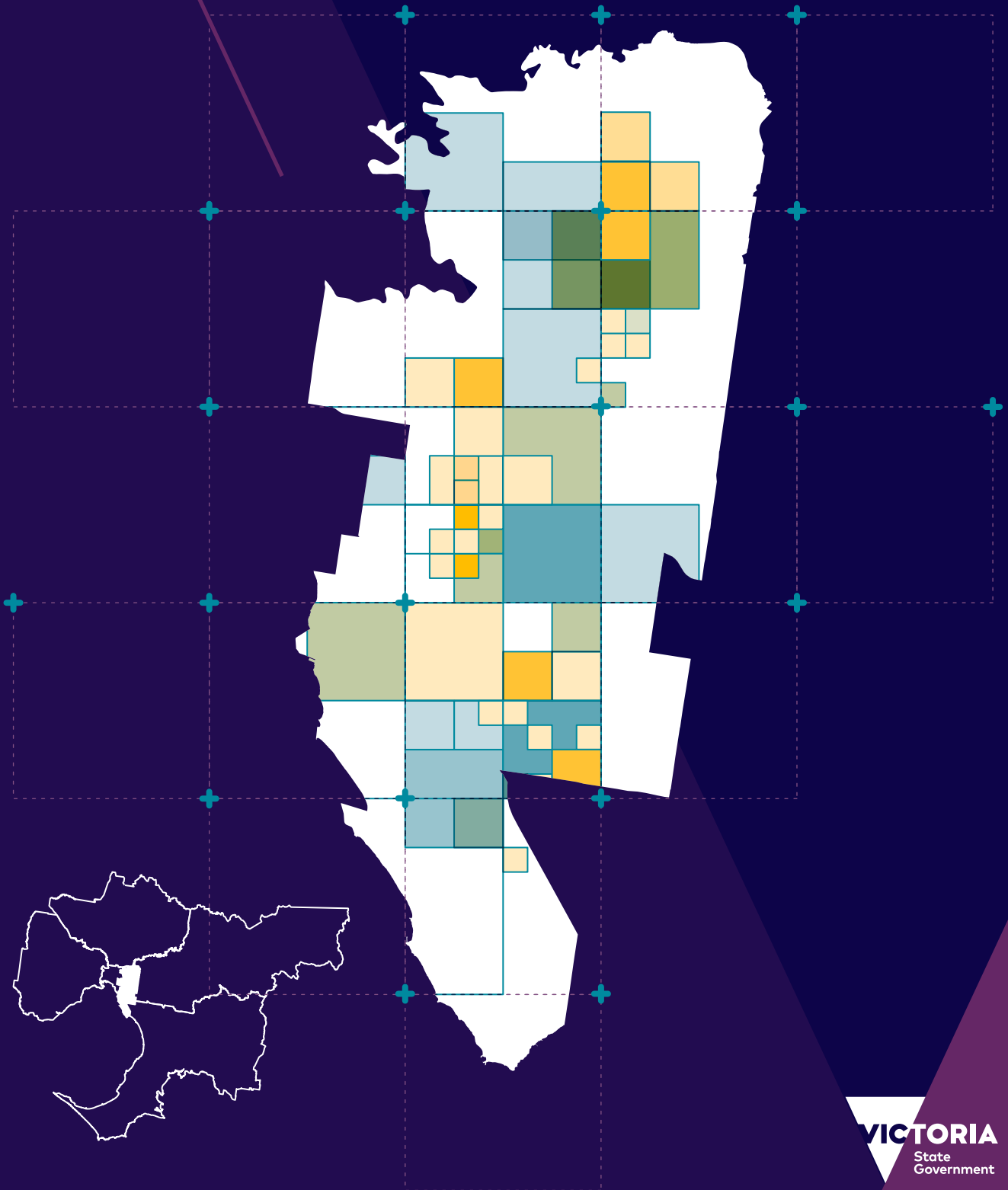


Plan Melbourne 2017-2050

**DRAFT INNER SOUTH EAST METRO
LAND USE FRAMEWORK PLAN**





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Acknowledgement

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

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



Aboriginal self-determination

Pupangarli Marnmarnepu - Wadi Wadi and Mutti Mutti language for 'Owning Our Future' - is DELWP's *Aboriginal Self-Determination Reform Strategy 2020-2025*. As the framework for supporting and enabling Aboriginal self-determination for all DELWP projects, **Pupangarli Marnmarnepu** forms the basis of an ongoing dialog 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

