HUME CITY COUNCIL HUME CORRIDOR INTEGRATED GROWTH AREA PLAN (HIGAP) SPATIAL STRATEGY DECEMBER 2015

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1. INTRODUCTION

The Hume Corridor is one of the most substantial areas of growth in Melbourne. Its expansion forms part of the State Government's strategy to manage the population and economic growth of the Melbourne Northern Region.

Along with redevelopment in more established areas like Broadmeadows, the population of the Hume Corridor is expected to rise to 208,000 people by 2026 and exceed 300,000 in the longer term.

Table 1: Future Population in the Hume Corridor

| | 2015 | 2026 | 2040 | Longer Term |
|------------|---------|---------|---------|----------------|
| Population | 155,000 | 208,000 | 263,000 | 300,000+ |
| Households | 50,000 | 69,000 | 90,000 | 110,000+ |

Hume City Council's long term strategy for the municipality called Hume Horizons 2040 identifies growth of the Hume Corridor as the greatest influence on the city in the coming 25 years. Appropriately managing the change it creates underpins much of the strategy.

This Spatial Strategy seeks to ensure that Council's planning and influence on land use and infrastructure provision plays its role in achieving the aspirations in Hume Horizons. Together with the accompanying *Infrastructure and Delivery Strategy*, it aims:

"To manage change and enable development in the Hume Corridor that provides choice and access to the 'things' people and businesses require now and in the future whilst minimising negative impacts on the environment".

The 'things' include: jobs, housing, roads, public transport, shopping, open space, leisure activities, schools, community facilities, and health facilities.

Hume City Council believes that fulfilling this aim will make the Hume Corridor more sustainable, liveable and productive in the future. It will go a long way to realising the opportunities that growth and change presents to address some of the challenges that the Hume Corridor faces, notably: a lack of local access to a diverse range of jobs, tertiary education, hospital facilities, entertainment and cultural activities, and adequate public transport.

This Spatial Strategy and the *Infrastructure and Delivery Strategy* include policies and strategies for Hume City Council to implement to achieve this aim. However, much of the responsibility for managing the change in the Hume Corridor rests with State Government agencies. This strategy therefore includes a number of policies aimed at ensuring State Government agencies fulfil their obligations and help to achieve the aim.

How to Read this Spatial Strategy

This Spatial Strategy outlines the changes that Hume City Council is seeking to achieve in the coming 25 years in the Hume Corridor.

Section 2 - The Vision describes the Hume Corridor that this Spatial Strategy is trying to create in the coming 25 years.

Section 3 – The Future Hume Corridor describes what change is needed to manage growth and deliver the vision.

Section 4 – The Hume Corridor in Detail describes in more detail the planned and required change in particular parts of the Hume Corridor.

Section 5 – Monitoring describes when and how this Strategy will be monitored and updated.

The accompanying *Infrastructure and Delivery Strategy* outlines in more detail when important infrastructure and development should occur and who is responsible for delivering it. The two strategies should be read together.

Status of this Strategy

This Strategy represents Hume City Council's policy position on the future planning of the Hume Corridor. It guides the work of Hume City Council in managing growth and change, its advocacy to State Government and its discussions with developers and agencies involved in delivering change. It is also the basis for making and assessing amendments to the Hume Planning Scheme.

Approved Plans

A number of decisions about growth and change in the Hume Corridor have already been made in high level plans prepared by State Government, including the *Metropolitan Planning Strategy (Plan Melbourne*), the *Growth Corridor Plans* and a number of precinct structure plans. Decisions have also already been made in a number of other plans for specific sites, including the *Broadmeadows Structure Plan* and *Craigieburn Town Centre Structure Plan*.

The Spatial Strategy is broadly aligned with these but includes the following departures:

- Aitken Boulevard is recommended to extend south of Johnstone Street and connect to the Western Ring Road.
- A new arterial road and public transport connection known as the 'Attwood Connector' is proposed to connect Barry Road and Aitken Boulevard to Melbourne Airport.

 Land in the north of the Hume Corridor is recommended for residential development not industrial and commercial development as proposed in the Growth Corridor Plan.

If approved plans are considered for review, the Spatial Strategy will provide the basis for Hume City Council's position and views on potential changes. Similarly, this strategy will be updated if substantive changes are made to approved plans.

For more information on the *Growth Corridor Plans*, the *Precinct Structure Plans* and the *Metropolitan Planning Strategy*, please go to: www.mpa.vic.gov.au.

Informing Documents

A number of technical studies and work has informed this Spatial Strategy as well as community consultation. This includes a Discussion Paper that was released for comment in 2013 and outlines the opportunities and challenges for the Hume Corridor.

2. VISION

Hume Horizons 2040 identifies the following aspirations for the Hume Municipality:

Hume City will be renowned for its liveability, it will be home to a community living in harmony where residents will value and celebrate their unique cultures and identities, respecting themselves and each other without prejudice.

Inspired to reach their full potential, residents will have easy access to high-quality education and will be able to find employment close to home.

Innovative planning will ensure the local identities of our communities are maintained and that residents feel welcomed, valued and have a strong sense of community connection.

All residents will have easy and safe access to health facilities and will enjoy high quality open spaces and the natural environment, encouraging healthy and active lifestyles.

Hume City will be a well-connected community, supported by excellent public transport, walking, cycling and road networks. The City will be well-resourced and managed with strong leadership from Hume City Council. Residents and stakeholders will be actively encouraged to have a voice and help shape local decision-making, with Council operating in an open, accountable and transparent way.

To ensure the community can access the services and facilities it needs and deserves, Council will develop strong and innovative partnerships with other levels of government, business and local community groups.

The following is the Land Use Vision for the Hume Corridor in 2040 that seeks to achieve this aspiration and respond to the local and global issues and opportunities the Hume Corridor¹ has:

The Hume Corridor Area has changed its image as a peripheral and industrial location to a highly regarded and desirable part of Melbourne to both work and live.

New and existing residential areas offer not only affordable housing but affordable living with great amenity, a diversity of housing and easy access to local everyday services and facilities.

Broadmeadows is the focus for major office, retail and leisure development and together with new centres at Mickleham, Donnybrook and Craigieburn ensure residents throughout the Hume Corridor have a wide range of choices for shopping, employment, entertainment, health, education and cultural activities.

Employment precincts along the Hume Highway, Donnybrook Road and around Melbourne Airport are home to global, national, regional and local businesses in a diverse range of industries employing local people across a range of trades and professions.

Connecting residents and visitors throughout the north of Melbourne are regular and extended train services and numerous bus services many of which maximise the use of a dedicated busway along Aitken Boulevard.

The landscape and biodiversity features of Hume Corridors are protected in connected conservation reserves and parkland areas. The public reserve network provides high quality opportunities at local and regional scales for the community to exercise, relax and enjoy nature.

¹ Issues and opportunities for the Hume Corridor are outlined in the 2013 Hume Corridor HIGAP Discussion Paper

3. THE FUTURE HUME CORRIDOR

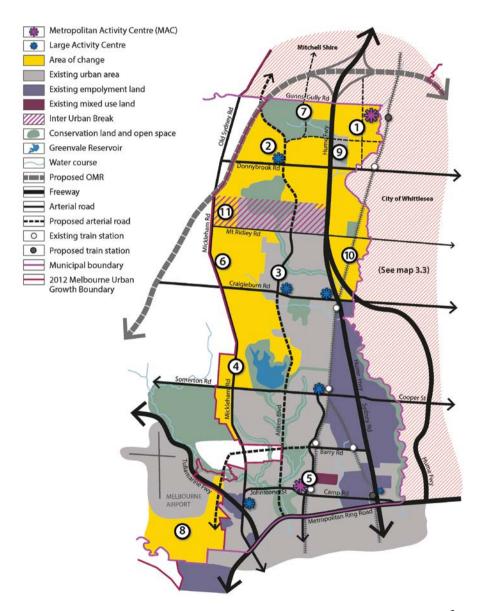
Table 3.1a - Major Areas of Change with Approved Plans

| Area of Change | New Lots | Proposed Change |
|-----------------|----------|---|
| 1. Lockerbie | 10,000 | Residential development with Town Centre and new facilities |
| 2. Mickleham | 9,000 | Residential and employment area with new Town Centre and new facilities |
| 3. Craigieburn | 7,500 | Major residential area with new facilities and expansion to the Town Centre |
| 4. Greenvale | 4,000 | Residential development with new facilities |
| 5. Broadmeadows | 6,500 | Redevelopment area for housing, office, retail and community facilities |

Table 3.1b - Major Areas of Change without Approved Plans

| Are | ea of Change | Estimated No. Lots | Proposed Change |
|-----|----------------------|-----------------------|---|
| 6. | Craigieburn West | 5,500 | Residential development with supporting facilities subject to a PSP |
| 7. | Merrifield North | n/a | Retarding basin with major sports and leisure hub and potential employment precinct. |
| 8. | Melbourne Airport | n/a | Expansion of terminals, construction of a third runway and expansion of business park and freight handling facilities |
| 9. | Kalkallo | 450 | Residential development with supporting facilities subject to further planning |
| 10. | Craigieburn East | n/a | Employment development comprising predominantly industrial uses |
| 11. | Lindum Vale | 1,000 | Residential development reflective of Inter Urban Break principles subject to a PSP |

Map 3.1a: Future Growth and Major Change Areas in Hume Corridor



3.1. Areas of Change

The Growth Areas

The entire Hume Corridor is experiencing growth and change. The majority of change will occur on the current fringe of the urban areas of Craigieburn and Greenvale and further north in Mickleham and around Kalkallo. These precincts are referred to as 'growth areas'.

In total these areas are anticipated to deliver over 40,000 new dwellings and 1,100 hectares of employment land. This equates to approximately 65 percent of the future growth in the Hume Corridor. Serving these new areas will be the two large activity centres of Donnybrook (Lockerbie) and Mickleham (Merrifield) as well as an expanded Craigieburn Town Centre.

A number of these growth areas have approved structure plans that guide the land uses and the broad layout of new development areas. Subdivision plans and other more detailed plans are required to confirm the layout of new development and the design of new roads and activity centres. Other areas of change still require plans to be approved (see Table 3.1), notably Craigieburn West and Merrifield North.

Hume City Council's aspirations for these more detailed plans and the remaining areas of sizeable change are outlined more in Section 4.

Established Areas

There is also significant potential and need for change within the established areas of the Hume Corridor to meet the growing and changing needs of the community and businesses.

Broadmeadows is identified as a Metropolitan Activity Centre (MAC) and a Place of State Significance in *Plan Melbourne* and is the focus for major change within the established area of the Hume Corridor and wider northern sub region of Melbourne. The approved *Broadmeadows Structure Plan* proposes development that will transform the

Broadmeadows area into the largest retail and employment centre in the Northern Sub Region of Melbourne and a focus for new apartment and townhouse living.

The established parts of Craigieburn and Campbellfield are two additional areas with significant potential for sustained change in the medium term (10 years). There is also scope for smaller scale intensification and change in other established areas, particularly around activity centres, to improve access and choice to different housing and facilities required by the community as they age and change (see Sections 3.5 and 3.6).

Potential Additional Development Areas

The outward growth of the Hume Corridor is currently controlled by the Melbourne Urban Growth Boundary (UGB). Changes to the UGB are determined by State Government but Hume City Council is typically consulted on these changes. Box 3.1 outlines Hume City Council's position on the UGB and what should be considered in making changes to the boundary. This reflects the advice in State Planning Policy, particularly with regards to having a UGB that endures and provides sufficient land with appropriate supporting infrastructure to accommodate population growth and development need for at least 15 years.

The need to alter the current UGB to realise the vision for the Hume Corridor has been considered in preparing this strategy. Two areas that are currently outside of the UGB, but previously considered for inclusion, have been examined in detail - the Attwood Land and Greenvale West (land west of Mickleham Road).

The examination identified that there is insufficient capacity in existing major road infrastructure and uncertainty on the funding of major upgrades to transport infrastructure and services to support either development area. There are also a number of other challenges that need

Box 3.1 – The Urban Growth Boundary in the Hume Corridor

Hume City Council believes the Urban Growth Boundary (UGB) should set a definable edge to Melbourne and encourage urban redevelopment.

