OVERVIEW

- Strategic Background
- Assessment of Land Use Impacts
- Key Sites
PROJECT PLAN

1969 TRANSPORT PLAN

- Introduced future freeway framework
- F6 route to run through Braeside
- West of Moorabbin Airport

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1971 FRAMEWORK PLAN

- Proposed Springvale Green Wedge
- Dingley Village separate to urban growth corridors
- Limited urban growth proposed in Braeside and Dingley
1981 METROPOLITAN STRATEGY IMPLEMENTATION

- Freeway network refined
- F6 route proposed to link Springvale Rd to Dingley By-Pass and onto South Road

1985 ZONING PLAN

- Reservation of Freeway Route confirmed
- Urban land uses in place of green wedge
DEVELOPMENT ADAPTING
Industrial and residential response to freeway alignment

GROWTH OF MELBOURNE

• Melbourne already at 5 million
• Growing at over 120,000 persons per year
• Expected to be 8 million in 2051
PLAN MELBOURNE

- City of Kingston:
  - 2016 – 159,000 people
  - 2031 – 183,000 people
  - 2016 – 74,000 jobs
  - 2031 – 100,000 jobs

LOCAL EMPLOYMENT GROWTH

- Moorabbin Airport important transport gateway function with significant employment growth
- Braeside industrial area expected to evolve with more intensive employment uses
SUMMARY OF STRATEGIC ASSESSMENT

- Opportunities to increase supply of road infrastructure are limited.
- While traffic and transportation planning may have changed since the early conception of this Project, its intended purpose – to redirect through traffic including private vehicles and freight, away from local roads in established areas – remains relevant today.
- Immediate benefit to the existing industrial areas in the broader locality and the Moorabbin Airport permitting these areas to further develop and intensify activities into the future.
- Enhanced accessibility to the Moorabbin Airport which is nominated as a Transport Gateway.
- Enhance accessibility for freight movements throughout the southern corridor and support the intensification of employment activities in key locations in the southern corridor.
- Provide enhanced access to employment opportunities for the surrounding region.

LAND USE IMPACT ASSESSMENT

- Land Use Impacts are the sum of
  - Access and connectivity outcomes
  - Landscape and visual impacts
  - Acoustic impact and attenuation
  - Other amenity impacts including overshadowing, overlooking etc.
BRAESIDE PARK

REDWOOD GARDENS ESTATE