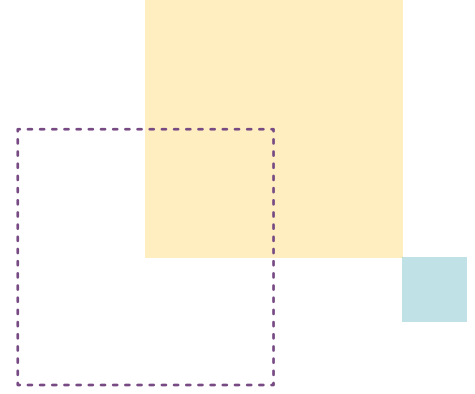
ABBREVIATIONS

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

CHAPTER 01 INTRODUCTION

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





Plan Melbourne has a clear vision:

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

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

Plan Melbourne seeks to deliver seven outcomes. How these will be delivered in each of the six metropolitan regions is the subject of the land use framework plans (LUFs).

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

Land use framework plans

Plan Melbourne identifies six metropolitan regions within the city as illustrated in 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 an 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:

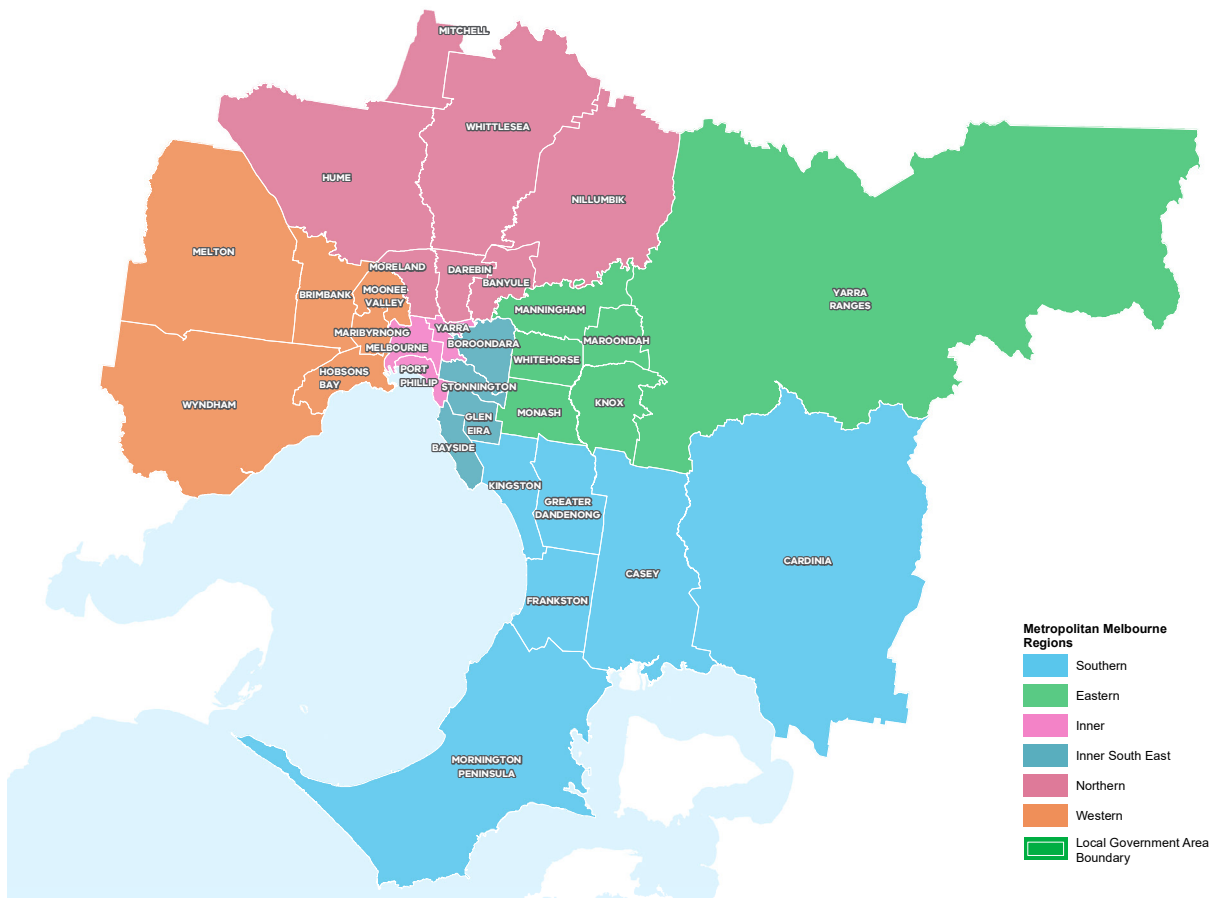
- are 30-year strategic land use and infrastructure plans for Melbourne’s six metropolitan regions
- provide a common long-term framework to manage growth and land use pressures in each region
- are spatial plans that translate Plan Melbourne and Plan Melbourne Addendum to the regional level
- focus 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 Inner South East 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 01 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.

