the Western Growth Corridor can accommodate the housing supply and diversity required in the region to meet the needs of new communities and an ageing population.
- There are significant existing and future transport connections to regional Victoria, Melbourne Airport, other metro regions and the Central City which will improve access to jobs, services and infrastructure.

## Regional challenges

- The region will experience high projected population growth to 2051 and will need to increase housing supply and diversity to meet demand.
- There are limited opportunities for housing in locations close to major hazard facilities and other infrastructure such as pipelines. Land contamination of potential urban renewal areas may also constrain housing growth.
- A greater diversity of housing types will be required to reflect community needs, especially providing adaptable housing options for the ageing population to 'age in place'.
- The supply of affordable housing is disproportionate to the number of lower-income residents in the Western Metro Region which is significantly higher than other metro regions.

## Directions and strategies

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

<b>Direction 6</b>	Increase the supply of housing in the Western Metro Region
<b>Direction 7</b>	Prioritise housing growth in areas with access to jobs, services and good public transport
<b>Direction 8</b>	Provide greater choice and diversity of housing across the Western Metro Region
<b>Direction 9</b>	Increase the supply of social and affordable housing
<b>Direction 10</b>	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 LUFP.

Map 3 shows how housing choice will be enhanced across the Western 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.











### MAP 3. Western Metro Region housing choice 2050





#### Precincts and Activity Centres

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



#### Transport

-  Transport Gateway - Airport
-  Transport Gateway - Possible Seaport (Indicative)
-  State-significant road corridor
-  Road network
-  Train station
-  Rail network

#### Principal Public Transport Network

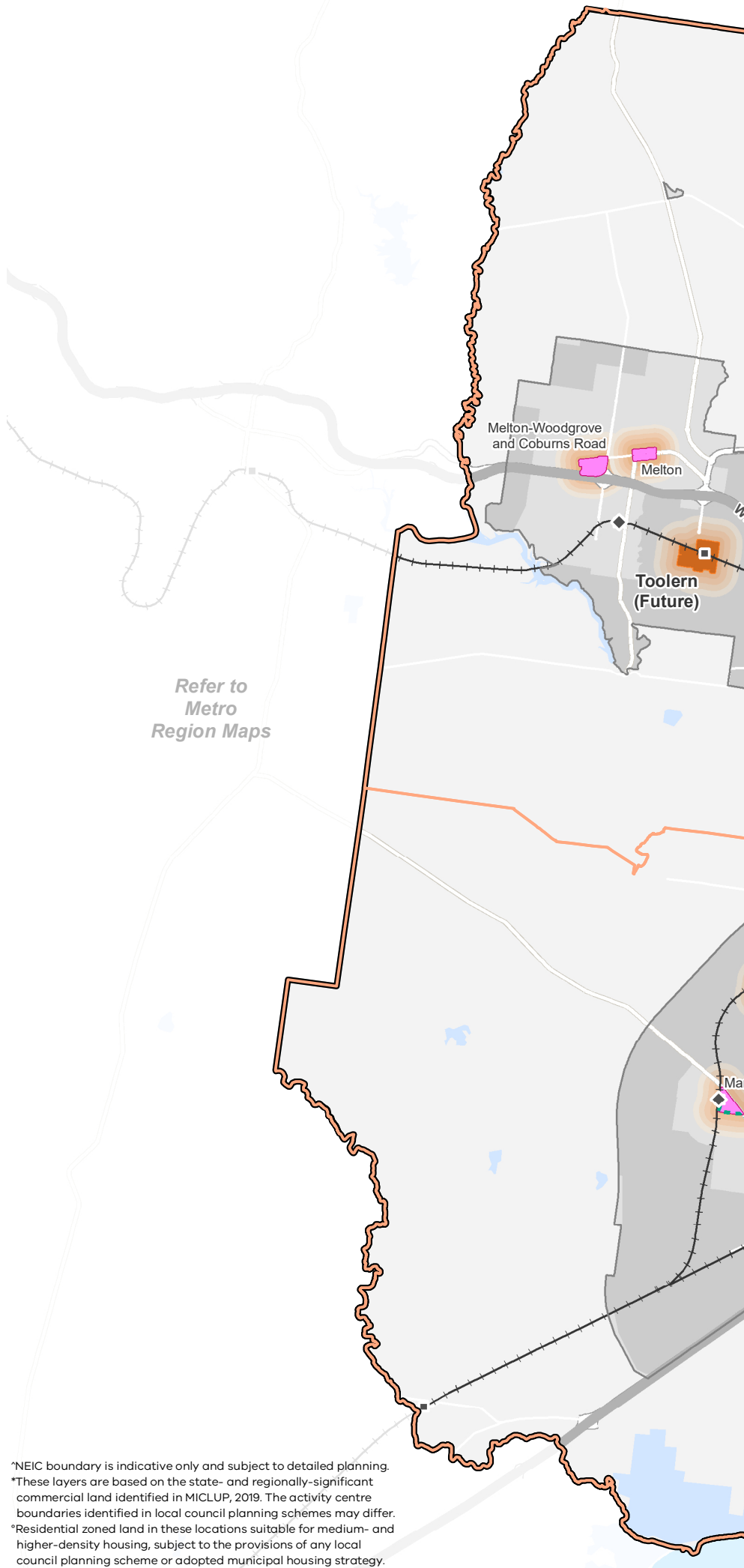
-  PPTN station
-  PPTN interchange
-  Bus
-  Tram

