

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

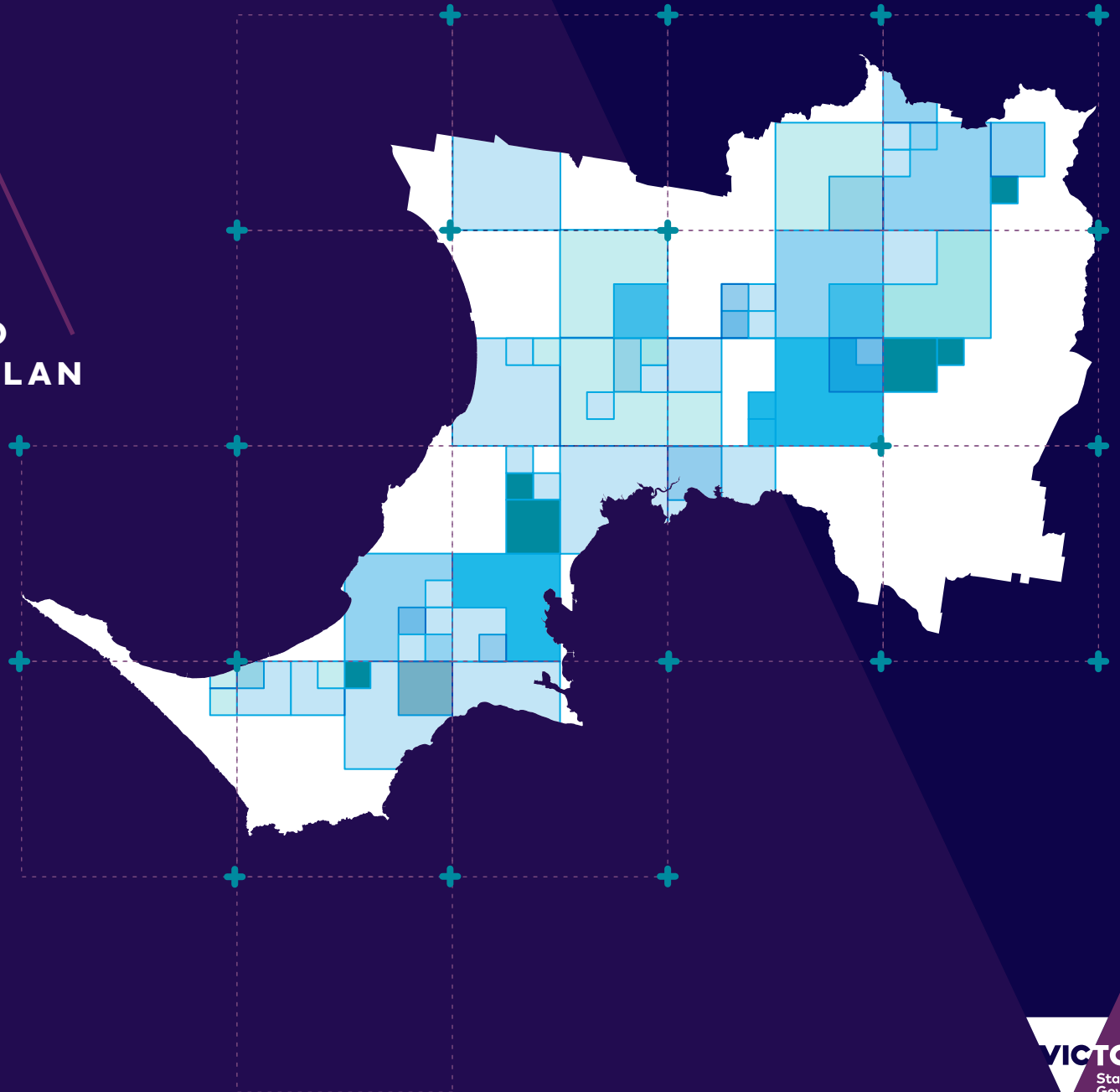




Photo credit: Department of Jobs Precincts and Regions



Photo credit: Craig Moodie Photography

Great cities aren't born. They're made.