TABLE 1. The land use framework

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

The land use framework

The LUFs establish a common land use framework across the region (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.

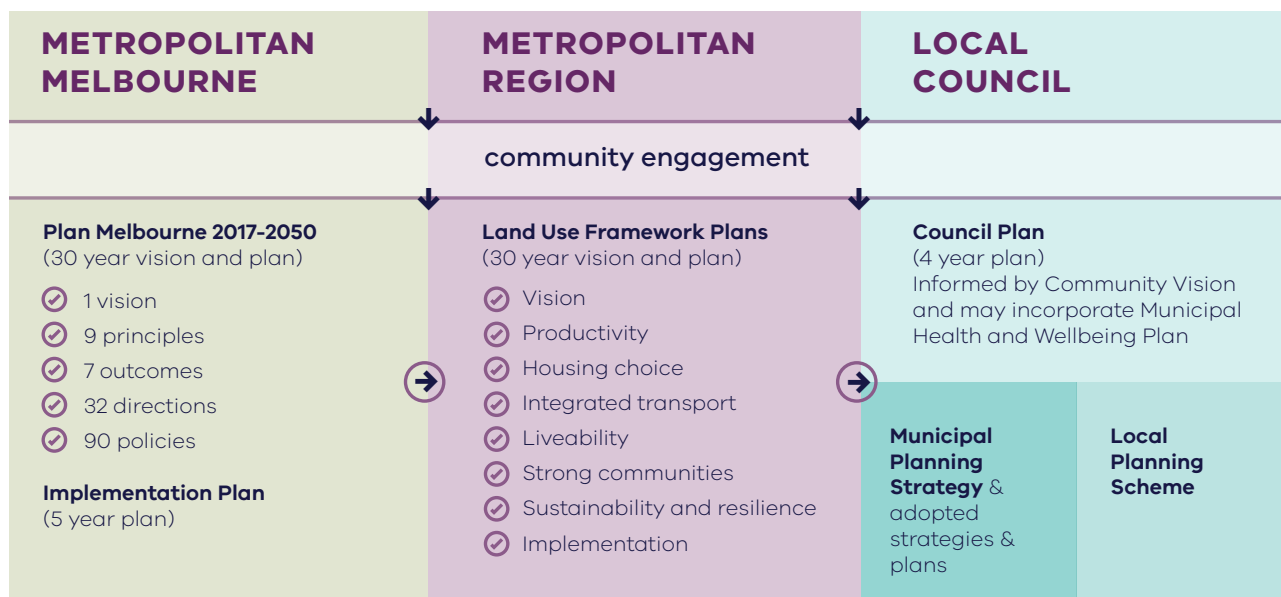
Regional planning and collaboration

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 Inner South East 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 LUF allows for these differences and recognises regional initiatives already underway.