#### Suburban Rail Loop

-  SRL West (Airport to Werribee)
-  SRL - interchange station

#### Environment

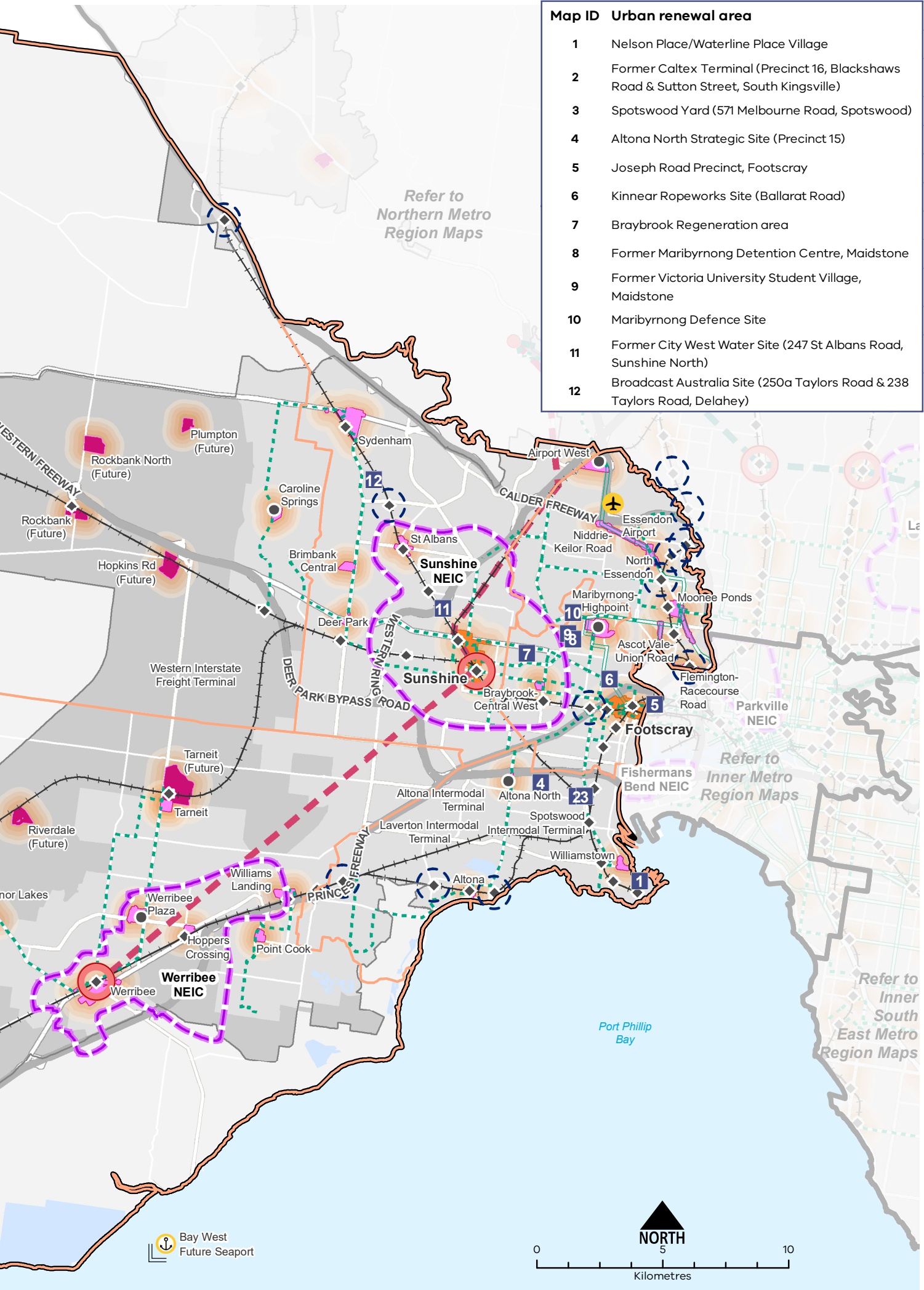
-  Waterbody
-  Regional boundary
-  Green wedge land
-  Growth area
-  Urban area
-  Urban growth boundary
-  Local government area boundary



\*NEIC boundary is indicative only and subject to detailed planning.  
 \*These layers are based on the state- and regionally-significant commercial land identified in MICALUP, 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.