Changes to the UGB should be limited to enable the boundary to endure, withstand unnecessary pressure for urban development and provide certainty for landowners, infrastructure providers and the community on future development.

Proposals to change the UGB must demonstrate that they would protect areas of natural heritage significance and valued landscapes, not undermine the ongoing viability of extraction industries and other businesses in the green wedge, and not impact upon the curfew free operations of Melbourne Airport.

Proposed changes must also demonstrate that there is sufficient capacity in existing major infrastructure or identifiable new infrastructure to support the scale of development proposed. Only infrastructure which is committed in budgets or has in principle funding commitment from the responsible agency should be relied upon to support a change to the UGB where there is currently insufficient capacity.

Specifically, proposals for boundary changes must demonstrably prove:

- there is a quantitative and qualitative need for the additional development land and substantive community benefit arising from changing the UGB
- that land within the current UGB could not meet this need and deliver comparable development opportunities and community benefits

- the change would protect and not undermine the integrity of areas of natural heritage significance and the ongoing viability of valued land uses, quarries and rural businesses
- there would be minimal impact on the 24 hour curfew free status of Melbourne Airport
- there is sufficient capacity within the existing arterial road, tertiary
 health and education infrastructure to appropriately support the full
 extent of development and/or there is new major infrastructure
 which is either committed in existing budgets or has an in principle
 funding commitment from the responsible agency to be delivered in
 step with development
- the development could access existing local community, education, health and recreation facilities with capacity to support development, as well as local shopping and public transport services or would deliver and viably support new facilities and services in step with development
- the proposed boundary is based on holistic development areas and infrastructure, drainage and servicing catchments.

Where there is sufficient land within the UGB to meet the foreseeable development needs of Melbourne, changes to the UGB should only be made to deliver a development of the highest community benefit within the immediate years that cannot be met within the UGB.

Such proposals must address the requirements above. They must also demonstrate that the development and the associated community benefits would be fully realised within the immediate 5 years of the boundary change.

to be addressed before either area can be considered suitable for inclusion within the UGB (see Section 4.2 and 4.5).

Given the high levels of current employment land, the Attwood Land is not proposed to be included within the UGB for the next 15 years. In the longer term (15 years+), or if employment land demand increases significantly, it may be a suitable future development area to meet future employment land requirements.

If the Attwood Land is required to be developed to enable the delivery of the Attwood Connector within the next 15 years and this is considered a development need with a sufficiently high community benefit, it could justify the inclusion of the Attwood Land within 15 years (see Box 3.1). This will be monitored in accordance with the indicators in Section 5 and reviewed comprehensively when this strategy is reviewed in 2025.

Change in the Wider Northern Growth Region

The Hume Corridor area forms part of the Wider Northern Growth Region with the City of Whittlesea and parts of Mitchell Shire and part of the Melbourne Northern Sub Region.

Major developments are proposed within these areas (See Map 3.1b) that will have a strong influence on the Hume Corridor, including:

- Epping plans are in place to grow the Epping Shopping Centre, attract office development and broaden the medical facilities around the Northern Hospital.
- Melbourne Wholesale Food Market construction is underway for the relocated market on Cooper Street on the boundary of the Hume Corridor. It is anticipated to employ 10,000 people.
- Northern Rail Freight Interchange land to the north of the Hume Corridor in Mitchell Shire has been identified for a major rail freight interchange that could generate significant employment.

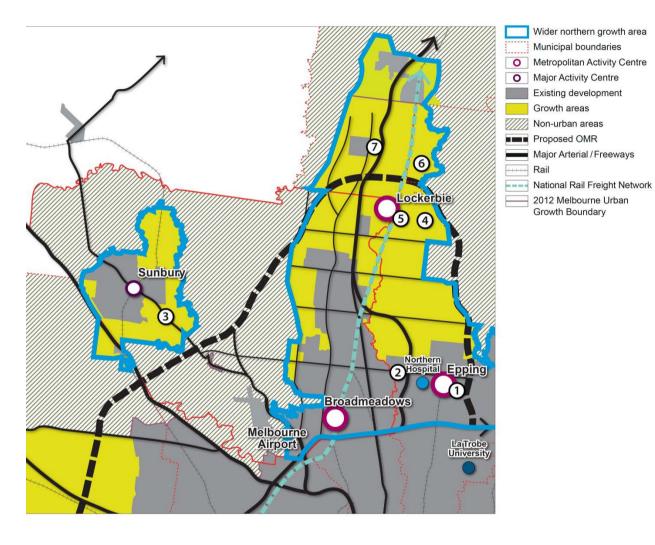
- Donnybrook and Woodstock major new residential suburbs to the east of the Merri Creek north of Donnybrook Road.
- Beveridge major new residential suburbs around Beveridge.

The major developments proposed at Epping and at Melbourne Food Market in the City of Whittlesea will generate increased demand for eastwest travel in the southern part of the Hume Corridor. With transport network limited for such movements this will add pressure to the Somerton Road – Cooper Street corridor in particular.

In the north, the very large residential developments planned at Donnybrook and Woodstock in the City of Whittlesea and Beveridge in Mitchell Shire will form part of the catchments to Mickleham (Merrifield) and Donnybrook (Lockerbie) town centre catchments. Their development will significantly influence the timing of demand for large scale and higher order retail, leisure, health and civic services that are most logically located in these centres (see Section 3.3). They will also influence the timing of the delivery of important transport infrastructure, including the Lockerbie Train Station, Donnybrook Road upgrades and the extension of Aitken Boulevard (see Section 3.4).

Close working with Whittlesea City Council, Mitchell Shire Council, State agencies and the developers will be required to manage the funding and timely delivery of local and higher order infrastructure. This is discussed further in the *Infrastructure and Delivery Strategy*.

Map 3.1b Hume Corridor and Wider Northern Growth Region



| Arc | ea of Change | Proposed Change |
|-----|--|---|
| 1. | Epping | Expansion of retail and office within centre and increased residential surrounding it |
| 2. | Cooper Street | Relocation of Melbourne Wholesale Food Market and major industrial development |
| 3. | Sunbury | Major new residential neighbourhoods with a population of 100,000+ people |
| 4. | Woodstock | Major residential neighbourhood of approximately 20,000 people |
| 5. | Donnybrook | Major residential neighbourhood of approximately 30,000 people |
| 6. | Beveridge Interstate Freight Terminal | Major rail freight terminal and employment node |
| 7. | Beveridge & Lockerbie North | Major residential neighbourhoods of approximately 80,000 people |

Strategies

To maximise the benefits of change whilst minimising the impact of new development on the environment:

- Plan the areas of change to deliver access to a greater range of housing, employment, retail and other services for existing residents and businesses.
- Protect and connect areas of environmental significance, notably areas of native vegetation, scattered remnant trees and areas of habitat that support protected species.
- Ensure that the scale of growth and change in the Hume Corridor and wider region is appropriately considered in the strategic planning by higher order community service and infrastructure providers, VicRoads and Public Transport Victoria.
- Work with State agencies and service providers to develop business cases and funding applications for the delivery of new infrastructure.
- Advocate for State infrastructure projects in the Hume Corridor to be planned and delivered in the timelines outlined in the Infrastructure and Delivery Strategy.
- Deliver local infrastructure that enables the provision of a wide range of community services, and recreation, leisure and cultural opportunities.

To maximise the opportunities that large scale change in the growth areas present to deliver genuine choice and opportunity for existing and future residents and businesses throughout the Hume Corridor:

 Work with Metropolitan Planning Authority, other State agencies, landowners/developers and the community to prepare structure plans for Craigieburn West, Lindum Vale, and Kalkallo.

- Work with State agencies, other municipalities and agencies in the Wider Northern Growth Region, and the private sector to deliver a greater range of education, health, entertainment and cultural facilities.
- Review and update approved structure plans to respond to changing needs and to enable improved development outcomes.
- Work with developers to prepare subdivision plans which enable greater choice of transport, housing and business options.
- Develop and approve plans for activity centres which provide numerous opportunities for a wide range of businesses and service providers.
- Work with Public Transport Victoria to extend existing bus and train services to new neighbourhoods as soon as feasible.

To respond to the changing needs of the community and businesses in established areas:

- Prepare detailed plans to manage and shape major change in established parts of the Hume Corridor, including the activity centres of Broadmeadows, Craigieburn Plaza and Campbellfield, and the Ford Site.
- Utilise residential planning zones and other controls to enable development which responds to the community's changing demands for housing.
- Advocate for the timely upgrades to major roads and improved bus services.
- Prepare design frameworks and guidance to enable change in existing activity centres.

To manage the further expansion of the Hume Corridor:

 Consider proposals to change the UGB that address the requirements outlined in Box 3.1.

- Require proposals to change the UGB to enable the development of the Attwood Land also address the relevant strategies in Section 4.2.
- Require proposals to change the UGB to enable the development of the Greenvale West Land also address the relevant strategies in Section 4.5.
- Work with businesses in the green wedge to minimise the impacts of urban development on their ongoing operations and support landowners to maintain and enhance natural values on their properties.

To manage and realise the benefits of change in Wider Northern Growth Region and Melbourne Northern Sub Region:

- Work with State agencies, Mitchell Shire Council and Whittlesea City Council and other municipalities and agencies in the northern region to:
 - prepare structure plans for Mickleham North, Donnybrook and Woodstock, and Beveridge
 - sequence development in a way that enables the timely delivery of Lockerbie Train Station and the delivery of Aitken Boulevard
 - fund and deliver regional scale infrastructure needed in the Northern Corridor that is best located in the Hume Corridor.
- Advocate for the delivery of State infrastructure in adjoining municipalities that benefit the community and businesses in the Hume Corridor.

3.2. Employment

HIGAP AIM:

"Build on the economic strengths of the Hume Corridor whilst seeking to diversify the economy and increase the number, accessibility and range of business and employment opportunities."

Table 3.2a: Job Targets For Hume Corridor

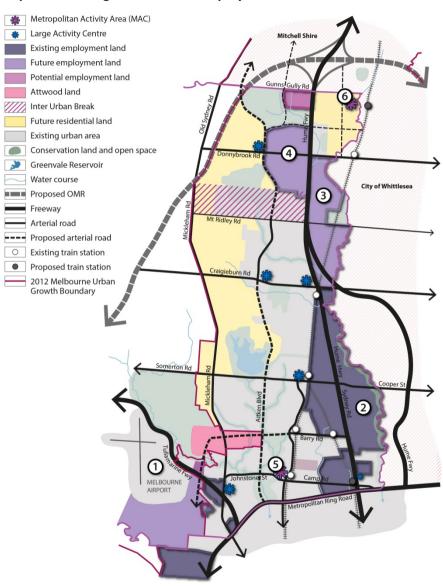
| | 2031 | 2046 |
|-------------------------------------|---------------------|---------------------|
| Number of Jobs (additional jobs) | 100,000 (30,000) | 125,000 (55,000) |
| Required serviced employment land | 650ha | 1200ha |
| Additional retail floorspace | 150,000sq.m | 250,000sq.m |
| Additional office floorspace | 70,000sq.m | 120,000sq.m |

Note: Floorspaces areas are net developable area to meet job targets.

Table 3.2b - Future Major Employment Areas within Hume Corridor

| | | Estimated Jobs | | | |
|----|---|----------------|---------|-----------|--|
| | | Current | At 2031 | Long Term | |
| 1. | Melbourne Airport | 13,000 | 20,000 | 30,000+ | |
| 2. | Hume Highway Area | 21,000 | 29,000 | 29,000+ | |
| 3. | Hume Freeway Area | 0 | 1,000 | 7,000+ | |
| 4. | Donnybrook Road Precinct (incl. Mickleham Town Centre) | 0 | 9,250 | 20,000+ | |
| 5. | Broadmeadows Activity Centre | 6,000 | 10,000 | 13,000+ | |
| 6. | Donnybrook Town Centre | 0 | 600+ | 10,000+ | |

Map 3.2 - Existing and Potential Employment Land



The Hume Corridor is one of the largest and most important employment locations in Melbourne. It is home to businesses and facilities employing approximately 70,000 people, primarily in manufacturing and transport and logistics sectors.