The LUFs 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.

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.

The current place for state-led planning in the Inner South East Metro Region is the Cheltenham-Southland Major Activity Centre as part of the SRL led by the Suburban Rail Loop Authority.

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;

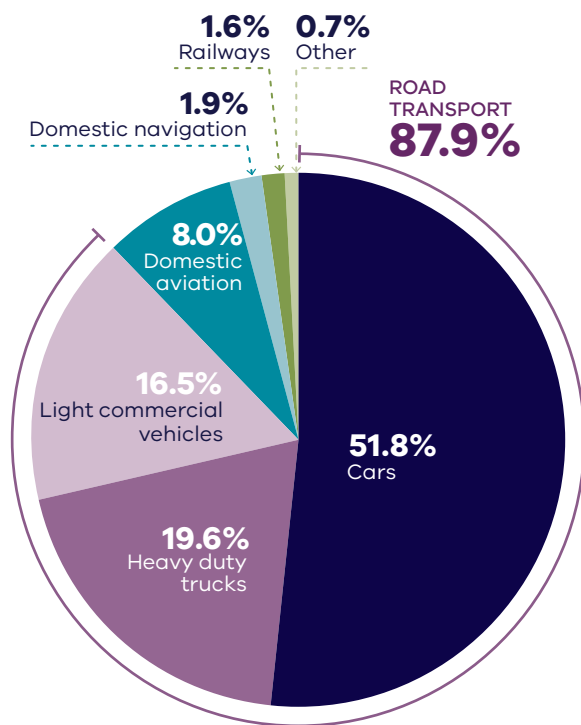
establishing a light vehicle sales target of 50 per cent zero emissions vehicles by 2030; investing in land restoration and carbon farming initiatives; supporting Victorian farmers to respond to the impacts of climate change; and, creating new jobs by promoting growth within the waste recycling and renewable 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.

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

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

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

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

20-minute neighbourhoods

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

City-shaping transport projects

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

- The West Gate Tunnel – creating a second river crossing to link the Western Metro Region with the Port of Melbourne, CityLink and the Central Business District (CBD), and take traffic pressures off the West Gate Bridge
- Level crossing removals, including along the Frankston and Dandenong lines, reducing congestion and unlocking land for development
- Metro Tunnel – linking Melbourne's south-east and Gippsland to the Sunbury line in Melbourne's west and north-west
- North East Link – connecting Melbourne's south-east to the Eastern Freeway, the Western Ring Road and Hume Freeway
- Melbourne Airport Rail – connecting Melbourne Airport to Victoria's regional and metropolitan train network

- Suburban Rail Loop (SRL) – connecting every major passenger railway line in Melbourne from the Frankston line in the south to the Werribee line in the west. SRL East (Cheltenham to Box Hill) is scheduled to begin in 2022. SRL East will also connect key employment and education precincts, and facilitate uplift and intensive development of station precincts.

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

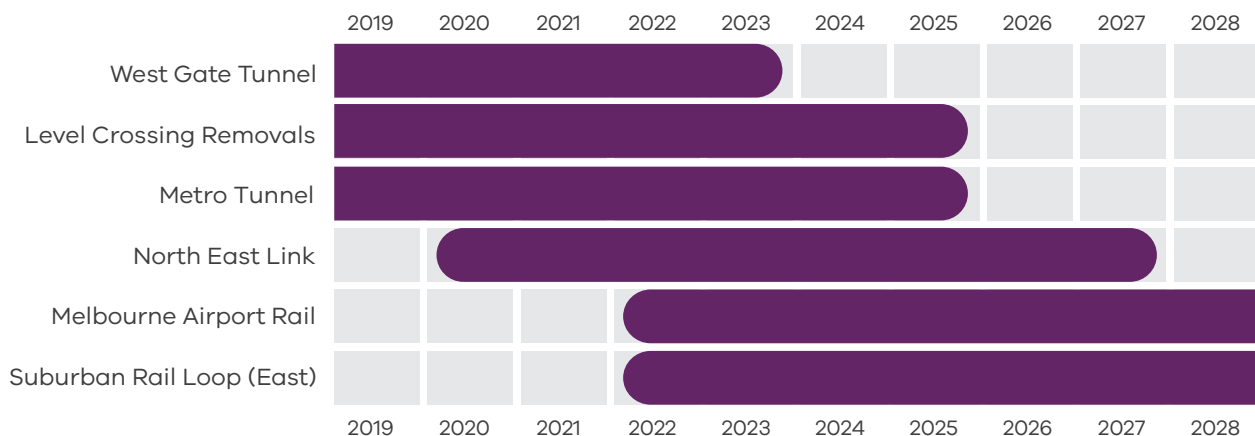
This interruption to growth is not expected to change the long-term future direction of Melbourne.