**Map ID Urban renewal area**

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

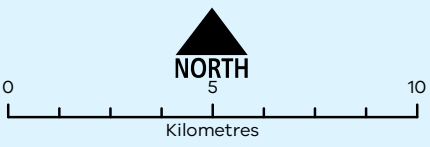


Refer to Northern Metro Region Maps

Refer to Inner Metro Region Maps

Refer to Inner South East Metro Region Maps

Bay West Future Seaport



**DIRECTION 06.****Increase the supply of housing in the Western 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 Western 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 SRL West (Airport to Werribee). The provision of housing in these areas will help achieve the overall aspiration of 70 per cent of new housing in established areas. There are some opportunities to transition former industrial sites to other uses. 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 into more dwellings. The supply of housing in these established areas will help achieve the overall aspiration set out in Plan Melbourne, taking advantage of existing amenities, proximity to job-rich locations, services and public transport.

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.

Housing growth is not expected to be evenly distributed across the activity centre network with some centres, such as Williamstown and Altona, being particularly constrained by sea level rise, land use buffers and heritage values and Deer Park being constrained by major hazard facility buffers. Parts of the inner urban area of the Western Metro Region such as Williamstown, Footscray and Maribyrnong have heritage values to be protected while some residential areas are affected by bushfire risk.

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

**DIRECTION 07.****Prioritise housing growth in areas with access to jobs, services and good public transport**

Plan Melbourne directs greater housing density development in the Western Metro Region in and around the Werribee NEIC, within metropolitan and major activity centres, in neighbourhood activity centres with good public transport access, and in urban renewal areas. Sunshine and Footscray metropolitan activity centres will accommodate high levels of population growth and economic activity. A coordinated approach between state and local government will ensure that land use opportunities in these locations are maximised. Much of the planning for these locations focuses on increasing jobs and economic growth for the Western Metro Region, with Sunshine playing a significant regional role as a transport hub. Residential development should be planned so that it does not inhibit employment opportunities in these key locations.

Between 2005 and 2016, Footscray Metropolitan Activity Centre had the largest number of approved major housing developments within and around 400 metres of the centre totalling 8881 new developments (DELWP, 2018e). Moonee Ponds Major Activity Centre recorded the second higher number of major housing redevelopment projects in the pipeline while all other activity centres, including Sunshine Metropolitan Activity Centre recorded less than 1,000 new major housing redevelopments projects in the pipeline (DELWP, 2018e). Sunshine and Werribee NEICs have been identified as key transport interchange stations for SRL West (Airport to Werribee). Once developed, SRL will provide efficient connections between Sunshine and Werribee and further afield to Melbourne Airport, La Trobe and Monash NEIC. Maximising future opportunities for higher-density housing, integrated with employment and services in and around Sunshine and Werribee, will be critical.

In addition to SRL, the Western Metro Region will benefit from numerous public transport upgrades including new railway stations at Riverdale and Hopkins Road and the Metro Tunnel which will connect the Sunbury train line to Pakenham and Cranbourne in the Southern Metro Region via the CBD. These city-shaping infrastructure projects will open opportunities for increased housing at medium to higher densities closer to jobs, services and public transport.

Land contamination is a major concern for the Western Metro Region and poses a constraint for redeveloping older industrial land for 'sensitive uses' including residential uses. Some large urban renewal sites (and some strategic redevelopment areas identified at the local level), including identified urban renewal areas around Sunshine NEIC, have potentially contaminated land that requires a process of site remediation before proposed 'sensitive uses' are allowed. Furthermore, with ongoing industrial uses across the Western

Metro Region, including petrochemical industries and major hazard facilities, appropriate buffers between these uses and residential uses must be maintained. New housing or higher-density housing should not be encouraged around these locations to protect residents from odours and other air quality issues. Parts of the region also have pipelines that may impact on housing development.

Table 12 identifies locations for medium- and higher-density housing in the Western Metro Region.

**TABLE 12. Locations for medium- and higher-density housing in the Western Metro Region**

CLASSIFICATION	LOCATION	DESCRIPTION
<b>NEICs</b>	Sunshine Werribee	<ul style="list-style-type: none"> <li>NEICs can provide housing opportunities in designated locations where it complements the NEICs' primary role as a cluster of business activity of national significance.</li> <li>Sunshine and Werribee NEIC will have a future railway station as part of SRL West (Airport to Werribee). Better accessibility to the NEIC will maximise inter- and cross-regional opportunities for housing, employment, education and health services</li> </ul>
<b>Metropolitan activity centres</b>	Footscray Sunshine Toolern (future)	<ul style="list-style-type: none"> <li>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.</li> <li>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. (refer to Table 7)</li> <li>Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre.</li> <li>Sunshine is identified as an interchange station in SRL and higher-density development is supported</li> </ul>