The major population growth planned for the Hume Corridor makes it critical that these businesses continue to grow and new businesses are attracted to ensure good access to jobs within the Hume Corridor and Melbourne Northern Sub Region.

A greater diversity of businesses is also required to minimise out commuting and the resultant congestion on Melbourne's transport network. This diversity is also needed to create a more robust local economy capable of withstanding global shocks and declines in any particular sectors of the economy, notably the traditional manufacturing sectors.

Hume City Council believes that every Hume Corridor resident should have the opportunity to work in their chosen profession within the Hume Corridor. It is committed to achieving the necessary growth and diversity in job opportunities to achieve this and in so doing contribute significantly to the productivity and sustainability of Melbourne.

Jobs Growth in the Hume Corridor

An Economic Assessment² explored potential future employment growth rates and land requirements from 2012 to 2046. It identified that a realistic target would be 100,000 jobs by 2031 and 125,000 jobs by 2046. If achieved, these jobs targets would retain a self sufficiency rate (number of jobs compared to number of people in the labour force) of 110% at 2031 and 2046.

² Hume Corridor Economic Assessment (2013) by AEC Group

It identified that a higher target of 140,000 jobs at 2046 could be achieved with the delivery of a tertiary education and a major health facility (see Section 3.6), and increased attraction of businesses in the professional services sector.

Ultimately it is anticipated that the Hume Corridor could support over 150,000 jobs when all land identified for employment, retail and office floorspace is developed.

The Future Hume Corridor Job Profile

The majority of the new jobs are anticipated to be in sectors associated with population growth, notably the retail sector (9%). However, the largest share of jobs will be in the transport, postal and warehousing sector (24%), reflecting the strong growth across Melbourne of logistics companies and the excellent transport connectivity proposed in the Hume Corridor.

Whilst some sectors of manufacturing are anticipated to decline, growth in manufacturing jobs is forecast to be strong, particularly in food product manufacturing (141% increase).

A key source of local jobs will be Melbourne Airport where the Melbourne Airport Masterplan identifies the potential for 30,000 jobs by 2033 at the Airport and in the adjoining employment and business park.

Employment Land

Approximately 1,200ha of land is forecast to be required for employment purposes to meet the jobs and economic growth potential identified. Of this, 660ha is anticipated to be required by businesses in the transport, postal and warehousing sector and 100ha in the wholesale trade sector.

The manufacturing sector as a whole is anticipated to create a need for 100ha of land though some sub manufacturing sectors are anticipated to

decline. The remaining demand for employment land is made up of a number of smaller sectors.

In addition to vacant and underutilised employment land within the established parts of the Hume Corridor, there is currently approximately 250ha of employment land at Melbourne Airport and 550ha of undeveloped employment land with plans approved. In addition, there is a further 700ha proposed in the *Growth Corridor Plan* within the Hume Corridor (including land immediately north of Gunns Gully Road in Mitchell Shire – see Map 3.1b). This total of 1,500ha exceeds the amount identified for economic growth forecast in the Hume Corridor. Some or all of the 300ha of land proposed for employment development at Mickleham North along Gunns Gully Road could more suitably be developed for residential development to support public transport provision on Aitken Boulevard and maximise the relationship to Merrifield Park (see Section 4.9).

Industrial Sites

The exact composition of uses on employment sites will depend on the decisions of individual businesses. However there are some sites that offer unique opportunities for different types of employment space and should be protected for such uses.

This includes the land at Melbourne Airport which offers the most suitable location within Melbourne for transport logistics businesses that require immediate access to air freight services. It is important that this unique and limited land is maximized. Businesses that do not need this proximity and could be readily located elsewhere should be discouraged from locating on airport land.

The Donnybrook Road Corridor and land at Somerton offer large lots with good access to the freight network. They should be recognised and

prioritised for transport and logistics and wholesale businesses seeking large warehouse and logistics developments.

The existing and future employment areas adjoining the Hume Highway and Hume Freeway, along Somerton Road and Cooper Street and in Tullamarine are likely to be the most suitable locations to meet demand from manufacturing companies. These sites are also suitable for businesses providing a range of services to trades and the residential community that are not suitable in activity centres.

Outside of the Hume Corridor, a major Interstate Freight Terminal is proposed at Beveridge in Mitchell Shire. This facility will be critical to maintaining the appeal of this area for transport and logistics businesses and manufacturers.

Office Development

Around 125,000sq.m of additional office floorspace is anticipated to be required. The demand for this floorspace will come from businesses seeking an activity centre location, a business park location and an industrial park location. The most suitable locations for large scale office development will be the activity centres of Broadmeadows, Donnybrook (Lockerbie) and Mickleham (Merrifield) and in new business parks along Donnybrook Road and potentially in expanded business park facilities on Camp Road in Campbellfield.

The Attwood Land may also be a suitable longer term option (15 years+) for a business park if demand for business park space increases significantly (see Section 3.1).

Protecting Employment Land

A number of the existing and future employment areas of the Hume Corridor are recognised in the *Metropolitan Planning Strategy* as being of National Significance. This includes employment land along the Hume Highway and Hume Freeway, land at Melbourne Airport, and land along Donnybrook Road.

Hume City Council believes these areas should be protected from non industrial and commercial uses, notably large scale bulky goods retail precincts, owing to their economic importance to the Melbourne and Australian economy. Large scale bulky goods retailing will only be supported in the nodes identified in Map 3.3 below. Community uses such as gyms, recreation facilities and health facilities along with large supermarkets will also not be supported in any of the employment sites in the Hume Corridor unless a full alternative site assessment has been approved, and access, traffic and amenity issues satisfied.

Attracting Businesses and Improving Access to Work

Achieving the job targets will be a significant challenge, particularly given the slowdown in new job creation within the Hume Corridor in recent years.

Hume City Council is committed to attracting new businesses and supporting local resident's access to work. It recently adopted a Business Attraction Framework³ and continues to build and promote business networks, facilitate training opportunities and run programs aimed at getting people into jobs.

Major investment and support is also needed from the State Government to: duplicate and upgrade the major transport network (see Section 3.4), commit to the provision of new higher education learning facilities and courses within the Hume Corridor, support business take up and use of new technologies, and attract global and regional investment.

³ Business Attraction Framework (2014) available from www.hume.vic.gov.au

Strategies

To strengthen the economy and increase the number and diversity of business opportunities and jobs in the Hume Corridor:

- Seek to retain the existing levels of self containment and self sufficiency in the Hume Corridor.
- Work with State and Federal Government, developers and businesses to achieve the job targets in Table 3.2.
- Ensure that there is sufficient high quality employment land identified to meet these job targets.
- Facilitate the timely approval of large scale planning and subdivision permits for development of employment land, particularly for the attraction of footloose businesses.
- Work with Melbourne Airport to prioritise the development of their business park for businesses that require immediate access to the airport.
- Work with the landowners and developers with land along Donnybrook Road and the Hume Freeway to plan and deliver high quality business and industrial parks attractive to a range of businesses, notably transport and logistics and wholesale businesses.
- Work with landowners and developers in the Broadmeadows, Donnybrook (Lockerbie), Mickleham (Merrifield) and Craigieburn town centres to plan and deliver opportunities for a range of sites and premises suitable for a wide range of businesses.
- Prepare or approve plans for the development of underutilised land and Maygar Barracks (subject to ongoing use by Commonwealth Government) along Camp Road in Campbellfield and the Ford Site to enable their renewal and re use for employent generating uses.

- Monitor the need for the development of the Attwood Land for a future business park.
- Ensure the State agencies understand the economic benefits and employment development catalyst that the construction of major transport infrastructure will have on the Hume Corridor in their business case development and assessment of future Growth Area Infrastructure Charge expenditure.

To build on the existing strengths of the economy of the Hume Corridor and support existing and future businesses to grow:

- Implement the measures outlined in the Hume Business Attraction Framework that support existing businesses.
- Protect employment land within the established employment areas along the Hume Highway and at Tullamarine and Gladstone Park.
- Restrict bulky goods retailing outside of the Metropolitan Activity Centres, the large activity centres, and the bulky goods centres on Map 3.3.
- Refuse proposals and permits that would lead to the encroachment of sensitive uses (notably residential) on land adjoining the employment areas in Map 3.2.
- Refuse permits for community, leisure and health facilities and large supermarkets in the employment areas on Map 3.2 unless it can be demonstrated that there are no alternative suitable and available locations within activity centres or residential areas and all traffic, access and amenity issues are addressed.
- Work with resource extraction companies to limit the impacts of growth and urban development on their ongoing operations.

3.3. Activity Centres

HIGAP AIM:

"Enable a high level of choice and accessibility to popular and viable activity centres throughout the Hume Corridor containing a range of employment, shopping, cultural and leisure and health facilities."

Table 3.3: Retail Floorspace (sq.m) Targets for Major Centres

| | Current | 2021 | 2026 | 2036 | Ultimate |
|------------------------------|---------|---------|---------|---------|----------|
| 1. Broadmeadows | 80,000 | 100,000 | 120,000 | 120,000 | 120,000+ |
| 2. Craigieburn | 50,000 | 60,000 | 70,000 | 90,000 | 90,000+ |
| 3. Donnybrook (Lockerbie) | 0 | 0 | 30,000 | 80,000 | 100,000+ |
| 4. Mickleham (Merrifield) | 0 | 0 | 15,000 | 64,000 | 64,000+ |

Note: Targets to be monitored and updated with new population forecasts.

Map 3.3 – Activity Centres & Catchments Metropolitan Activity Centre (MAC) ***** Bulky Goods Activity Centre # Large Activity Centre Neighbourhood Activity Centre (NAC) MAC catchment Existing Large catchment Proposed catchment Existing NAC catchment Proposed NAC catchment Proposed OMR Arterial road --- Proposed arterial road Existing train station Proposed train station MELBOURNE

Catchments are indicative.

Activity centres are one of the most important areas of a city. They are the focal point for a range of activities, particularly shopping and leisure. They are also important locations of work and a source of community identity and pride. In many instances, they are the most recognised part of an area and can be major drivers of investment and attraction. Ensuring people have good access to a range of high quality centres is therefore critical to reducing the need to drive and improving the overall desirability of the Hume Corridor as a place to live and do business.

Hume City Council is committed to delivering high quality and valued activity centres in the Hume Corridor that provide an increased equality of choice and opportunity for residents and businesses.

A Hierarchy of Centres

Map 3.3 shows the future network of the activity centres in the Hume Corridor and their indicative catchments. Broadmeadows is identified as a Metropolitan Activity Centre (MAC) and at the top of the hierarchy reflecting its potential to become one of the largest activity centres in the Melbourne Northern Sub Region and attract the type and scale of retail, employment, housing, leisure and cultural activities more commonly found in the CBD.

Donnybrook (Lockerbie) Town Centre is also a MAC and anticipated to be the largest centre in the northern part of the Hume Corridor. Along with Mickleham (Merrifield) Town Centre it will serve residents and businesses in the new development areas north of Mount Ridley Road and those in Mitchell Shire and the City of Whittlesea. These two centres are the preferred and reserve locations for a range of new higher order health and educations facilities required to serve this growing residential area in the longer term (see Section 3.6)

The Craigieburn Town Centre is planned to grow further with significant new retail provision. It is also identified as a future health precinct in the *Hume Northern Growth Corridor Health Masterplan* ⁴ and in *Plan Melbourne*. Along with Roxburgh Park Town Centre, it will serve the needs of the residents and businesses in the central part of the Hume Corridor.

Growing each of these large centres is vital to delivering the level of choice and good access to a range of employment and higher order services desired and expected by existing and new residents. They are vital to minimising residents need to travel long distances and to improving equity of access to employment and services across Melbourne. Certainty on the timing of future transport upgrades and major health and community facilities will assist greatly in securing early private sector investment in Mickleham (Merrifield) and Donnybrook (Lockerbie) that will serve new residential areas and will have a limited catchment in the coming 10 years.

Map 3.3 also shows a number of existing and proposed neighbourhood and local activity centres and their catchment. These are critical to meeting everyday convenience shopping and service needs, and fostering a sense of local community and identity.