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

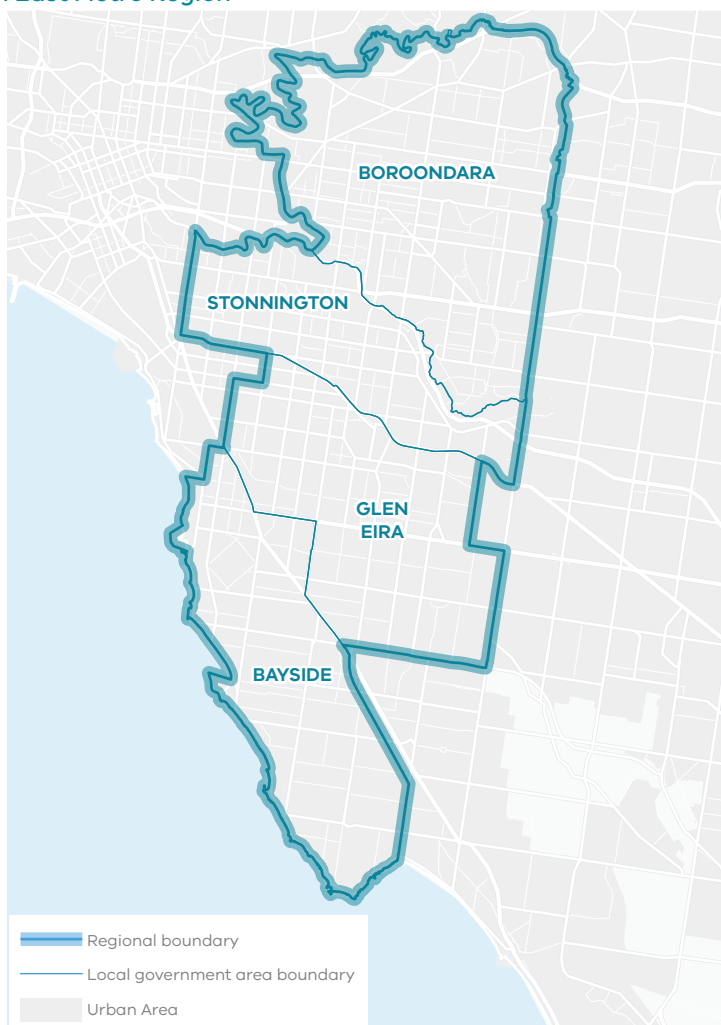


CHAPTER 02

REGIONAL SNAPSHOT

The Inner South East Metro region includes the local government areas (LGAs) of Bayside, Boroondara, Glen Eira and Stonnington. The region is bordered by the Yarra River (Birrarung) in the north, Port Phillip Bay in the south, the Inner Metro Region to the west and the Eastern and Southern metro regions to the east.