Melbourne is a great city. It's a great place to live, work and raise a family. It's a great place for investment and creativity. It's a great place to visit and enjoy.

The Victorian Government has developed land use framework plans for each of the six metropolitan regions that are all about ensuring Melbourne remains a great city as it grows.

These plans mark a new era in the planning of Melbourne, building on the efforts of generations of Victorians to shape the way land is used around Port Phillip Bay.

The Southern Metro Land Use Framework Plan is a 30-year strategy for action across six local government areas – Cardinia, Casey, Greater Dandenong, Frankston, Kingston and Mornington Peninsula.

It's about making the long-term plans and investments that protect and enhance local areas and communities while ensuring Melbourne's south grows more prosperous, liveable, affordable and sustainable.

The Southern Metro Land Use Framework Plan is also about maximising the social, economic and environmental benefits of transformational city-shaping investments like the Metro Tunnel, Melbourne Airport Rail and Suburban Rail Loop.

This plan is all about keeping southern Melbourne marvellous – from its beaches and rivers to its wetlands and bushlands to its suburbs and towns. It's also about building the best possible future for the Southern Metro region.

Photo credit: Craig Moodie Photography



WHAT THE SOUTHERN METRO LAND USE FRAMEWORK PLAN MEANS FOR YOU



- You will see the region become a national centre for advanced manufacturing and engineering.
- You will see economic opportunities in growth areas.
- You will see connected activity centres and health and education precincts.



- You will see improved east-west, inter-regional and international transport connections.



- You will see an expanded cycling and open space network.
- You will see that the region's landscapes and natural habitats are protected.



- You will see a mix of housing in accessible locations, including more affordable and social housing.

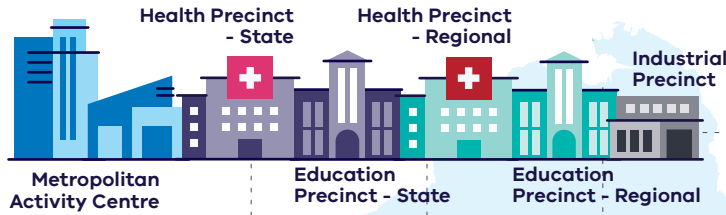
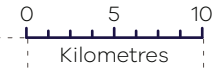


- You will see more trees, smarter water use and sustainable development, with more residents and industry using local renewable energy.



- You will see new, walkable 20-minute neighbourhoods in the South Eastern Growth Corridor.

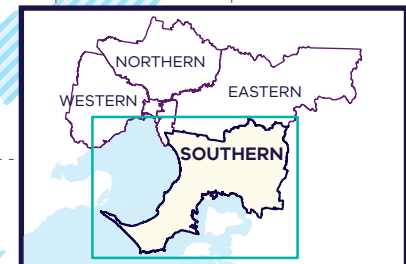
SOUTHERN METRO LAND USE FRAMEWORK PLAN REGIONAL 2050 VISION



- NEIC (National Employment & Innovation Cluster)
- Major Activity Centre
- Suburban Rail Loop
- Suburban Rail Loop Station
- Airport - Potential
- State/National Park
- Green Wedge
- Public Open Space
- Activity Corridor
- Ramsar Wetlands
- Urban Area
- Airport (Moorabbin)
- Seaport
- Food/Wine Region
- Agricultural Cluster
- Tourism
- Regional Park - proposed/improved
- Eastern Treatment Plant
- Reservoir
- Waterway
- - - Ferry route
- Rail Network
- Train Station
- Roads
- Regional Boundary

URBAN RENEWAL AREA

- ① Highbett Gas Work
- ② Sandown Racecourse



WHAT IS THE SOUTHERN METRO LAND USE FRAMEWORK PLAN?

The Southern Metro Land Use Framework Plan is an extension of *Plan Melbourne 2017-2050*.

Plan Melbourne is a blueprint to ensure Melbourne grows more sustainable, productive and liveable as its population approaches 8 million by 2050. It includes nine principles that outline the Victorian Government's vision for the future of the city that *Melbourne will continue to be a global city of opportunity and choice*.