To unlock the development potential and achieve the desired scale and mix of activity and jobs in these centres, it is important that centres are the focus for a range of retail <u>and</u> non retail activities, particularly local businesses and health and community services. Enabling residential development within centres can also help retain activity throughout the

⁴ Hume Northern Growth Corridor Health Masterplan 2014 prepared by HCC

day and ensure that demand for smaller higher density housing product is located in the most accessible locations.

Research shows that delivering 'street based centres' with multiple titles and land ownerships provides the greatest scope to achieve this mix of business opportunities and residential development. All new centres with the Hume Corridor should therefore be designed to include streets and business opportunities on titles that are separate to any new shopping centres or supermarkets.

A number of bulky goods centres are also on Map 3.3 and are the preferred locations for restricted retail. Proposals for restricted retail outside of these nodes will be discouraged, particularly in the Nationally Significant Industrial Precincts (see section 3.2). The most significant of these centres is at Campbellfield where a new Ikea is proposed to open in the coming years and there is potential for further bulky goods retailing (see Section 4.4).

Investing in Existing Centres

Hume City Council is committed to assisting each activity centre to be vibrant and offer a range of activity and uses commensurate with the hierarchy in Map 3.3.

In recent years, Hume City Council has invested strongly in Broadmeadows and Craigieburn to set a benchmark for new development, and to facilitate and attract private sector investment. It has now commenced a process of exploring how each of the other existing centres in the Hume Corridor could attract a more diverse range of uses, improve the built environment and foster greater social interaction to ensure their viability into the longer term.

This work will inform new structure plans and urban design frameworks as well as place marketing and investment strategies.

Strategies

To enable a high level of choice and accessibility to a range of employment, shopping, cultural and leisure and health facilities throughout the Hume Corridor:

- Plan for the hierarchy of activity centres and indicative catchments shown in Map 3.3.
- Monitor planning and transport frameworks on an annual basis to inform any required changes to the activity centre hierarchy.
- Support retail development up to the staged floorpsace targets shown in Table 3.3.
- Require retail impact assessments for proposals significantly above or in advance of the targets in Table 3.3 to demonstrate that the scale of development would not unacceptably delay the future development of a MAC or large activity centre within the Hume Corridor.
- Focus restricted retail in the MACs, large activity centres and bulky goods centres shown in Map 3.3 and restrict such development in other locations.
- Work with health and community support service providers to establish a greater presence in new and existing activity centres.
- Plan and stage the development of new neighbourhoods within the Hume Corridor to enable the early delivery of activity centres and the delivery of community facilities (see *Infrastructure and Delivery Strategy*).

To enable Broadmeadows, Craigieburn Town Centre, Mickleham (Merrifield) and Donnybrook (Lockerbie) to deliver employment and to meet the needs of residents and businesses in the Northern Region:

- Prepare and approve more detailed plans within the Broadmeadows Structure Plan area that delivers a high quality mix of housing, office and retail development as well as a range of entertainment, leisure and health facilities.
- Prepare and approve plans for Craigieburn Town Centre to enable it to meet increasing demand for employment, retail, leisure and health uses and services in the fast growing Craigieburn area as well as meet the needs of residents in the coming 10 years in the Merrifield West and Lockerbie Precincts.
- Prepare and approve plans for Mickleham (Merrifield) and Donnybrook (Lockerbie) that:
 - o provide for the full range of higher order retail, community uses and employment opportunities of residents and businesses north to serve future development north of Mount Ridley Road/Summerhill Road including the future adjoining residential areas in the City of Whittlesea and Mitchell Shire
 - o safeguard land for a future university (or equivalent facility) and hospital (or equivalent) in both centres
 - o meet the outcomes and strategies outlined in Section 4.9 and 4.10.
- Plan and advocate for the delivery of Aitken Boulevard and bus services to connect residents in the Hume Corridor and in the adjoining residential areas in the City of Whittlesea and Mitchell Shire to these centres.

To enable local centres to meet more of the everyday needs of residents in new suburbs and provide distinctive character and identity:

- Prepare and approve plans for the new neighbourhood and local activity centres in Plan 3.3 to include a range of retail, community, health and business opportunities.
- Require plans for neighbourhood centres to be predominantly street based and include opportunities suitable for small business, professional services, and health services uses in addition to the main supermarket and specialty shops.
- Require plans for activity centres to include retail and commercial land on multiple titles to facilitate a greater range of ownership opportunities.

To enable existing centres to meet the changing needs of residents and businesses and increase their popularity and viability:

- Prepare Structure Plans and Urban Design Frameworks to guide potential large scale changes to the Craigieburn Plaza, Campbellfield and Gladstone Park activity centres in accordance with the opportunities and strategies outlined in Section 4.
- Support the continued development of Roxburgh Park in accordance with the strategies outlined in Section 4.3.
- Prepare Place Frameworks to guide future investment by Hume
 City Council and provide design guidance for small scale
 development and change in other existing activity centres.

3.4. Transport

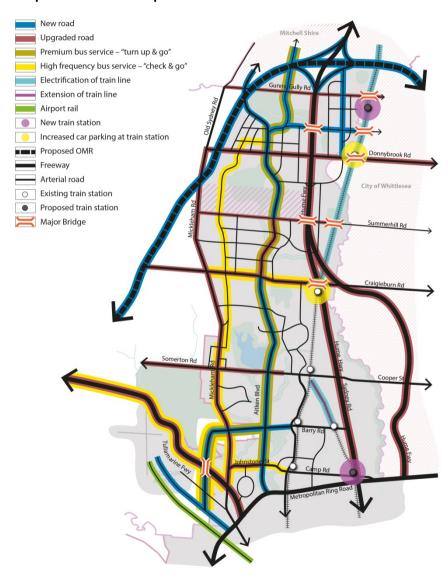
HIGAP AIMS:

"To manage travel demand and realise the economic, social and environmental benefits of increased transport choice and investment in transport infrastructure."

Table 3.6 – Major Transport Infrastructure Upgrades

| 1. Aitken Boulevard | New State arterial road with dedicated bus way. |
|-------------------------------|---|
| 2. Attwood Connector | New State arterial road with dedicated bus way. |
| 3. Upfield Train Line | Extension of Upfield Line and electrification from Craigieburn to Beveridge with new stations at Campbellfield and Lockerbie. |
| 4. Somerton Road | Widened State arterial and freight route with new bus services. |
| 5. Outer Metropolitan Ring | Future freeway and major freight route with fast train. |
| 6. Mickleham Road | Widened State arterial and freight route with new bus services. |
| 7. Craigieburn Road | Widened State arterial with new bus services and new bridges over freeway and rail line. |
| 8. Sunbury Road | Widened State Arterial with new bus services. |
| 9. Mount Ridley Road | Widened State arterial lane arterial with new bridge over the freeway, rail line and Merri Creek. |
| 10.Hume Freeway | Widened Freeway |

Map 3.4 - Future Transport Infrastructure



Box 3.4: The Transport Challenge in Hume

Transport Assessments undertaken by Hume City Council have identified:

- Daily trips generated within Hume will increase from 190,000 to 925,000 by 2031 and ultimately over 1.35 million.
- Daily trips within Hume will increase from 330,00 to 650,000 by 2031 but mode share will remain at 3% without major investment in new bus routes.
- Daily trips to the CBD will increase from 25,000 in 2011 to 65,000 by 2031 with 78% of trips estimated to be by public transport.
- Daily trips to locations outside of Hume and the Melbourne CBD will increase to 257,000 by 2031.
- The number of daily freight movements on freight routes will increase by approximately 100% by 2031.
- Patronage at Broadmeadows and Craigieburn stations will increase by 250% and 400% respectively by 2031.
- Volumes on key north-south arterial roads like Mickleham Road will grow by up to 150% by 2031.

Travel is one of the largest expenses for businesses and residents and lengthy commutes can have significant social and health implications for residents, particularly in growth areas. It is also one of the biggest causes of climate change.

The development of new and expanded activity centres and new employment areas are essential to managing the growth in travel demand that the increase in population will create. Even with the large jobs growth and good access to services planned for, Box 3.4 shows that the Hume Corridor is anticipated to see a large increase in travel demand to the Melbourne CBD and other parts of Melbourne, particularly for work.

Providing a choice of transport options for travel to, within and from the Hume Corridor is critical to managing this demand and limiting the economic, social and health impacts of lengthy commuting and congestion. Keeping congestion on roads to a minimum is particularly important for the Hume Corridor, given the large number of existing and anticipated freight and manufacturing businesses reliant on good transport connectivity. Any increase in travel time will impact upon their competitiveness and productivity.

Planning for Transport Choice and Productivity

Hume City Council is committed to planning and facilitating an environmentally sustainable, economic stimulating and socially just transport system that provides residents, workers, visitors and businesses with a more appropriate and genuine range of transport choices.

Achieving this will require a significant investment in infrastructure across all modes of transport by all tiers of Government and ongoing implementation of the *Hume Integrated Land and Transport Strategy (HILATS)*.

Map 3.4 shows a number of major road, freight and public transport infrastructure and service improvements that are proposed in this strategy to manage the transport demands in Box 3.4. These include a number of road upgrades to all arterial roads, major new roads and bridges, new train stations, and new premium "turn up and go" and "check and go" bus service corridors⁵.

Transport Assessments have shown that without these significant improvements there will be:

 $^{^{\}rm 5}$ "turn up and go" – service frequency removes need to check timetable before leaving

[&]quot;check and go" – service frequency requires a quick check of timetable before leaving

- increases in congestion in the southern part of the Hume Corridor, particularly along Mickleham Road
- major congestion on the Tullamarine and Hume Freeway, and on the Hume Highway
- overcrowding on trains, particularly on the Craigieburn Line, and insufficient car parking at train stations
- significant increases in travel times from the new development areas, particularly to the Melbourne CBD and inner areas of Melbourne.

Work commissioned by Hume City Council has shown that the delivery of the improvements shown in Map 3.4 could deliver productivity benefits to the Hume Corridor of \$61million per annum by 2031 and \$205million per annum at full development. This is on top of other more direct economic benefits typically generated from transport projects.

These improvements are also critical to facilitating the intensification and diversification of housing and employment particularly in and adjoining the activity centres (see Sections 3.2 and 3.5).

There is currently no commitment or funding from State Government for the delivery of these important improvements and this is an issue of great concern for Hume City Council and the community. The *Infrastructure and Delivery Strategy* outlines when these improvements should be made to facilitate appropriate travel choice, to minimise congestion and safety issues, and to deliver these economic benefits.

Aitken Boulevard and Attwood Connector

Aitken Boulevard and Attwood Connector are particularly important and beneficial future additions to the road and public transport network. Whilst costly to deliver, they will link existing and future residential communities in Roxburgh Park, Craigieburn, Mickleham, and Beveridge to

employment and services opportunities in the Mickleham, Craigieburn and Broadmeadows town centres, and Melbourne Airport. They will reduce traffic congestion significantly from Pascoe Vale Road, Mickleham Road and Somerton Road and maintain or reduce travel time.

Much of the residential development and major destinations within the Hume Corridor are poorly served by the Craigieburn and Upfield Train lines. These new roads, with potential for a dedicated bus lane, have the potential to offer a comparably quick and direct level of service as trains. Transport Assessments has shown that buses utilising these roads from Wallan to Broadmeadows and to Melbourne Airport could carry over 15,000 passengers a day by 2026 and ultimately over 45,000 passengers a day. They are particularly important for managing travel demand within the Hume Corridor.