CLASSIFICATION	LOCATION	DESCRIPTION
<b>Major activity centres</b>	Airport West Altona Altona North Ardeer Ascot Vale-Union Road Braybrook-Central West Brimbank Central Caroline Springs Deer Park Flemington-Racecourse Road Mt Atkinson (future) Hoppers Crossing Manor Lakes Maribyrnong-Highpoint Melton Melton-Woodgrove and Coburns Road Moonee Ponds Niddrie-Keilor Road North Essendon Plumpton (future) Point Cook Riverdale (future) Rockbank (future) Rockbank North (future) St Albans Sydenham Tarneit Werribee Werribee Plaza Williams Landing Williamstown	<ul style="list-style-type: none"> <li>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.</li> <li>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. (refer to Activity centres – function and strategic opportunities)</li> <li>Structure planning will identify the preferred locations, densities and types for housing and development constraints or limitations in each centre.</li> <li>Werribee Major Activity Centre is designated as a location for a SRL interchange station and will provide a greater opportunity for housing change.</li> </ul>
<b>Neighbourhood activity centres</b>		<ul style="list-style-type: none"> <li>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.</li> <li>Approved PSPs for the Western Growth Corridor identify future neighbourhood activity centres that will accommodate medium- and higher-density housing.</li> <li>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.</li> </ul>

CLASSIFICATION	LOCATION	DESCRIPTION
<b>Urban renewal areas and greyfields</b>	<p>Maribyrnong Defence Site</p> <p>Bradmill Factory Site</p> <p>Kinnears Ropeworks Site (Ballarat Road)</p> <p>Joseph Road Precinct, Footscray</p> <p>Moonee Valley Racecourse Precinct</p> <p>Former Caltex Terminal (Precinct 16, Blackshaws Road and Sutton Street, South Kingsville)</p> <p>Altona North Strategic Site (Precinct 15)</p> <p>Spotswood Yard (571 Melbourne Road, Spotswood)</p> <p>River Valley, Sunshine North</p> <p>Nelson Place/Waterline Place Village</p> <p>Former City West Water Site (247 St Albans Road, Sunshine North)</p> <p>Former Victoria University Student Village, Maidstone</p> <p>Former Maribyrnong Detention Centre, Maidstone</p> <p>Braybrook Regeneration area</p> <p>Broadcast Australia Site (250a Taylors Road and 238 Taylors Road, Delahey)</p>	<ul style="list-style-type: none"> <li>Urban renewal areas identified in the LUF are locations nominated by local councils or State 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-owned, 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.</li> </ul>
<b>Suburban Rail Loop precincts</b>	<p>Sunshine (interchange)</p> <p>Werribee (interchange)</p>	<ul style="list-style-type: none"> <li>SRL precincts are opportunities for medium- and higher-density housing development due to their proximity to future SRL train stations. Housing development in the 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.</li> </ul>

CLASSIFICATION	LOCATION	DESCRIPTION
<b>Housing opportunity area</b>	<p>St Albans Road (between Ginifer Railway Station and St Albans Major Activity Centre)</p> <p>Ballarat Road</p> <p>Derrimut Road (between Werribee Plaza and Tarneit Railway Station)</p>	<ul style="list-style-type: none"> <li>Housing opportunity areas are identified by local councils as areas where substantial or incremental housing change is anticipated as a result of being located on the PPTN or along main roads. These locations are generally zoned as Residential Growth Zone where housing at increased densities and housing diversity is expected.</li> </ul>
<b>Housing investigation areas</b>	<p>Diggers Rest Railway Station</p> <p>Essendon Railway Station</p> <p>Glenbervie Railway Station</p> <p>Keilor Plains Railway Station</p> <p>Laverton Railway Station</p> <p>Newmarket Railway Station</p> <p>Oak Park Railway Station</p> <p>Pascoe Vale Railway Station</p> <p>Seaholme Railway Station</p> <p>Strathmore Railway Station</p> <p>West Footscray Railway Station</p> <p>Westona Railway Station</p> <p>Wyndham Vale Railway Station</p> <p>Truganina Railway Station (proposed)</p> <p>David Road Railway Station (proposed)</p> <p>Black Forest Road North Railway Station (proposed)</p>	<ul style="list-style-type: none"> <li>Housing investigation areas are areas within an 800 metre walkable catchment around existing and future railway 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.</li> <li>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.</li> </ul>

CLASSIFICATION	LOCATION	DESCRIPTION
<b>Greenfield growth area</b>	Western Growth Corridor	<ul style="list-style-type: none"> <li>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 corridors.</li> </ul>

**STRATEGY 25.** Increase the supply of medium- and higher-density housing around Sunshine and Werribee NEICs, in and around metropolitan and major activity centres, urban renewal areas, SRL precincts, and neighbourhood activity centres serviced by good public transport.

**STRATEGY 26.** Ensure new housing in and around the Sunshine and Werribee NEICs does not encroach on the primary employment and innovation role of the NEICs.

**STRATEGY 27.** Support substantial housing change in locations where transport upgrades and improvements such as Suburban Rail Loop, Melbourne Airport Rail Link or Regional Rail Link create opportunities to locate housing closer to jobs, services and infrastructure.

**STRATEGY 28.** Maximise development potential in housing investigation areas around existing and proposed railway stations to leverage access to the PPTN.