- 1. A distinctive Melbourne**
- 2. A globally connected and competitive city**
- 3. A city of centres linked to regional Victoria**
- 4. Environmental resilience and sustainability**
- 5. Living locally in 20-minute neighbourhoods**
- 6. Social and economic participation**
- 7. Strong and healthy communities**
- 8. Infrastructure investment that supports balanced city growth**
- 9. Leadership and partnership.**

Plan Melbourne also divides the city into six metro regions:

- Inner
- Inner South East
- Eastern
- Southern
- Western
- Northern

The Department of Environment, Land, Water and Planning (DELWP) is leading the development of land use framework plans. The purpose of the plans is to guide the application of Plan Melbourne's nine principles, seven outcomes, 32 directions and 90 policies at a regional and local level.

The plans will support a regional approach to planning across state and local government.

This document summarises how the Southern Metro Land Use Framework Plan will:

- Shape population and industry growth
- Inform plans for service and infrastructure development
- Guide public and private investment
- Protect the distinctive characteristics of the Southern Metro region
- Improve environmental resilience.

The plan covers six themes:

- Productivity
- Housing
- Integrated transport
- Liveability
- Strong communities
- Sustainability and resilience.

SOUTHERN METRO REGION

KINGSTON



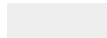
**GREATER
DANDENONG**

CASEY

CARDINIA

FRANKSTON

**MORNINGTON
PENINSULA**

-  Regional boundary
-  Local government area boundary
-  Urban Area

ABOUT THE SOUTHERN METRO REGION

The Bunurong people (in the bays and Mornington Peninsula) and the Wurundjeri Woi Wurrung people (in the north and the Dandenong Ranges) are the Traditional Owners of the lands of the Southern Metro region.

The Southern Metro region is a diverse, dynamic area.

It extends from Port Phillip Bay to Westernport Bay, the Dandenong Ranges to the Mornington Peninsula, the city's sand-belt suburbs to the new growth area communities of the outer south-east. It has 236 kilometres of coastline, some of Australia's most fertile farmlands and state and national parks, including Churchill and Point Nepean national parks. Its picturesque rural and beach towns are tourism drawcards.

It has a strong, diverse spread of industries, including within the

Dandenong National Employment and Innovation Cluster (NEIC) and part of the Monash NEIC, with room to grow the economy and jobs in these and other locations throughout the region.

The Southern Metro region has the largest population of Melbourne's six metro regions.

Urban areas include:

- The Nepean and Princes highways and rail corridors to Frankston, Cranbourne, Dandenong and Pakenham
- The South Eastern Growth Corridor (Clyde, Clyde North, Officer, Pakenham)
- Established coastal suburbs on the eastern side of the Mornington Peninsula (Mornington, Rosebud, Rye, Sorrento to Point Nepean National Park)
- Towns and small coastal settlements around Western Port and its hinterland (Hastings, Somerville, Flinders, Somers)

- Small towns along the Gippsland rail line (Nar Nar Goon, Garfield, Koo Wee Rup, Lang Lang)
- Coastal suburbs along Port Phillip Bay at Mordialloc and Chelsea with sand-belt golf courses, industry and Moorabbin Airport.

By 2051, the Southern Metro region's population is projected to increase by 56 per cent from around 1.10 million to 1.76 million and the number of dwellings is projected to increase from 405,640 in 2016 to 718,600 in 2051. By 2031, employment is projected to increase from 392,250 to 520,250 jobs.

Geographically

its footprint covers 31 per cent of metropolitan Melbourne, with more than 34 per cent designated as green wedge land.

Demographically

22 per cent of Melburnians, more than 1.1 million people, live in the region.