Extension to Upfield Train Line

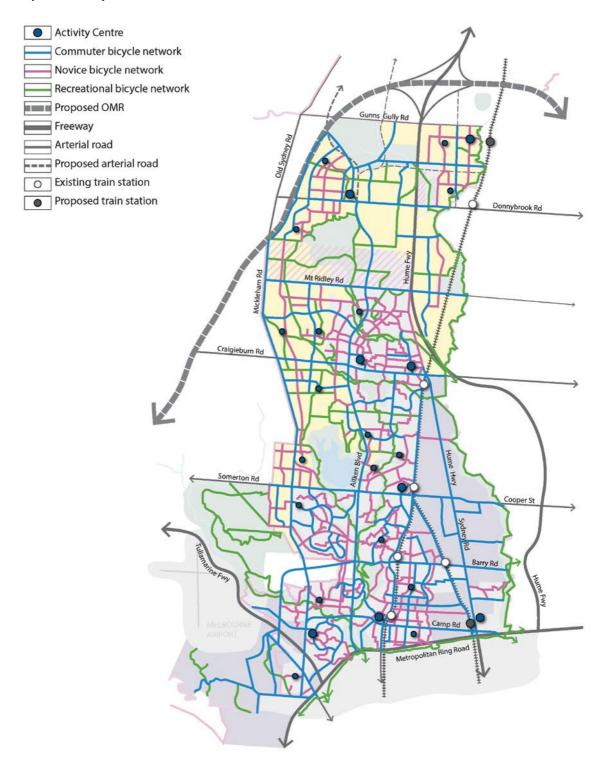
The extension of the Upfield Line to Beveridge with a new train station at Lockerbie are the most crucial means of managing demand for access to the Melbourne CBD with additional road options severely limited.

Early delivery of these projects is critical to providing affordable and sustainable choices for residents in the communities of Lockerbie and Merrifield and to managing the increase in train travel demand at Craigieburn Train Station.

Melbourne Airport Rail Link

The construction of the Melbourne Airport Rail Link along the preferred Albion route alignment will improve access from the central area of Melbourne. This will help to manage congestion on the Tullamarine Freeway but will provide limited improvement in accessibility to Melbourne Airport for residents and businesses in the Hume Corridor, the Wider Northern Growth Region or the Northern Sub Region. It is vital that

Map 3.4a – Bicycle Network



the significant demand from these areas is also catered for in the transport planning of State Government and Melbourne Airport.

Walking and Cycling

As well as these large scale road and public transport improvements, improvements will be needed to the walking and cycling network to minimise car use for local trips. *HILATS* includes a number of strategies to promote walking and cycling as a relevant and realistic transport mode in the Hume Corridor.

Map 3.4a shows the potential future bicycle network in the Hume Corridor that will need to be created to cater for commuter, recreation and novice cyclists. It will be used to inform future road design, future road upgrades and future structure planning.

These improvements and supporting measures to promote active transport will also help to promote a more healthy community.

Freight

The Hume Corridor is a popular location for transport and logistics companies and this is forecast to grow signficantly. Priority existing and future freight corridors include: Airport Drive, Western Ring Road, Hume Freeway, Hume Highway, Somerton Road, Mickleham Road and Donnybrook Road.

It is vital that these existing freight routes are upgraded and new freight routes delivered in the timeframes outlined in the *Infrastructure and Delivery Strategy* to manage the anticipated large increase in freight vehicles into the future (see Box 3.4).

The existing Somerton Freight Terminal is currently underutilised and represents an opportunity to help manage the increase in demand for

freight. In the longer term the Beveridge Interstate Freight Terminal will be the primary rail freight facility in the north of Melbourne.

Strategies

To manage travel demand and realise the economic, social and environmental benefits of increased transport choice:

- Plan and advocate for the major transport improvements shown in Map 3.4 in accordance with the timeframes outlined in the Infrastructure and Delivery Strategy.
- Work with the development industry to advocate and monitor the progression of funding for major State transport infrastructure projects against future development staging and projections.
- Work with developers, VicRoads and Public Transport Victoria to sequence development to extend and upgrade the road network to facilitate an efficient transport network as early as possible in the development of growth areas.
- Require a transport infrastructure impact assessment be submitted as part of development proposals should the limits to development associated with the 'fundamental' transport infrastructure identified in the *Infrastructure and Delivery Strategy* be reached.
- Limit development within parts of the Hume Corridor should the limits to development associated with the 'fundamental' transport infrastructure identified in the *Infrastructure and Delivery Strategy* be reached and development shown to cause an unacceptable impact on the transport network and orderly planning.
- Work with State Government to prioritise investment in transport projects that offer short term solutions to transport issues and deliver ongoing economic, environmental and social benefits.
- Continue to plan for, advocate and demonstrate the importance of Aitken Boulevard and Attwood Connector as vital major road and

- public transport routes for managing travel demand within the Hume Corridor and Wider Northern Growth Region.
- Work with Metropolitan Planning Authority, VicRoads and Public Transport Victoria and developers to ensure that roads are designed and delivered to support extensions to bus services into the new development areas at the earliest dates.
- Fund and work with developers and State Government to deliver the bicycle routes in the Bicycle Network Plan in Map 3.4a.
- Ensure that new road upgrades, particularly around or on route to activity centres, community and recreation facilities and employment areas, make provision for high quality walking and cycling infrastructure.
- Implement the green travel and sustainable travel actions outlined in the Hume Integrated Land and Transport Strategy (HILATS).
- Prepare and approve plans and subdivision applications that promote and enable the maximum potential for walking and cycling.

To maximise the economic and land use benefits of transport infrastructure investment:

- Work with VicRoads and Public Transport Victoria to design streets that not only cater for the movement of goods and people but provide high quality amenity for adjoining development.
- Plan for and support development intensification along Craigieburn Road, around new train stations and within activity centres.
- Work with VicRoads and Public Transport Victoria to explore options for improved pedestrian access from residential areas to the premium and high frequency bus routes.
- Design Activity Centres to integrate well with the movement and stopping of buses.

 Plan and support the development of multi-use intermodal terminals and designated freight precincts at Somerton and Beveridge.

To manage the impact of increased development on local streets:

- Prepare and approve plans and subdivision applications that achieve a hierarchy of streets.
- Advocate for the timely delivery of upgrades to the arterial road network, particularly important freight routes.
- Continue to implement road safety and traffic calming measures on local streets.
- Review parking provisions and capacity to provide on street parking in areas of increased intensification of housing.

3.5. Housing

HIGAP AIM:

"To increase the diversity and choice of housing, particularly for smaller households and the growing number of older and younger people."

Table 3.5 - Current and Future number of Small Households and Potential Supply of 1 and 2 Bedroom Homes

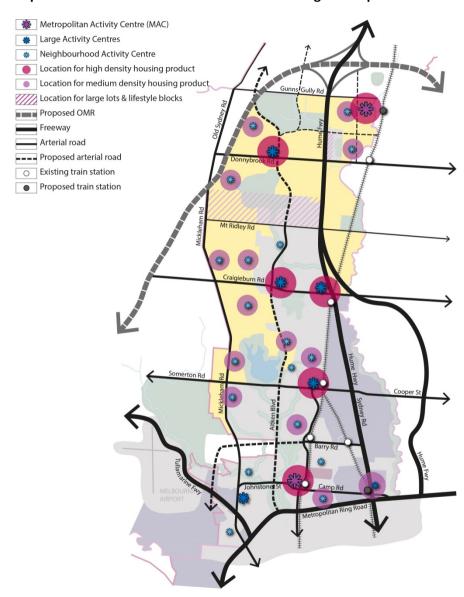
| | 20 | 11 | 20 | 36 |
|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|
| Suburb | Small Households | 1 and 2 Bedroom homes | Small Households | 1 and 2 Bedroom homes |
| Attwood | 352 | 83 | 501 | 93 |
| Broadmeadows | 1,305 | 658 | 2,744 | 1,193 |
| Campbellfield - Somerton | 701 | 287 | 856 | 442 |
| Coolaroo | 401 | 44 | 579 | 104 |
| Craigieburn | 3,767 | 523 | 8,269 | 1,768 |
| Dallas | 793 | 169 | 882 | 239 |
| Gladstone Park | 1,561 | 137 | 1,691 | 247 |
| Greenvale | 986 | 49 | 2,887 | 84 |
| Jacana | 391 | 115 | 496 | 120 |
| Meadow Heights | 1,231 | 268 | 1,793 | 658 |
| Mickleham - Kalkallo | 114 | 7 | 4,720 | n/a |
| Roxburgh Park | 1,396 | 182 | 2,796 | 572 |
| Tullamarine | 1,517 | 600 | 1,778 | 730 |
| Westmeadows | 1,034 | 188 | 1,527 | 403 |
| Hume Corridor | 5,415 | 1,144 | 31,519 | 6,590 |

Note: Projections based on ID Population Forecasts (2011)

Small households defined as lone person and couple only households

Future No. of 1 & 2 bedroom dwellings based on trend during 2006-11

Map 3.5 – Best Locations for More Diverse Housing Development



The Hume Corridor is dominated by detached family housing. This housing does not and will not meet future needs as many parts of the Hume Corridor are anticipated to see large increases in older people and non-family households who need and want smaller housing.

Hume City Council believes that every resident should have the opportunity to access housing that meets their needs throughout their life and in their suburb of choice.

Providing smaller housing and different housing products is necessary to achieving this. This is particularly important for older people who cannot maintain a family home and often rely on friends and family in their existing community for support and assistance.

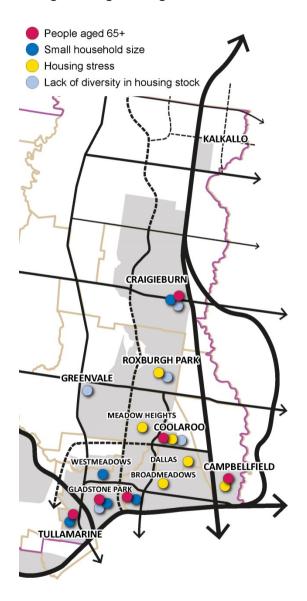
Approximately 15% of households in Hume are experiencing housing stress. Increasing the amount of smaller housing and different housing product will provide more scope for households to match their needs with their financial capacity as well reduce ongoing housing costs.

There is some concern in the community that smaller housing products and higher density development will cause parking issues and result in a loss of character of the area. These issues can be addressed by prioritising such development in locations that are highly accessible to public transport and services, and through good design.

Priority Areas for More Diverse Housing Product

Every area in the Hume Corridor contains households that face affordability, housing stress or housing diversity challenges (see Map 3.5a). Table 3.5 shows the significant shortfall in the supply of 1 and 2 bedroom housing. Addressing these mismatches and housing challenges is vital to improving and maintaining the quality of life of residents in the Hume Corridor.

Map 3.5a - Housing Challenges facing Hume Corridor



Map 3.5 shows the best areas to deliver the majority of the need for smaller housing products in the Hume Corridor. This includes a strong focus on the activity centres of Broadmeadows, Craigieburn, Mickleham (Merrifield) and Donnybrook (Lockerbie) where multi storey apartments and townhouses are being planned. This reflects their potential capacity to achieve such large scale housing, their potential appeal to smaller households and target demographic groups and their accessibility to jobs, transport and services. Smaller centres and areas around train stations and along major roads with good bus routes also offer preferred locations for townhouses, duplexes and apartments up to 3 storeys.

Development in the priority areas and preferred locations will be principally influenced and managed through the use of different residential zones and revision to existing plans where this diversity is not facilitated. Defined boundaries will be identified in the coming years along with design guidance.

The area immediately north of Mount Ridley Road, known as the 'Inter Urban Break' provides a unique opportunity for larger housing on more rural blocks. This area will be protected to maintain choice for households seeking larger and lifestyle blocks (see Section 4).

Outside of Priority Areas

Outside of these priority areas, family housing is preferred to remain the dominant house type. However, smaller housing in the form of villas and town houses are also considered suitable and necessary to meet the housing needs and demands. Height limits and further design requirements will be prepared to manage the integration of such housing.

Where there is a unique and consistent built form character and in the areas affected by aircraft noise from Melbourne Airport, a very restricted approach to future housing subdivision and change will be applied.

Strategies

To increase the diversity and choice of housing, particularly for smaller households and the growing number of older and younger people:

- Develop a housing strategy with targets to guide the future planning for housing diversity and measures to address the housing challenges identified in Map 3.5a.
- Prepare plans, zoning controls and design standards in the established areas identified for higher and medium density development in Map 3.5 that:
 - o promote and support 1 and 2 bedroom housing products
 - support site consolidation to enable larger scale and integrated 1 and 2 bedroom townhouse and apartment developments.
- Prepare plans, zoning controls and design standards in the established areas outside of the higher and medium density areas in Map 3.5 that promote and support 1 and 2 housing products in areas of significant demand for smaller housing but maintain the predominance of family housing.
- Work with Metropolitan Planning Authority to ensure that new Precinct Structure Plans reflect the potential for higher and medium density areas for housing diversity in Map 3.5.
- Require developers of land in the growth areas identified for higher and medium density areas in Map 3.5 to deliver a mix of 1 and 2 bedroom apartment, townhouse and villa style products.
- Require developers of land in the growth areas outside of the areas identified for higher and medium density housing in Map 3.5 to deliver some 1 and 2 bedroom product in areas of high amenity.
- Maintain the Inter Urban Break land primarily for larger detached housing and low density development.