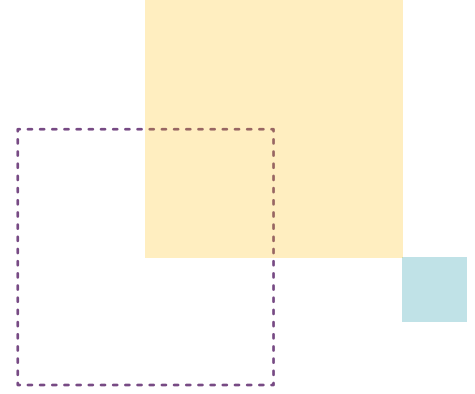
FIGURE 5. Inner South East Metro Region



TOTAL AREA: 16,198HA

2% OF METROPOLITAN MELBOURNE

The region has no green wedge land



The Inner South East Metro Region is Melbourne's second smallest region by area but is one of the most prosperous, with some of the city's highest land values and a greater proportion of residents being professional workers. This is driven by the region's strong access to Melbourne's CBD where most professional jobs are located and its established, high amenity neighbourhoods.

The Wurundjeri Woi Wurrung and Bunurong peoples of the Kulin Nation are the Traditional Owners of the lands that now make up the majority of the Inner South East Metro Region, which includes Port Phillip Bay and the Yarra River environs.

Urban structure

The Inner South East Metro Region's urban geography and structure is characterised by the Yarra River and rolling hills to the north, hills and undulating terrain to the east and the coastline of Port Phillip Bay. The region has a distinctive grid pattern of development with commercial and retail strips that are synonymous with the region such as Chapel Street in Prahran, High Street in Armadale and Glenferrie Road, Hawthorn.

The Inner South East Metro Region is predominantly residential and does not have any new greenfield growth areas or green wedge land. The region has a rich heritage of Victorian and Edwardian architecture. Parts of Kew, Hawthorn, Elsternwick, Brighton and Toorak are well-known for their elegant residences and tree-lined neighbourhoods. Commercial uses are generally focused along main roads and there is limited industrial land. The Yarra River, Gardiners Creek (Kooyongkoot) and Port Phillip Bay are key environmental features and valuable open space for the region. The urban areas include:

- Established inner areas with a distinctly compact urban form including apartments and higher-density development – South Yarra, Prahran, Caulfield

- Established urban areas with a more suburban character of single dwellings set in tree-lined streets in other parts of the region – Camberwell, Brighton, Bentleigh
- Caulfield Racecourse located centrally within the region on the Princes Highway connecting to Chadstone Shopping Centre, a defining feature of the region's east
- Rail corridors running eastwards to Lilydale, Belgrave, Alamein and Glen Waverley, and southwards to Sandringham, Frankston, Cranbourne and Pakenham, and an extensive tram network
- Monash Freeway and Eastern Freeway connecting to neighbouring regions.