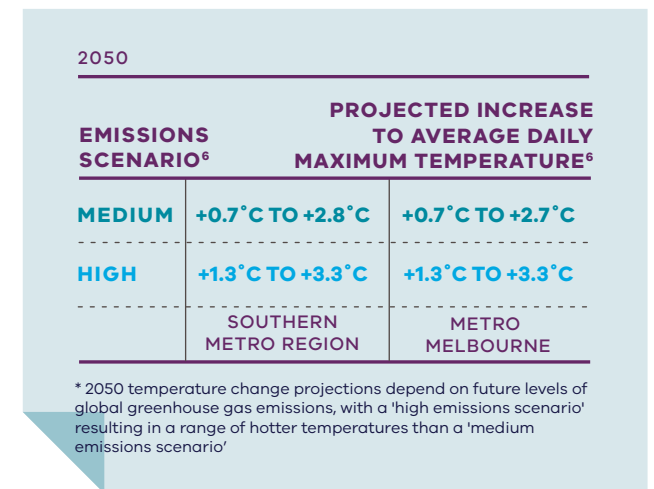
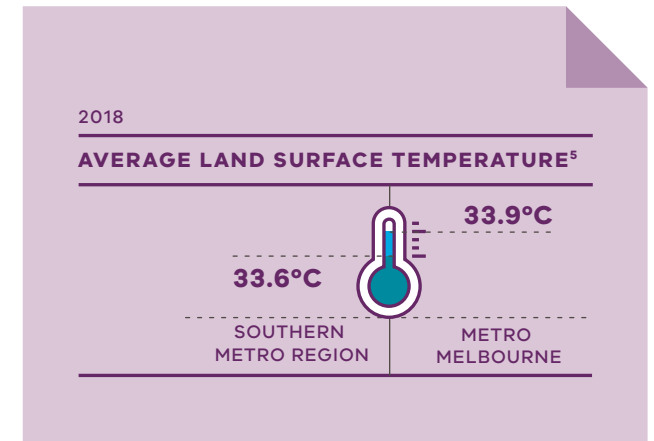
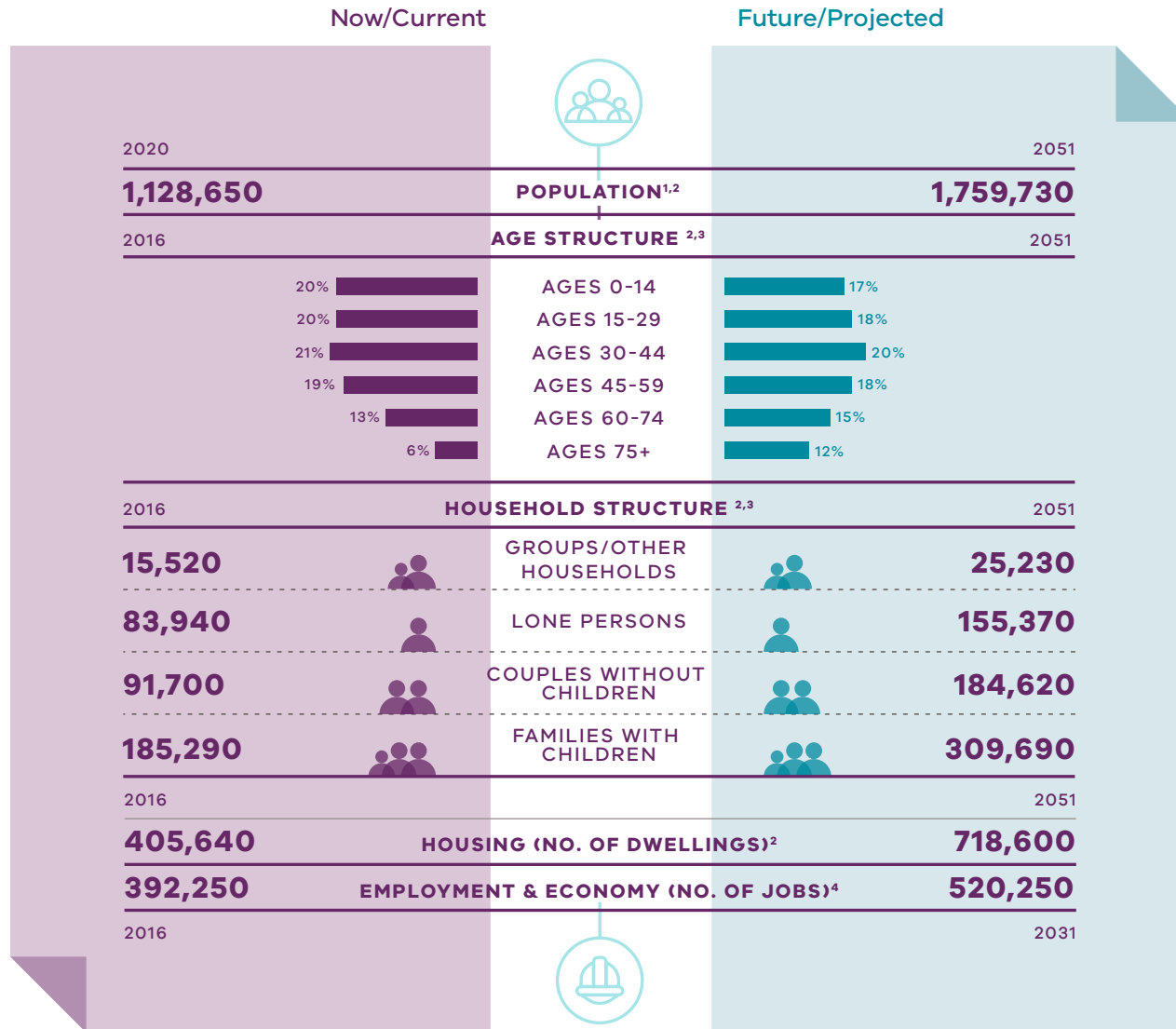
Economically