- Explore opportunities for specialist housing products to be delivered as part of the development and redevelopment of community facilities.
- Encourage housing that is able to be adapted to different life stages or is suitable for the needs of an ageing population.

To achieve a high standard of new development and ensure that medium and higher density housing product responds to the prevailing street and built form character in established areas:

- Utilise planning zones in areas of uniform character to require new development to:
 - o maintain front and side setbacks
 - o protect existing landscaping qualities
 - o provide a high quality appearance to the street
 - o reflect other uniform character qualities identified.
- Prepare guidance on design and car parking to inform future development of new housing in established areas.

To safeguard the operations of Melbourne Airport:

 continue to limit subdivision and multi lot development in areas affected by aircraft noise from Melbourne Airport.

3.6. State and Local Community Facilities and Services *HIGAP Aims:*

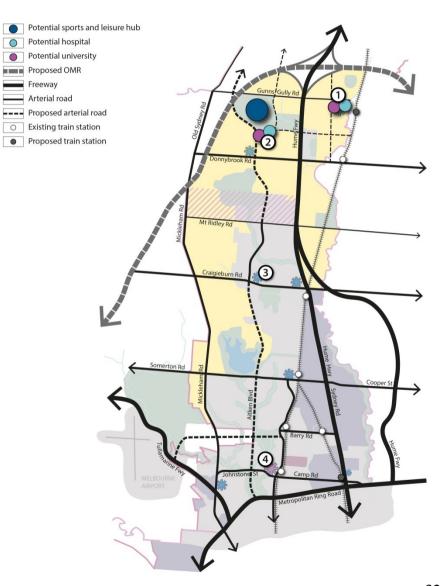
"Secure the delivery of state and regional scale health, education and sports infrastructure in the Hume Corridor."

"Deliver and fund local community and leisure facilities to meet the full and changing needs of the community over time throughout the Hume Corridor."

Table 3.6 – Preferred Locations for New or Expanded State and Regional Community Facilities

| | Locations | Facility/Service |
|---|--|---|
| 1 | Donnbrook (Lockerbie) Town Centre | Reserve location for university campus (or equivalent) and public hospital (or equivalent) Potential location for a private hospital. Location for higher order sports and civic facilities serving Lockerbie, Donnybrook and Woodstock |
| 2 | Merrifield Park/ Mickleham Town Centre | , , , |
| 3 | Craigieburn Town Centre and immediate area | New aquatic and athletics facility Expansion of education and training courses offered from existing Library and Learning Centre Preferred location for a large health precinct |
| 4 | Broadmeadows | Expansion of tertiary education opportunities within Broadmeadows Preferred location for health facility offering hospital services |

Map 3.6 – Potential Location of State & Regional Education and Sports and Leisure Facilities



State and Regional Scale Infrastructure

The population of the Wider Northern Growth Region is anticipated to increase from 370,000 in 2011 to 690,000 by 2031⁶ and reach nearly 1 million people in the coming 40 years. This scale of growth combined with the distance of new development from existing facilities requires the provision of new major state scale sports, leisure, tertiary education, health and arts facilities.

Hume City Council believes that such facilities are vital if the residents of the Hume Corridor and wider Northern Growth Region are to have an appropriate and equitable level of access to essential health, education and community services and recreation opportunities.

Hospital and University

In the Hume Corridor, tertiary education providers currently provide a range of courses from the Hume Global Learning Centres at Broadmeadows and Craigieburn under the multiversity model. Similarly, Northern Health provide a range of tertiary health services. However, the delivery of a hospital facility and a university facility is considered important to improve access to the full range of services with the nearest hospital and university facilities at Epping and La Trobe difficult to access. Both facilities are also critical to achieving the jobs targets outlined in Section 3.2. They are capable of generating significant new jobs, diversifying the economy and in the case of the university helping to increase the skills of the community.

Map 3.6 shows a hospital and university in and adjoining Mickleham (Merrifield) Town Centre. This is the preferred location for such facilities with Donnybrook (Lockerbie) Town Centre a reserve location and a

⁶ Victoria in the Future 2014 prepared by State Government

Box 3.6- Mickleham (Merrifield) Town Centre Preferred Location

Mickleham (Merrifield) Town Centre is the preferred location for a hospital and university facilities as:

- it could be the most accessible location by both road and public transport (Aitken Boulevard) for residents within the Northern Growth Region who currently have poor access to the nearest facilities at Epping and La Trobe
- it offers the potential to deliver such facilities in the medium term (within 10-15 years) on State owned land as part of Merrifield Park
- these facilities could leverage additional employment across a range of employment sectors within the Town Centre and Merrifield employment park if designed appropriately
- these facilities could help to activate and benefit from the potential development of Merrifield Park.

To realise the economic and social benefits of investment in these facilities, the town centre must be designed to link and integrate them, the Aitken Boulevard busway and Merrifield Park, and provide an urban form that will attract multiple complementary businesses and facilities.

Donnybrook (Lockerbie) is a not the preferred location as:

- it is relatively inaccessible for existing and future residents in the Hume Corridor and west of the Hume Freeway in Mitchell who also have the lowest level of accessibility to existing facilities
- there is uncertainty around the timing of the future Lockerbie train station and electrification of the Upfield Line which could delay the delivery of such facilities to beyond 20 years
- the current location proposed for these facilities in the *Lockerbie PSP* is a sizeable distance (1km) from the future Lockerbie train station limiting its accessibility by train.

suitable location for other large tertiary health and education facilities, potentially ones that are entirely privately funded. This preference differs from current State planning policy but as outlined in Box 3.6, Mickleham (Merrifield) Town Centre has a number of potential advantages over the Donnybrook (Lockerbie) Town Centre that have been underestimated to date by State Government.

Importantly, this preference is dependent upon the Mickleham Town Centre being appropriately designed to attract and facilitate significant further investment and jobs growth as a result of investment in these facilities (see Section 4.9). Should the design of the centre not support or seek to maximise these investment and job generating benefits then Donnybrook (Lockerbie) Town Centre would be identified as the preferred location in a review of this strategy.

Merrifield Park

Map 3.6 shows a state scale sports and leisure hub adjoining Mickleham (Merrifield)Town Centre on land owned by Melbourne Water. Known as Merrifield Park, the land is currently used by Melbourne Water for water retention but has been identified as a potential location for a range of sports, water and leisure facilities similar to Albert Park. It is subject to further planning and significant State funding but offers a unique opportunity to broaden the sports and leisure offer of the Melbourne Northern Sub Region and Melbourne as a whole.

It is vital that State agencies support Melbourne Water in planning for such a facility and that State Government explore a range of funding and governance mechanisms to realise this unique opportunity.

Higher Order Facilities

In the growth areas in the north of the Hume Corridor, new aquatic centres, higher order sports facilities, libraries and emergency and civic facilities will be needed. These facilities are appropriately located in Merrifield Park, and the Mickleham (Merrifield) and Donnybrook (Lockerbie) Town Centres. To date land has been identified for these facilities but it is important that further detailed planning commence soon to ensure these large public investment facilities appropriately integrate with other town centre uses and public transport routes, and leverage the maximum wider investment potential for the centre.

A continued and sustained source of State funding will need to be identified to actually deliver these regional facilities as developer funding in Development Contribution Plans approved to date, provides only limited contributions.

In the more established areas, the upgrade to the aquatic centre in Broadmeadows and a new aquatics and athletics facility in Craigieburn will bolster the regional sports provision in the coming years. Additional specialist health facilities and services are required to meet current and projected needs. Investigation of options to deliver these services through expansion to existing facilities in Broadmeadows and Craigieburn have commenced. These expanded facilities will assist in reducing the pressure on hospital services at Epping until a new hospital is built.

Reflecting its well established commitment to lifelong learning, Hume City Council will also continue to work with university and training providers to broaden the range of courses offered, including courses run from its two Global Learning Centres in Broadmeadows and Craigieburn. It will also work with Kangan to explore options to expand their course offer.

Local Community, Leisure and Recreation Facilities and Services

Local community, leisure and recreation facilities and the range of services provided and run from these facilities are vital to achieving strong and vibrant communities, and ensuring residents in the Hume Corridor are appropriately supported.

Hume City Council's approach to the provision of community infrastructure is underpinned by its *Social Justice Charter* that expresses the desire to create a 'fair and just society for Hume's citizens'. This principle has underpinned the preparation of the *Hume Health and Wellbeing Plan, Learning Together 2030, Hume Leisure Strategy* and the *Early Years Framework*, which together help to realise early year's development, educational opportunity, healthy living and strong social connections.

Servicing the Growth Areas

The Hume Corridor currently has a good range and distribution of local community, education, leisure and recreation facilities that offer a range of services. Maintaining and growing this provision and continuing to meet both service and community needs and expectations will be a significant challenge, particularly as the number of new development areas in the growth areas increase.

Hume City Council is committed to delivering local community and recreation facilities as early as practical in new development areas to meet community service needs and to limit issues of social isolation often experienced in growth areas. It advocates strongly for a similar early provision approach from State government and community support service providers.

Whilst early delivery has largely been achieved to date in Craigieburn, Hume City Council is becoming increasingly concerned that the funding and delivery of new school provision and community support services in new development areas is not keeping pace with demand. Preferred timeframes for new provision have been included in the *Infrastructure*

and Delivery Strategy for schools. These will be actively monitored with limits to new development applied where there is an unacceptable delay in school provision.

To maximise opportunities for service integration, to promote social relationships and to provide a focal point for community interaction, community buildings will be designed to support a range of community services. Community buildings will also be co located and designed to integrate with schools and recreation facilities to form 'hubs' of community activity. Where possible these 'hubs' will be located within or adjoining an activity centre to further strengthen the opportunity for community interaction. In the Lockerbie and Mickleham precincts (see Section 4.9 and 4.10) temporary community facilities maybe provided given the isolation of these growth areas from existing facilities.

The required timing and delivery of all planned local community infrastructure in new development areas is outlined in the accompanying *Infrastructure and Delivery Strategy*.

Changing Needs

The diversity of services and recreation opportunities being demanded by the community is increasing, as is at the time of the day when they want to use facilities. Upgrading existing facilities to expand the choice of offer and retaining flexibility in how new community and recreation facilities are developed will be important to meet this continual change in community expectations and needs. It is particularly vital that sufficient land and funding is secured through new development to develop new buildings and spaces that can cater for increasing and changing demand. In recent years the demand for space in Hume City Council facilities from specialist public and not for profit services has increased as they find they cannot afford to purchase or build their own premises.

Addressing this will require continued updating of provision standards for services and provision of increased space within activity centres and community facilities. Greater access to school facilities out of school hours is also needed to meet the full range of indoor sport, theatre space and meeting space demands.

In the established areas of Hume, the increasing number of older people will also create new and increased demands for specialist services and facilities typically provided by Federal and State Government. Creating and reusing existing community facilities, shop fronts and other spaces to enable this increase and provide necessary presence in the community will require a sustained planning and funding commitment from all levels of Government.

The committed and potential local infrastructure proposed in each area of the Hume Corridor is discussed in Section 4 below and in the accompanying *Infrastructure and Delivery Strategy*.

Funding Challenge

Delivering the timely construction of new facilities whilst maintaining and retrofitting existing facilities presents a huge funding challenge for Hume City Council and State Government.

It is vital that funding from development contributions, State and Federal Government recognises this twin challenge and the social implications of not meeting demands in a timely manner.

It is also important that services typically supplemented or met by the private sector in inner parts of Melbourne are also provided in the Hume Corridor. There are current deficits in dentists, doctors and private schools in the Hume Corridor that need to be addressed if Hume Corridor

residents are to experience the same level of choice and access as residents in other areas.