Photo credit: Tim Bell Studio



**DIRECTION 08.****Provide greater choice and diversity of housing across the Western Metro Region**

Housing stock in the Western Metro Region is predominantly separate houses, with the majority of dwellings having three or more bedrooms. This is in part due to new housing developments occurring in growth areas such as Melton, Wyndham and Brimbank LGAs. Families with children households will continue to be the largest household type in the region through to 2051 and the demand for dwellings with three or more bedrooms will continue to increase. As the growth areas provide cheaper options relative to the established inner and middle ring suburbs, housing diversity in these locations will likely be in the form of medium-density townhouses and duplexes rather than apartments or flats.

The inner suburbs of Moonee Ponds and Footscray will continue to provide higher-density housing developments as they attract young professionals and students who commute to the Central City. As the region develops more local employment in locations such as Sunshine and Werribee, flats and apartments will provide greater housing choices in housing stock and dwelling type within the Western Metro Region. There is also a greater opportunity for large urban renewal sites to offer greater housing diversity, sustainability initiatives (for example, greywater reuse, green energy initiatives and increased onsite greening and cooling), local services and social infrastructure.

There is an anticipated increase in single persons and couples without children households, as well as people over the age of 60 (DELWP, 2019b). This means the Western 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 Western Growth Corridor also provides opportunities for more residential aged care facilities to support the increasing 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. Providing increased supply of student accommodation around health and education precincts is also encouraged.

**STRATEGY 29.** Encourage a genuine mix of dwelling types and sizes in the Western 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', including residential aged care facilities and retirement housing.

**STRATEGY 31.** Optimise the opportunities for student accommodation and key worker housing around health and/or education precincts in the Western Metro Region.

**STRATEGY 32.** 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 09.****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 Western 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 Brimbank, Maribyrnong, Melton and Wyndham are identified in the Western Metro Region.

**STRATEGY 33.** Facilitate more affordable housing across the region, particularly in locations that have good access to jobs, services and public transport.

**STRATEGY 34.** Support the delivery of social housing, particularly in Brimbank, Maribyrnong, Melton and Wyndham LGAs.

## **DIRECTION 10.** **Improve planning processes for growth areas to ensure the delivery of diverse and vibrant new communities**

Development of growth areas in the Western Metro Region is guided by the Western Growth Corridor Plan (Map 4). This plan outlines an overarching strategy for the development of Melbourne's growth corridors 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.

The Western Growth Corridor is expected to accommodate a population of 377,000 people or more by 2051 and projected to supply 239,000 additional dwellings based on VIF 2019. 2018 data estimates the Melton growth area currently has 42 years' land supply, while Wyndham has 16 years' land supply.

Future activity centres are planned along the Regional Rail Link and Melton rail line to be accessible by multiple transport modes. Creeks and waterways will also connect new neighbourhoods via the metropolitan trail network and local trails such as Kororoit Creek providing an east-west link across the OMR.

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 including schools, health facilities and public transport options, 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 for sequencing of development that "should have regard to" the proximity of services, infrastructure and facilities, this often does not explicitly require the delivery of services and infrastructure in a timely manner (Grodach, et al., 2019). Staging the development in growth areas through the PSP process will help in the timely delivery of infrastructure and 20-minute neighbourhood features in these communities.

**STRATEGY 35.** Require development in growth areas to be sequenced and staged at a regional level to better link infrastructure delivery to land release.