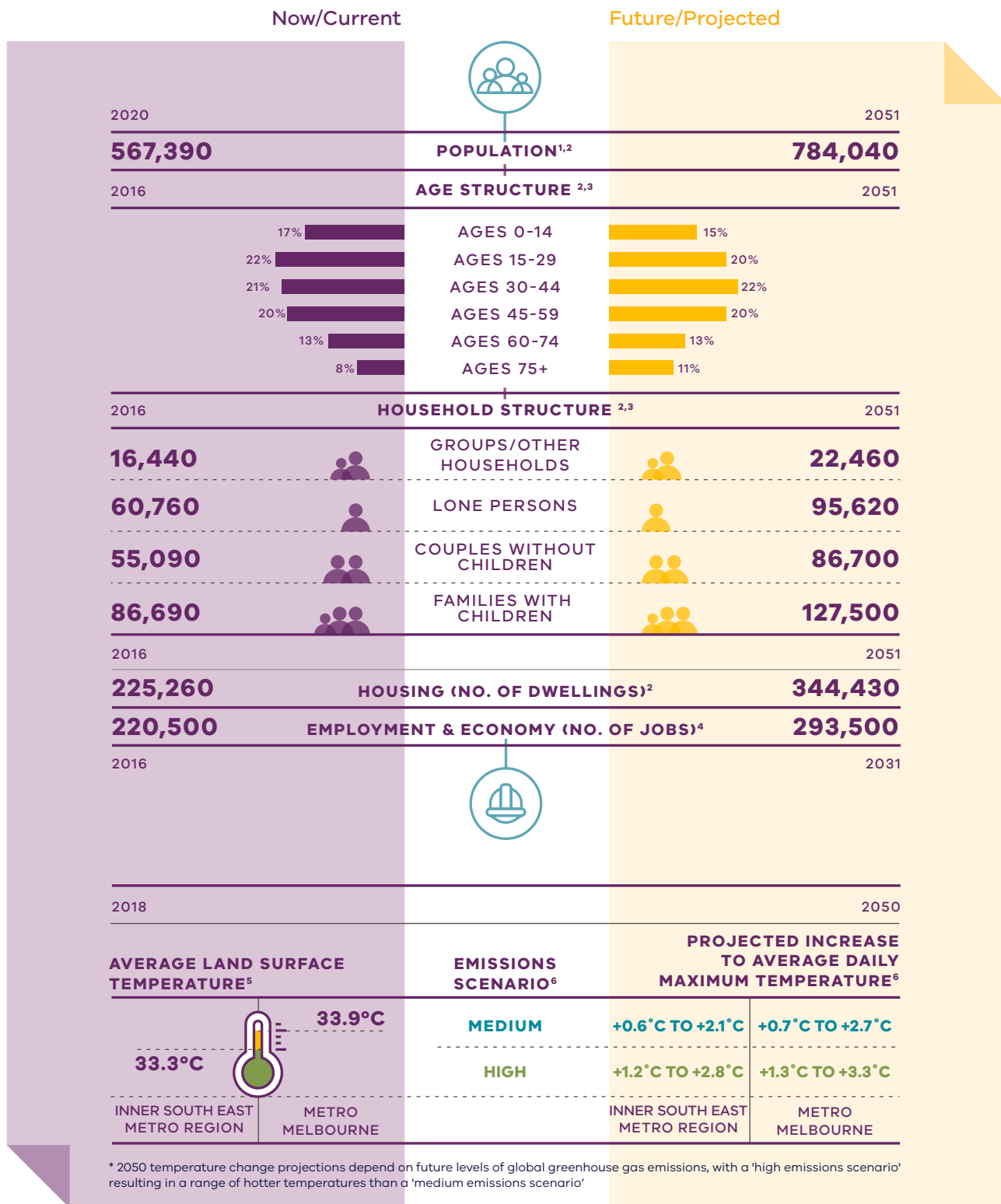
Population and demographics

In 2020 the Inner South East Metro Region had a population of 567,390 people or approximately 11 per cent of Melbourne's total population.

The region's population is projected to increase by over 216,000 people between 2020 and 2051 to a total of 784,040 people. From 2016 to 2051 an additional 119,170 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.

Outlined below are some of the key demographics and land use features of the Inner South East Metro Region.

INNER SOUTH EAST 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, Inner South East 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.

INNER SOUTH EAST METRO REGION VS METRO MELBOURNE

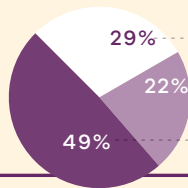
Inner South East Metro Region

Metro Melbourne

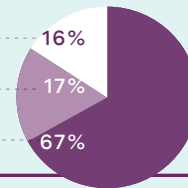


567,390	CURRENT POPULATION 2020¹	5,098,530
+216,640	PROJECTED POPULATION CHANGE 2020 TO 2051^{1,2}	+3,254,310
38% (FUTURE)	TOTAL % INCREASE	(FUTURE) 64%
784,040	PROJECTED POPULATION 2051²	8,352,840
119,170	NET ADDITIONAL DWELLINGS 2016-2051²	1,613,660
7%	SHARE OF NET ADDITIONAL DWELLINGS²	100%

2016 DWELLING TYPE³



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



\$35 (BN)	2016 GROSS REGIONAL PRODUCT⁴	\$333 (BN)
10%	SHARE OF JOBS ACROSS METRO MELBOURNE ⁴	
33%	PROJECTED JOB GROWTH 2016 TO 2031 ⁴	