Strategies

To secure the delivery of State and regional scale health, education and sports infrastructure and services in the Hume Corridor:

- Work with State Government, other municipalities and agencies in the Melbourne Northern Sub Region, developers, and the private sector to facilitate the delivery of:
 - o a public hospital and university within the Mickleham (Merrifield) Town Centre on Aitken Boulevard
 - o a sports and leisure hub at Merrifield Park
 - housing and business development to realise the economic benefits and maximise the return on investment in such higher order facilities.
- Work with the developers of the Mickleham (Merrifield) Town Centre to design and deliver an activity centre which fully integrates with a future university and a hospital and maximises the economic benefits of these significant facilities.
- Safeguard land within the Donnybrook (Lockerbie) Town Centre with good access to the train station and major bus routes as an alternative location for a university and public hospital or potential private hospital.
- Work with the developers, City of Whittlesea and Mitchell Shire Council to scope the scale and form of higher order facilities in Donnybrook (Lockerbie) Town Centre, Mickleham (Merrifield) Town Centre and Merrifield Park.
- Require that development in the City of Whittlesea and Mitchell Shire makes appropriate developer contributions to the provision

- of higher order facilities in Mickleham (Merrifield) Town Centre, Merrifield Park, and Donnybrook (Lockerbie) Town Centre.
- Work with Department of Health and health providers to deliver improved and expanded health facilities within or adjoining the Craigieburn Town Centre and Broadmeadows Activity Centre.

To plan, deliver and fund new local community and leisure facilities and services to meet the full and changing needs of the community over time:

- Plan for the provision of community facilities and services so they are coordinated with the delivery and sequencing of residential development.
- Advocate for the delivery of large and local scale State education, recreation and health infrastructure and services in the timeframes outlined in the *Infrastructure and Delivery Strategy*.
- Require Infrastructure Assessments for developments in areas where 'required' large and local scale State education, recreation and health services identified in the *Infrastructure and Delivery* Strategy are delayed.
- Limit development in areas of the Hume Corridor should provision
 of 'required' large and local scale State education, recreation and
 health services be delayed creating an unacceptable impact on
 access to services or impact on orderly planning and development.
- Work with developers to sequence development to unlock the land identified for community, education and recreation facilities in the preferred timeframes for the delivery of new facilities identified in the *Infrastructure and Delivery Strategy*.
- Explore options for the delivery of interim community and education facilities in new development areas with limited accessibility to existing services and facilities.

- Prepare a Precinct Structure Plan for Craigieburn West that includes provision for two new primary schools, community facilities and recreation facilities in the Craigieburn West area.
- Regularly review the provision and design standards for new local community and recreation facilities against demographics, community needs and legislative standards.
- Work with the State Department of Health, the State Department of Education and the private sector to facilitate the delivery of public and private health and education provision throughout the Hume Corridor.
- Advocate for fair and adequate developer contributions to meet the costs of delivering the local infrastructure outlined in the Infrastructure and Delivery Strategy.
- Regularly review community need in established areas for upgraded local community and recreation facilities and secure land where necessary to deliver new facilities and services.
- Explore the need to expand existing Hume City Council facilities to provide additional space for changing community interests and needs, and potential to support specialist service providers.
- Advocate for the retention of adequate funding from Federal and State Governments to enable the timely delivery and provision of high quality facilities and services.

3.7. Hume's Natural Heritage

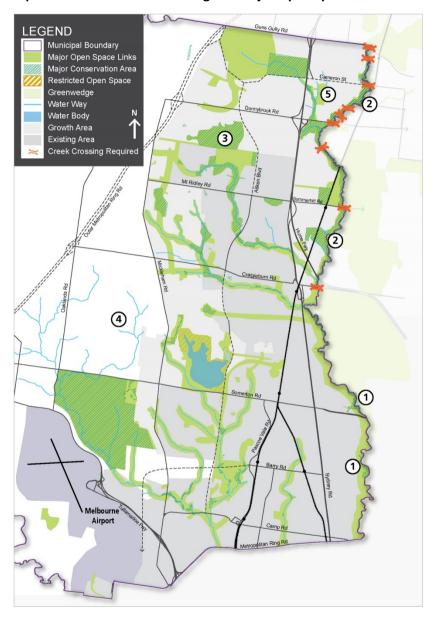
HIGAP Aim:

"Protect and manage the areas of significant natural heritage in ways that balance protection with opportunities for leisure and recreation, and road connectivity where appropriate."

Table 3.8: Future of Significant Natural Heritage Areas

| Area | | Current | Future |
|------|--|--|---|
| 1 | Merri Creek south of Craigieburn Road | Protected and part managed with some community access | Protected as part of a regional park along entire length |
| 2 | Merri Creek north of Craigieburn Road | Protected and part managed with no community access | Protected as part of a regional park along entire length with limited new roads |
| 3 | Mount Ridley Woodlands Park | Protected and part managed with no community access | Protect and manage as part of a green network through Craigieburn and Mickleham |
| 4 | Land west of Mickleham Road, north of Somerton Road | Green wedge area privately owned with a number of rural business. Some grant funding to maintain natural values. | and continue to improve |
| 5 | Kalkallo commons, cemetery and grasslands | Protected and part managed with some community access | Continued protection and management with some community access and potential expansion to north |

Map 3.8 - Hume's Natural Heritage & Major Open Space Links



The Hume Corridor supports a rich natural heritage that provides the community of the Hume Corridor with a range of social, economic and ecological benefits and contributes to the identity and uniqueness of the Corridor. This includes a number of creek and hilltop landscape features that support native vegetation, protected species of plants and habitat for a range of protected animals. The Hume Corridor also contains areas of scattered trees that have significant landscape and ecological value.

Protecting and Increasing Community Access to Natural Heritage

Hume City Council recognises the ecological importance of natural heritage assets but also their potential when linked with open space to promote healthy lifestyles, increase community understanding of their value, and contribute to the areas sense of identity.

Large parts of this valued natural heritage are currently protected by existing Federal, State and Local controls. They are principally managed by Parks Victoria, Melbourne Water or Hume City Council in established areas and private landowners beyond the established area.

In the new growth areas, planning controls prepared by the Federal and State Government are in place to protect some of the most important natural heritage features with urban development attracting offset contributions. These include: Kalkallo Commons Grasslands and Kalkallo Cemetery, Mt Ridley Woodlands, native grasslands to the west of Hume Hwy in Merrifield, woodlands and scattered trees in the west of Mickleham and Craigieburn, and the Kalkallo and Merri Creeks.

While the State government has designated areas within the growth areas to be retained for state and national values, Hume City Council will seek to protect additional conservation assets, particularly scattered trees, where they provide community benefit or contribute to the character of new development.

To realise the economic and social benefits of protecting high quality natural spaces it will be important that all these protected areas are appropriately managed with community access enabled. In particular, it will be important that the long term management objectives of these spaces are secured. Hume City Council will work with developers, State agencies and Melbourne Water to identify appropriate long term management arrangements that provide for community access.

Map 3.8 shows the locations where protection is required and how natural heritage areas can be linked with open space. This includes the continuation of the Merri Creek Regional Parkland that currently extends from the CBD to Western Ring Road that will extend through to the Donnybrook (Lockerbie) Town Centres and link with the natural heritage assets in Kalkallo and Mickleham area. It also includes an expanded network of open space in Craigieburn and Mickleham area that incorporates Aitken Creek, Malcolm Creek, Mount Ridley Woodlands, trees in the Inter Urban Break and remnant vegetation in Craigieburn West (see Section 4.5).

The areas of natural heritage in the growth areas that are proposed to be protected and incorporated into open space also offer excellent walking and cycling connection opportunities. The Merri Creek, in particular, offers opportunities to extend the metropolitan Merri Creek Trail further north. Similarly the areas protected in the Craigieburn and Mickleham areas offer excellent opportunities for cycling and walking trails.

Enabling Transport Connectivity

The transport network identified in Section 3.4 is required to meet the travel demands that growth creates. It includes new transport infrastructure connections through areas of natural heritage. Whilst this will have a negative impact on the natural environment, they are vital to

achieving the level of accessibility needed to support sustainable and equitable growth.

Map 3.8 shows the locations of these connections. The most significant are the construction of Aitken Boulevard down the Yuroke Creek valley, a new bridge across the Moonee Ponds Creek for the Attwood Connector and numerous new bridges across the Merri Creek. The planning and design of these transport connections should mitigate and minimise the environmental impact as much as possible.

Changes to the Urban Growth Boundary

The existing agreements between the State and Federal Government on considering biodiversity values do not apply outside the areas identified within the 2009 program scope⁷. Any alteration to the Urban Growth Boundary (UGB) has the potential to significantly undermine the intent and value of the original agreements under the *Environmental Protection and Biodiversity Conservation (EPBC) Act* 1999. If the UGB were to change then a holistic assessment would be required under the *EPBC Act* 1999. Hume City Council will advocate that such an assessment must consider the methodology and impacts from the 2009 program scope.

If the Greenvale West land is included in the UGB and developed then all areas of remnant grassland and woodland should be considered for retention in a corridor that expands the extent of Woodland Historic Park or regional parkland. The Moonee Ponds Creek and its steep ridgeline environs should also be protected with open space and linear trails provided along its length.

If the Attwood Land is included in the Urban Growth Boundary then the Moonee Ponds Creek and the steep land adjoining the Historic

Woodlands should be considered for protection and incorporated into the wider conservation and open space network.

Strategies

To protect and manage the areas of significant natural heritage in ways that balance protection with opportunities for leisure and recreation, and sensitive urban development:

- Continue to protect and enhance existing areas of natural heritage where no new development or major transport projects are proposed.
- Ensure the subdivision of new development areas identify and protect existing ecological linkages, landscape features and large patches of remnant vegetation in accordance with approved plans.
- Prepare a Structure Plan for Kalkallo Township that protects the Kalkallo Commons, the Kalkallo Creek and the Kalkallo Cemetery with appropriate public access enabled.
- Prepare a Precinct Structure Plan for Craigieburn West that
 protects the areas of woodland identified in the Biodiversity
 Conservation Strategy along with other scattered trees and
 integrates and connects them to the wider open space network in
 the Mickleham and Craigieburn precincts.
- Ensure the Precinct Structure Plan for Lindum Vale appropriately protects the majority of trees in conservation reserves.
- Work with developers to retain smaller areas of remnant native vegetation and scattered trees.
- Work with Melbourne Water, the Department of Environment, land, Water and Planning and Parks Victoria to protect and enhance waterways and waterway corridors in the Hume Corridor.
- Work with Melbourne Water to prepare and deliver Drainage Services Schemes for the Hume Corridor.

⁷ Strategic Assessment Agreement of Melbourne's Urban Growth (2009)

- Advocate for the creation of a land acquisition strategy for all land identified as having natural heritage values within the *Biodiversity* Conservation Strategy.
- Work with Parks Victoria and the Department of Environment and Primary Industries and advocate for State Government funding to deliver the Merri Creek Regional Park in accordance with the approved Merri Creek Parklands Masterplan and future extension to Lockerbie and Kalkallo.
- Require offsets for native vegetation to be spent or applied within the Hume Corridor.

To protect and manage the areas of natural heritage in ways that enables necessary improvements in transport connectivity:

 Work with MPA, VicRoads and Vic Track to design the transport infrastructure that crosses areas of natural heritage in a way that minimises and mitigates adverse impacts on natural heritage including minimising impact on faunal movement patterns.

To protect areas of natural heritage in the rural parts of the Hume Corridor:

- Review the functionality of existing Environmental Significance
 Overlays and Vegetation Protection Zones in the rural areas of the
 Hume Corridor and assess the suitability of alternative controls
 such as Significant Landscape Overlays to protect areas of natural
 heritage from inappropriate new development.
- Advocate for the following if the Urban Growth Boundary is to be amended in the future:
 - a holistic assessment of the biodiversity values in accordance with the Environmental Protection and Biodiversity Conservation Act

- the protection of creeks, native vegetation, sensitive landscapes and scattered trees and consider their incorporation into the open space network.
- Continue to invest and support rural landholders in managing significant areas of native vegetation.