**STRATEGY 36.** 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 jobs, services and public transport.

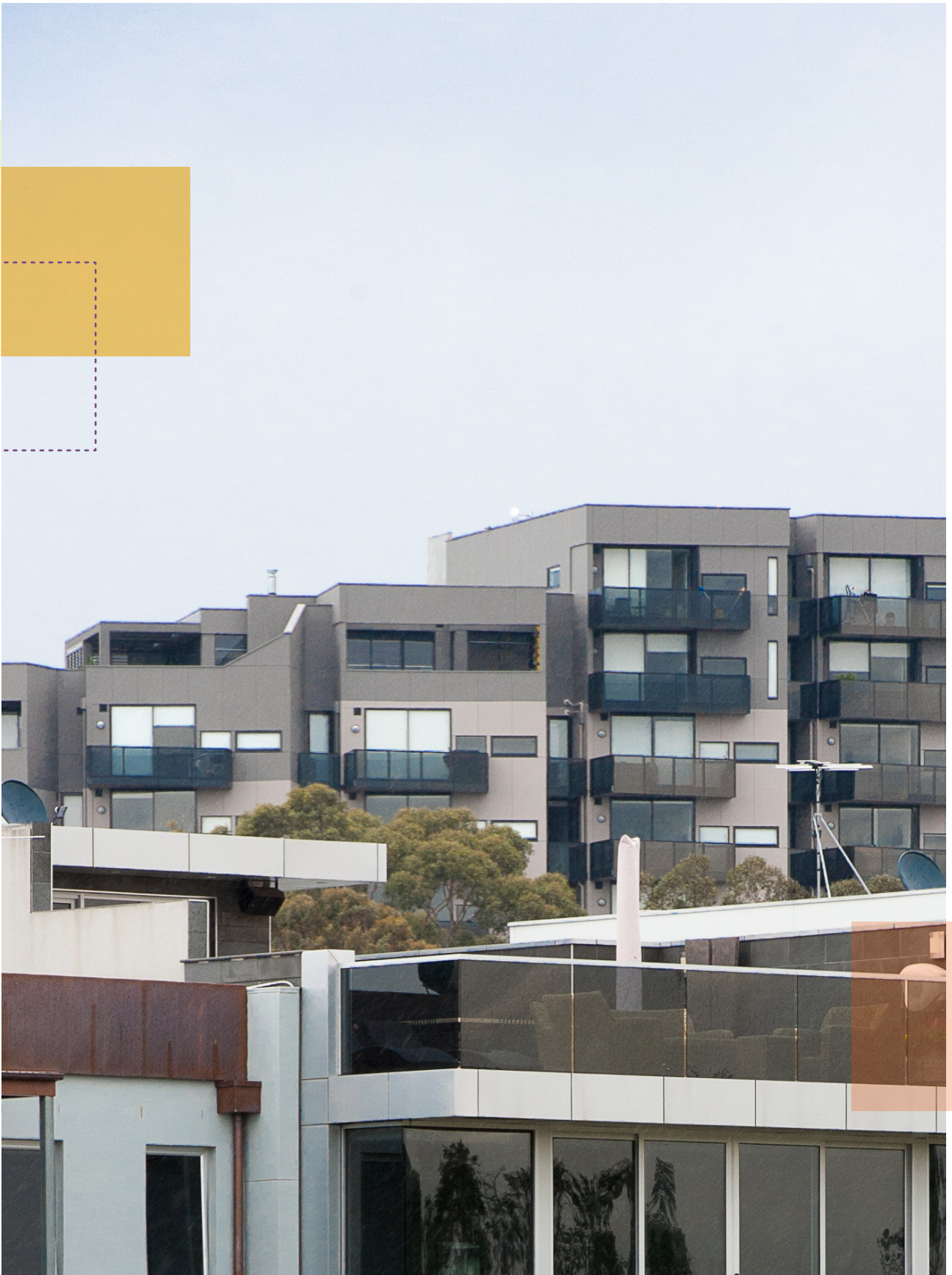



























Photo credit: Steven Crabtree

**MAP 4. Western 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\*
-  Regionally-significant commercial land\*
-  State-significant commercial land (future)\*
-  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
-  Emerging commercial area
-  Extractive Industry (temporary land use)

**Transport**

-  Interstate Freight Terminal (indicative)
-  Other Intermodal Freight Terminal - existing and potential
-  State-significant road corridor
-  Road network
-  Train station
-  Potential station
-  Rail network