it generates \$49 billion a year in economic activity and employs more than 392,000 people.

Environmentally

it has 20.8 per cent of metropolitan Melbourne's open space and 15.2 per cent tree canopy cover.

SOUTHERN METRO REGION - REGIONAL SNAPSHOT



(1) Australian Bureau of Statistics (2021) Regional Population 2019-20 financial year, Commonwealth of Australia, Canberra, Australia.
 (2) Department of Environment, Land, Water and Planning (2019) *Victoria in Future 2019*, Department of Environment, Land, Water and Planning, Melbourne, Australia.
 (3) Australian Bureau of Statistics (2016) *Census of Population and Housing*, Commonwealth of Australia, Canberra, Australia.
 (4) Department of Environment, Land, Water and Planning (2020) *Melbourne Industrial and Commercial Land Use Plan*, State of Victoria, Melbourne, Australia.
 (5) Department of Environment, Land, Water and Planning (2018) *Land Surface Temperature Data*, State of Victoria, Melbourne, Australia.
 (6) Clarke JM, Grose M, Thatcher M, Hernaman V, Heady C, Round V, Rafter T, Trenham C & Wilson L. (2019). *Victorian Climate Projections 2019 Technical Report*, CSIRO, Melbourne, Australia.

CITY-SHAPING PROJECTS

The Victorian Government is currently implementing the largest transport infrastructure program in the state's history.

City-shaping projects include:

- The West Gate Tunnel – creating a second river crossing to link the Western Metro region with the Port of Melbourne, CityLink and the CBD, and taking traffic pressures off the West Gate Bridge
- Level crossing removals including along the Frankston and Dandenong railway lines, reducing congestion and unlocking land for development
- Metro Tunnel – linking Melbourne's south-east and Gippsland to the Sunbury line in Melbourne's west and north-west
- North East Link – connecting Melbourne's south-east to the Eastern Freeway, the Western Ring Road and Hume Freeway

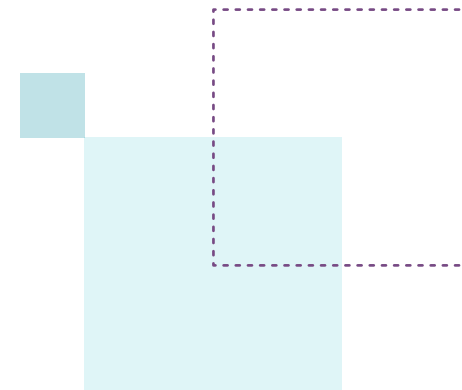
- Melbourne Airport Rail – connecting Melbourne Airport to Victoria's regional and metropolitan train network
- Suburban Rail Loop – connecting every major passenger railway line in Melbourne from the Frankston line in the south to the Werribee line in the west.