2016 JOURNEY TO WORK - MODE SHARE³

56%		67%
1%		1%
18%		10%
3%		2%
2%		1%
4%		3%
0.5%	...	0.5%



24.0	PUBLIC OPEN SPACE PER PERSON (m²)⁷	57.5
5.4%	SHARE OF METRO MELBOURNE'S PUBLIC OPEN SPACE⁷	100%
18.2%	2014 URBAN TREE CANOPY COVER	15.6%
-0.8%	2014 TO 2018 CHANGE TO URBAN TREE CANOPY COVER⁸	-0.3%
17.4 %	2018 URBAN TREE CANOPY COVER⁹	15.3%
+12.6%	2018 TO 2050 CHANGE TO MEET URBAN TREE CANOPY COVER TARGET	+12.2%
30.0%	2050 URBAN TREE CANOPY COVER TARGET¹⁰	27.5%

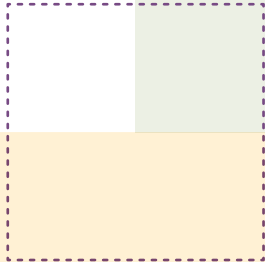
CHAPTER 03

VISION: INNER SOUTH EAST METRO REGION IN 2050

The Inner South East Metro Region will contribute significantly to the Plan Melbourne vision that *"Melbourne will continue to be a global city of opportunity and choice."*



Photo credit: Department of Jobs Precincts and Regions / SDP Media



The region's diverse urban character – from inner city to coastal – and its cultural heritage, strong sense of place and proximity to the Melbourne CBD will continue to attract residents and investment. Residents will enjoy access to high-quality education, health, recreation and community facilities, transport connections, shopping and employment, and prized natural features of its coastline and waterways.









By 2050 the region will balance the needs of a growing population and evolving economic base, while protecting its natural assets and urban character. Specifically:

- The region's renowned high streets and shopping centres will continue to attract locals and visitors from further afield. Chadstone Shopping Centre, along with Chapel Street, Toorak Road, Prahran Market, Camberwell, High Street/Glenferrie Road, Malvern and Glenferrie Road/Burwood Road, will continue to provide a range of world-class retail and leisure experiences.
- Monash University Caulfield and Swinburne University Hawthorn remain highly-regarded centres of entrepreneurial activity, integrating research, new business development and commercialisation.
- Key regional employment hubs, including the Bayside Business District, Prahran/South Yarra/Windsor, Glenferrie, Caulfield and Carnegie, will support a diverse range of enterprises from start-ups to major businesses.
- Medium- and higher-density housing will be clustered around activity centres, urban renewal areas, transport corridors and education precincts. Elsewhere, more modest redevelopment will protect the region's valued neighbourhood character, streetscapes and heritage.
- The region's network of 20-minute neighbourhoods will provide local housing, employment, health and education services and opportunities for social connection.
- An extensive and high-quality public transport network will link residents to opportunities in the CBD, Monash National Employment and Innovation Cluster (NEIC) and outer regions.
- More journeys will be undertaken by walking and bicycle, as the region's shared trail network links people to the Yarra River, creek corridors and Port Phillip Bay, and a safe commuter cycling network is developed.
- The health of the region's iconic natural waterways and Port Phillip Bay coastline will be protected and enhanced and will support healthy aquatic and terrestrial biodiversity.
- The region's iconic tree canopy will be protected and extended to shade its streetscapes and assist in urban cooling.
- An extensive open space network will provide opportunities for relaxation, recreation and connection to nature within the city.










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

MAP 1. Inner South East Metro Region 2050 Plan

Precincts and Activity Centres

-  Major activity centre
-  Activity corridor
-  Housing investigation area
-  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
-  Rail network
-  Tram network
- Suburban Rail Loop**
-  SRL - interchange station
- Transport projects - committed**
-  Metro Tunnel (Rail)
-  North East Link
-  Level crossing removal site

Environment

-  Public open space
-  Marine/coastal national parks and reserves
-  Yarra River land
-  Waterway
-  Waterbody

Land use/Administration

-  Regional boundary
-  Urban area