**Principal Public Transport Network**

-  PPTN Station
-  PPTN Interchange
-  Bus
-  Tram



**Principal Freight Network**

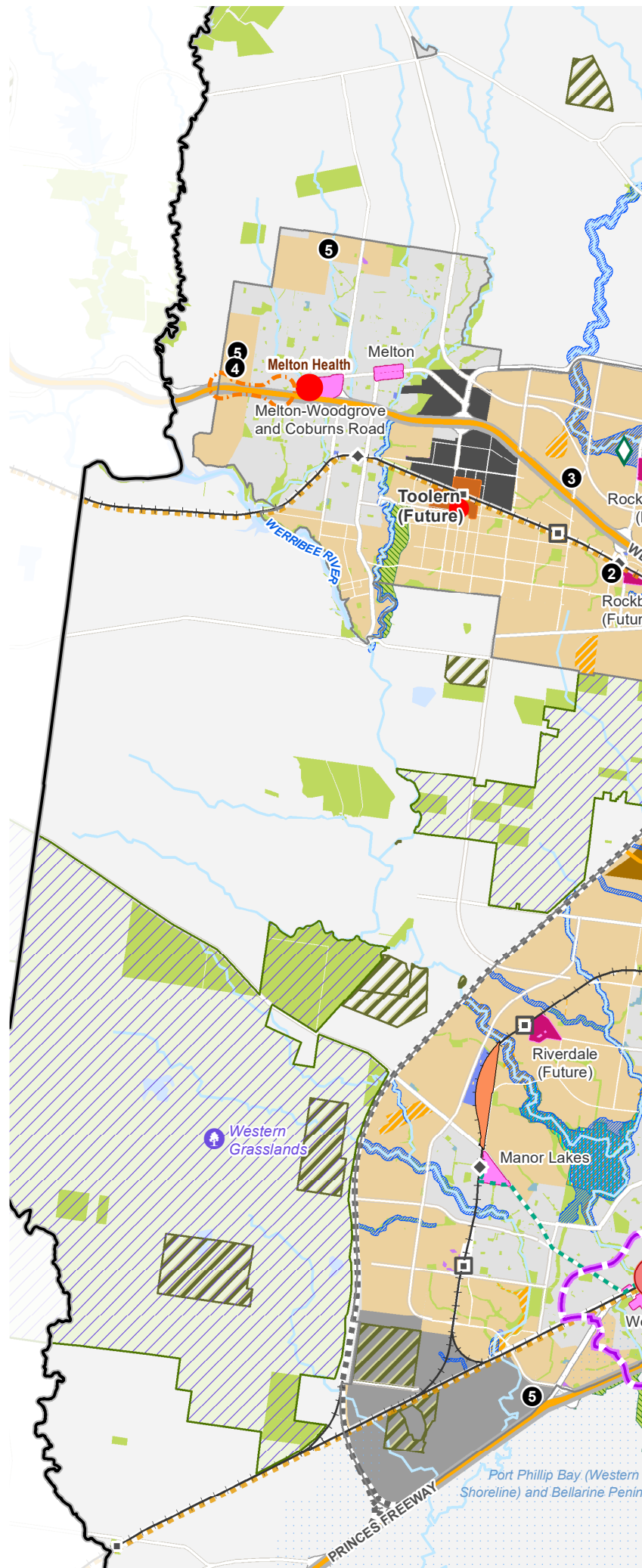
-  PFN road
-  PFN rail

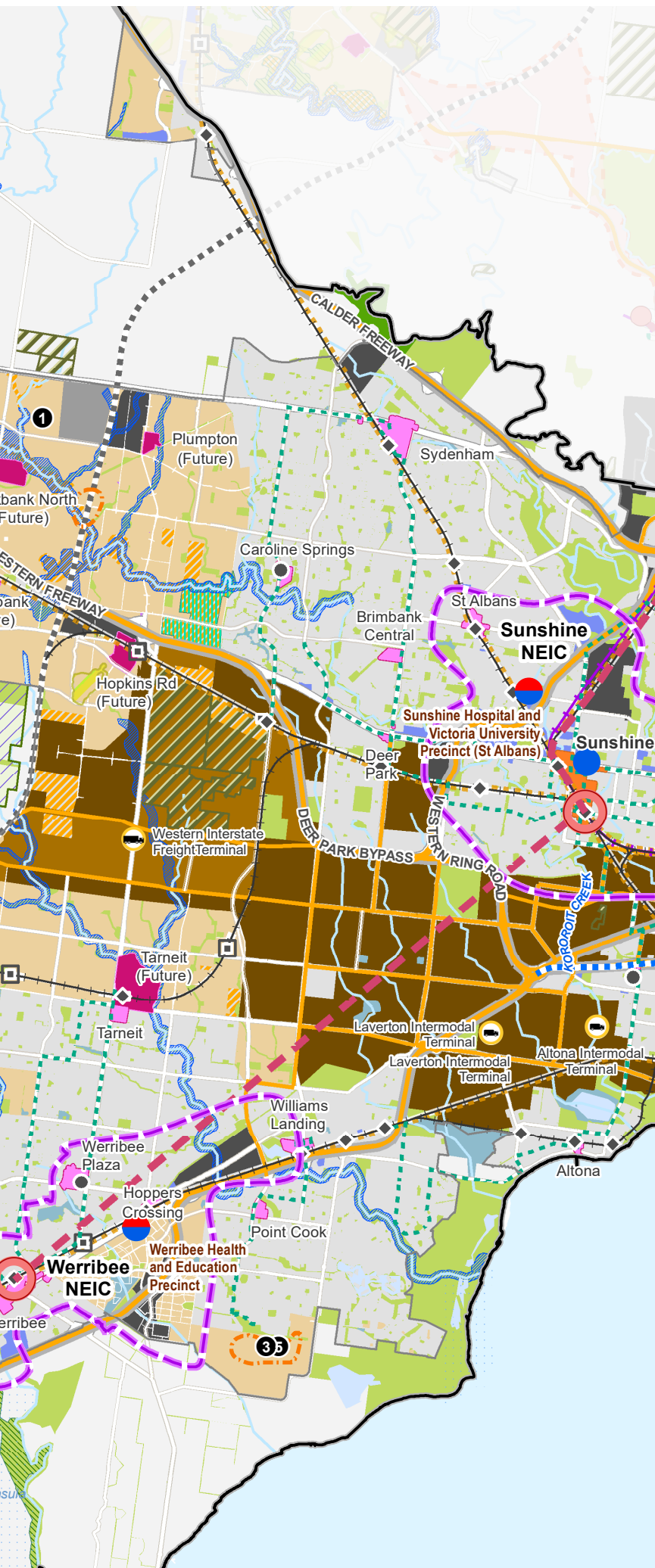
**Suburban Rail Loop**

-  SRL West (Airport to Werribee)
-  SRL interchange station
-  SRL station

**Transport projects - committed**

-  Melbourne Airport Rail
-  West Gate Tunnel





**Transport projects - potential**

- ■ ■ Outer Metropolitan Ring / E6 reservation
- Rail stabling facility
- Investigation Area