These city-shaping projects will improve access to jobs, education and social opportunities for residents in the Southern Metro region by better connecting the region with other areas of Melbourne and Victoria. They will create opportunities to maximise social, economic and environmental benefits.

Socially – bring jobs, services and leisure opportunities closer to where people live.

Economically – reduce transport congestion, boost productivity and create jobs.

Environmentally – cut commuting times, reduce transport emissions, promote public and active transport use, and create 20-minute neighbourhoods.



LOCATIONS FOR GROWTH AND CHANGE - SUBURBAN RAIL LOOP PRECINCTS

Cheltenham (interchange station)

Cheltenham will become an integrated centre of connected shopping, employment and housing opportunities supported by a thriving community and entertainment hub with an attractive public realm for its workers and residents, as the southern gateway to the SRL corridor.

Southern stabling facility located in the Kingston LGA.

Clayton (transport super hub & interchange station)

Clayton will be both a leading health cluster and 'transport super hub' for Melbourne's southern metropolitan and Gippsland region. Home to world-standard healthcare and leading-edge commercialised research and development innovations, it will also be a hub for local living services and maintain a high amenity environment.

Note: Precinct jobs and population figures are taken from the Suburban Rail Loop Business and Investment Case, August 2021



SRL - interchange station

--- SRL East (Cheltenham to Box Hill)



SRL - station



Areas expected for higher levels of growth and change

SOUTHERN METRO REGION STRENGTHS AND CHALLENGES



Productivity

The Southern Metro region is a diverse, dynamic economic region with easy access for business to key transport gateways, including Moorabbin Airport and the Port of Hastings, and Victoria's largest stock of existing and future industrial land. The region has all of the ingredients to continue to generate employment for Melbourne and Victoria into the future.



Housing Choice

The region is well-placed to manage growth. Its challenge is to build the right kinds of housing in the right places – catering to an ageing population, giving residents new housing that is close to jobs and services, and protecting development from increased risks of storm surge, bushfire and sea level rise.



Integrated Transport

A strong road and freight network provides connections for workers and goods across the region. The Suburban Rail Loop will improve public transport connections to key employment locations in other parts of Melbourne. However, more action is needed to address other public transport gaps and to strengthen east-west connections, particularly connecting the South Eastern Growth Corridor to other parts of the region.



Liveability

The Southern Metro region is renowned for its beautiful beaches, coastal hinterland and mountain foothills. However, additional open space is needed in established suburbs as well as growth areas to provide opportunities for escape and recreation.



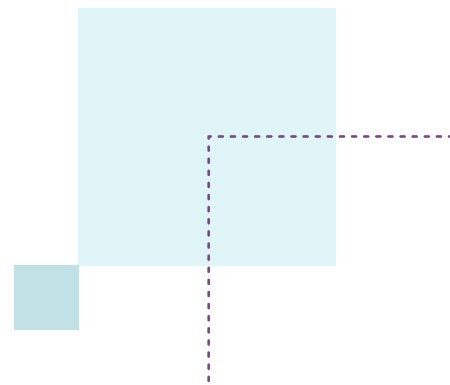
Strong Communities

There are opportunities to strengthen community connections across the region by creating 20-minute neighbourhoods. Investing in services and facilities for the community and setting land aside for public use needs to be embedded in planning for growth areas.



Sustainability and Resilience

Good access to recycled wastewater from the Eastern Treatment Plant will help the region boost productivity and prepare for climate change. However, the region also needs to manage risks from urban heat, coastal inundation, sea level rise and bushfire. Strengthening and expanding the tree canopy will assist in cooling the urban environment as well as improving neighbourhood amenity.