**Environment**

- Conservation Areas in the Biodiversity Conservation Strategy
- Conservation reserve - emerging
- Western Grassland Reserve
- National park / state park
- Regional Park - expanded/improved
- Regional Park - proposed
- ◇ Future Regional Active Open Space
- Public open space
- Landscape values within growth corridor
- ⋯ Ramsar site
- Waterway corridor
- Waterway
- Retarding basin
- Waterbody

**Land use/Administration**

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

**Map Note**

- ① Melton Tourism Precinct
- ② Potential rail stabling facility
- ③ Water management site subject to further investigation
- ④ Possible arterial road under investigation
- ⑤ Possible Conservation Area to be defined during any future PSP

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

\*These layers are based on the state and regionally significant commercial land identified in MICALUP, 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.



## ACTIONS – Housing choice

**ACTION 5.** Update planning schemes to align with housing policies in Plan Melbourne and the Western 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 Western 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.

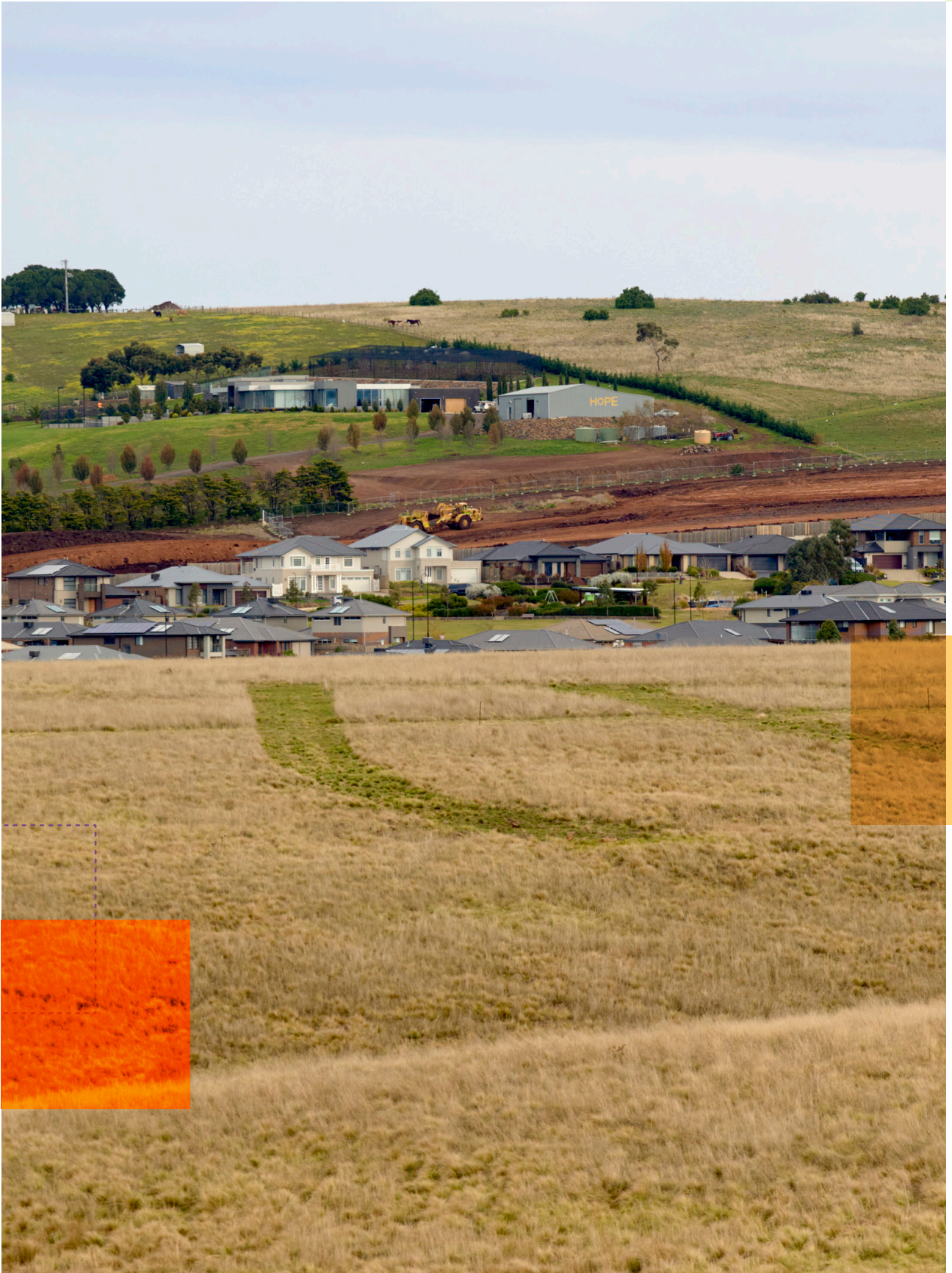


Photo credit: Tim Bell Studio