PLANNING FOR THE SOUTHERN METRO REGION



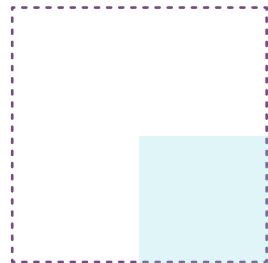
Productivity

- Plan for and manage the growth of industrial precincts, including industrial and commercial development in the South Eastern Growth Corridor.
- Prioritise the development of the Dandenong and Monash NEICs, activity centres, and health and education precincts.
- Ensure that planning for the South Eastern Growth Corridor accommodates longer-term commercial and employment needs – and invest in precinct planning for the Cheltenham Suburban Rail Loop precinct.
- Protect green wedges to ensure the sustainability of agriculture, extractive resources, tourism and state infrastructure.
- Focus on future planning for land around the Port of Hastings.



Housing Choice

- Secure a 15-year supply of housing across the Southern Metro region.
- Ensure new housing is well-designed, high-quality, climate change resilient and in keeping with neighbourhood character.
- Deliver a pipeline of social and affordable housing near jobs, transport and services.
- Develop a mix of medium- and higher-density dwellings suitable for singles, older residents and families.
- Limit housing growth in the green wedge and areas at risk of natural hazards such as storm surge and bushfire.





Integrated Transport

- Improve public transport, cycling and pedestrian access to Dandenong NEIC, activity centres and the Suburban Rail Loop station at Cheltenham.
- Improve freight efficiency and increase the capacity of transport gateways.
- Improve transport connections for the growth areas and the Mornington Peninsula.
- Create a network of walking and cycling paths that link to public transport.

Photo credit: Tim Bell Studio



Liveability

- Create great civic spaces that reflect the region's environment and history – including the heritage of Aboriginal communities.
- Protect the region's landscapes and biodiversity, including the bays and beaches, forested areas and green wedges.
- Expand the network of open spaces and trails across the region, including the Frankston to Mornington Parklands, the Chain of Parks between Dingley and Moorabbin and the proposed Clyde Regional Park.

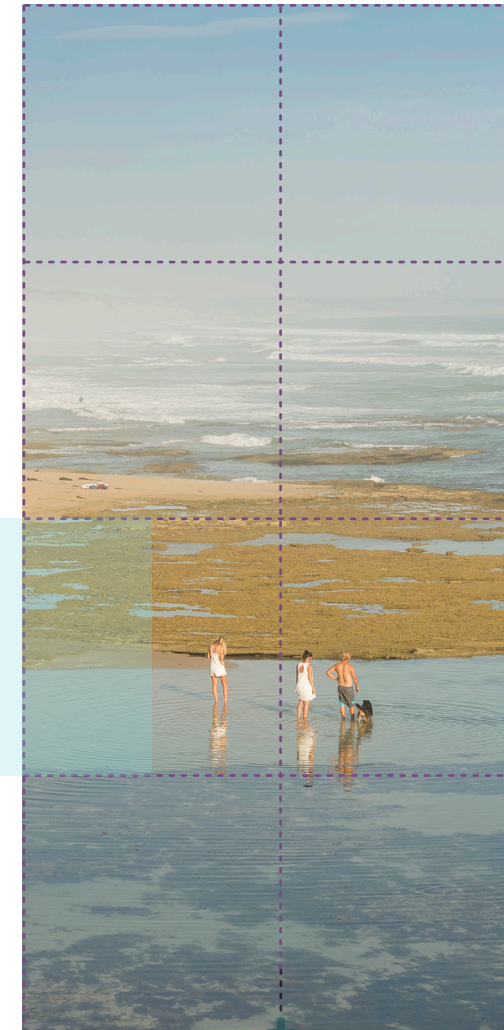




Photo credit: Tim Bell Studio



Strong Communities

- Plan for major social infrastructure (libraries, recreation facilities, cultural centres and community hubs).
- Expand the network of accessible health and education facilities and precincts – including health and education services in the South Eastern Growth Corridor.
- Create 20-minute neighbourhoods around activity centres and in close proximity to public transport.





Sustainability and Resilience

- Manage the risk of sea level rise and bushfire.
- Plan for increased access to recycled water.
- Capture and reuse more stormwater.
- Ensure development supports the changing energy supply network.
- Protect the region's existing waste and resource recovery hubs.
- Increase the region's tree canopy to 30 per cent and design outdoor spaces that are cool in summer.

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Submissions can be made online at
engage.vic.gov.au

For any questions or assistance
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