3.8. Climate Change & Resource Scarcity

HIGAP Aim

"Increase the integration of climate change mitigation and resilience, and resource efficiency in the planning and development of the Hume Corridor"

Whilst the causes of climate change and the most appropriate way to reduce carbon emissions at the national and global level remain highly debated topics, there is recognition that a lot can be achieved at the local level to reduce carbon emissions. There is also recognition that changes in climate that may occur in the future that could have significant impacts on people and their property.

These threats combined with a community desire to increase the use of renewable resources of energy and reduce water use are important considerations in planning for the Hume Corridor.

Travel is one of largest contributors to carbon emissions. The measures and strategies proposed in this Spatial Strategy to reduce the need to travel long distances together with the options for travel by non car modes will assist greatly in reducing the rate and scale of increase in carbon emissions as the Hume Corridor grows.

There are other more tangible and visible ways of addressing climate change and resource use.

Reducing Energy Use and Increasing Use of Renewable Energy Technologies

State policies are in place to increase the energy efficiency of new buildings over time through the requirements within building regulations. This will significantly minimise energy use with the current six star home identified to use 24% less energy than a 5 star home and an 8 star home identified to use approximately 70% less than a traditional home.

Hume City Council will continue to encourage use of environmental sustainable design as part of new developments to further the potential for reduced energy use.

Hume City Council has advocated for some time for State Government to consider how the application of neighbourhood wide energy production technologies could be applied in all of Melbourne's growth areas to reduce resource use. Current plans enable over 20 years of housing supply with no consideration to these opportunities. Hume City Council will continue to advocate, encourage developers to explore different options as part of their development, and lead by example in the design of its new facilities.

Resilience to Climate Change

In 2013 Hume City Council adopted a *Climate Change Adaptation Strategy*. It identifies a range of measures to increase the resilience of Hume City Council facilities and support the Hume community and its natural assets to adapt to the impacts of change. Some of the key actions of the Strategy include: ensuring that public spaces and facilities are (re)developed to address potential impacts, supporting developments that demonstrate adaptation in their design, and advocating for stronger policy in State Planning Policy.

Recycled Water

Water remains a scarce resource in Victoria despite rain in recent years and there is a need to explore ways to maximise the re use of water.

Parts of the Hume Corridor already have access to recycled water and measures are in place to extend this through the new development areas. These measures and others to reduce water use and increase recycled water and appropriate use of stormwater will be explored in the preparation of new plans and revision of existing plans.

Access to Food

Access to healthy and culturally appropriate food is an important issue in the Hume Corridor due to the socio economic profile and cultural diversity of its residents and businesses. Hume City Council has recently completed 5 community garden projects and is keen to work with the community and developers to deliver more projects in the Hume Corridor.

Through the development of new activity centres and redevelopment of existing activity centres, new independent food retailers will be encouraged to supplement the main supermarket. This will help to ensure that the community have greater access to an appropriate range and choice of shops to meet their needs.

Strategies

To increase the integration of climate change mitigation and resilience, and resource efficiency in the planning and development of the Hume Corridor:

- Advocate for increased innovation in State Planning Policy to deliver greater local energy generation and broader requirements for the application of environmental sustainable design.
- Advocate for increased innovation in State Planning Policy to improve the resilience of new development to the impacts of climate change.
- Support and work with developers to design new developments which:
 - encompass best practice environmentally sustainable design principles and operating practices
 - require that new developments maximise passive solar design principles

- o incorporate energy conservation, efficiency and generation both at the individual site and district levels
- o incorporate water conservation and water sensitive urban design principles
- use sustainable building materials including recycled materials, materials with recycled content, materials with lower embodied energy and renewable and sustainably managed resources.
- Work with Melbourne Water and Yarra Valley Water to deliver recycled water to all new development areas.
- Implement the measures outlined in the Hume City Council *Climate*Change Adaptation Strategy

To increase access to healthy and culturally appropriate food:

- Work with the community, developers and landowners to deliver more community gardens and urban food production opportunities throughout the Hume Corridor.
- Work with developers and property owners in activity centres to attract more independent food retail options.

To support resource extraction businesses within the Hume Corridor to maintain viable ongoing businesses:

 Work with the owners and operators of extraction businesses in the Hume Corridor to manage the encroachment of urban development and the impact of traffic on their operations

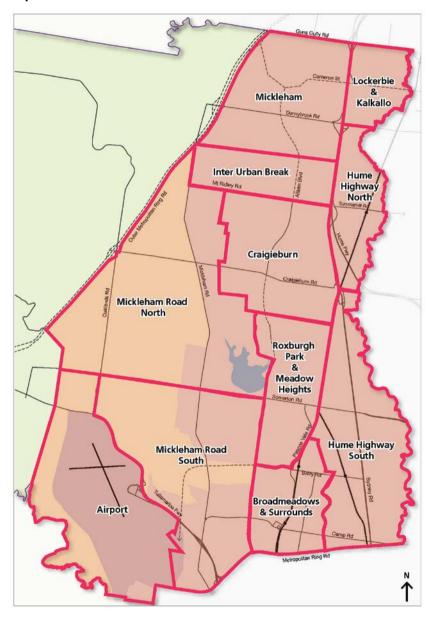
4. THE HUME CORRIDOR - IN DETAIL

This section outlines in more detail the potential for changes within specific areas based on the areas shown in Map 4.0.

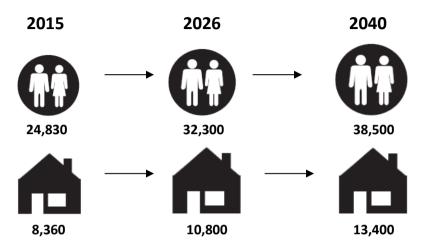
Land to the west of the precincts will be covered in a future strategy.

Note: Household, population and employment projections in this section are estimates and subject to change.

Map 4.0 – Hume Corridor Precincts



4.1. Broadmeadows and Surrounds



The Broadmeadows & Surrounds area includes land from Coolaroo in the north to Jacana in the south and from Yuroke Creek to Merlynston Creek. It is dominated by the centre of Broadmeadows with a mixture of established residential and industrial areas surrounding it.

Large Scale Areas of Change

The Broadmeadows Metropolitan Activity Centre (MAC)

As outlined in Section 3.3, in the future Broadmeadows is to be one of the largest activity centres in northern Melbourne serving the growing population in the Hume Corridor and Wider Northern Growth Region. This is reflected in its vision to be the premier activity centre in Melbourne's North and the aspiration for it to be home to a range of housing, retail, leisure, civic, community and office development otherwise found in the CBD.

Map 4.1 – Broadmeadows and Surrounds



A Structure Plan has been prepared for the area either side of the rail line between the Broadmeadows Valley Park and Merlyston Creek. This includes the land around the existing shopping centre, the Hume City Council offices and other civic buildings which is identified principally for office, retail, cultural and civic uses. To the east of rail line, a greater mix of housing, retail and office uses are proposed.

Work undertaken for Hume City Council suggests that with favourable market conditions, the Broadmeadows MAC could support the following by 2031:

- Significant new housing, primarily to the east of the train line in the form of higher density, mixed-use development
- An additional 100,000sq.m of office development, with the majority developed around the Hume City Council offices and occupied by professional and civic services
- An additional 40,000 sq.m of retail development (with the majority being non-food retail floor space).

The potential for a greater range of health and tertiary education facilities are also being explored.

Significant public investment has already been made in the Broadmeadows MAC with approximately \$80m being invested in the centre since 2008. This investment and the new Hume Central Secondary College, improvements to Tanderrum Way, a new Town Park, and the Dianella Medical Centre have started to transform the centre.

Further public investment in the public realm and transport network together with the release of Government owned land is proposed that will help attract investment and make the Broadmeadows MAC a place people choose to live, work, and socialise.

In the immediate term (0 to 5 years) this includes further public realm improvements for Tanderrum Way and the Town Park, an extension to Broadmeadows Magistrates Court and completion of the Leisure Centre upgrades. Within the next 10 years it is anticipated that the land around the Council offices will be redeveloped for a mix of residential, office and small-scale retail.

Other currently uncommitted improvements include: the redevelopment of Broadmeadows Railway Station and enhancements to the road network to improve east-west connectivity, as identified in the *Broadmeadows Structure Plan*. Hume City Council is working with the Metropolitan Planning Authority, and other Federal and State Government Departments to deliver these and other projects and measures to realise the potential of the Broadmeadows MAC.

Managing Travel Demand

Aitken Boulevard & Attwood Connector

For some time, land has been safeguarded in the Jacana Valley and adjoining the Yuroke Creek for Aitken Boulevard - a new 4 lane arterial road with a dedicated busway from the Western Ring Road to Wallan (see Section 3.4).

When constructed, it will significantly improve public transport connectivity to the Broadmeadows MAC for residents and businesses throughout the central and western parts of the Hume Corridor. It will also significantly reduce traffic and congestion in this precinct area by removing approximately 8,000 vehicles per day along Pascoe Vale Road.

A potential road and public transport link has been identified from Pascoe Vale Road to Melbourne Airport known as the Attwood Connector. Like Aitken Boulevard, the connection is planned to be an arterial road with potential for a dedicated bus way that presents a significant opportunity to improve connectivity of this area to Melbourne Airport. It too will reduce traffic on Pascoe Vale Road as well as other roads outside of this precinct.

Further detailed work is required by VicRoads to confirm the feasibility, environmental impact and funding for Aitken Boulevard south of Somerton Road and the Attwood Connector. Hume City Council will support VicRoads in this work and advocate for its delivery by the timeframes outlined in the *Infrastructure and Delivery Strategy*.

Within the Broadmeadows MAC

Within the Broadmeadows MAC the major transport priorities include addressing connections across the rail line and Pascoe Vale Road, and the impacts of new development on Camp Road. Transport Assessments have confirmed the need for a range of transport improvements to manage future traffic demand, including upgrades to intersections onto Camp Road and the need for new east-west connections (see Map 4.1).

Managing Changing Needs

In 2014 Hume City Council announced a new initiative known as *Together 3047*. Supplementing the vision for Broadmeadows MAC, the initiative is aimed at delivering sustained improvements in the quality of life of residents and addressing disadvantage in the 3047 postcode area (including the neighbourhoods of Broadmeadows, Westmeadows, Dallas and Jacana).

It will initially focus on a range of projects to promote opportunities for local employment and training, as well as improvements to streets and public spaces. It will also identify opportunities to improve housing affordability and choice, and explore how existing community facilities could be improved and used to provide a greater range of services.

Across the 3047 area there are a number of small activity centres which provide important local retail facilities and community services. In combination with the Broadmeadows MAC, these small centres provide for many of the needs of the residents in these neighbourhoods. Whilst popular and viable centres, plans will be prepared to attract further investment, broaden their offer, and ensure their long term viability.

Strategies

To realise the potential of the Broadmeadows Metropolitan Activity Centre:

- Support development and the level of change sought in the Broadmeadows Structure Plan subject to infrastructure capacity.
- Facilitate the provision of office space on land owned by Hume City Council to support the growth of government, community, professional jobs and services.
- Plan for and support the development of additional and diversified housing in accordance with the targets specified in the Broadmeadows Structure Plan.
- Support the expansion of the Broadmeadows Shopping Centre to realise Broadmeadows potential as a major retail destination in the Melbourne Northern Sub Region.
- Advocate for the redevelopment of the Broadmeadows Train Station.
- Advocate for the expansion of existing regional-level education, community and health services and facilities.

- Encourage a diverse mix of hospitality, entertainment and other uses that result in more active streets and facilitates strong physical and visual connections between the different areas.
- Safeguard and explore the options to fund and deliver an extension of Coleraine Street across Pascoe Vale Road and the railway line.
- Explore other options to mitigate the east-west divide created by Pascoe Vale Road and the railway line, including improvements to the station underpass, and new and improved pedestrian crossings of Pascoe Vale Road.
- Advocate for improved integration of bus and train services, improved interchange facilities, and the development of enhanced pedestrian and cycle connections.
- Advocate to State Government for public transport connections into the Broadmeadows Metropolitan Activity Centre from Sunbury and the Hume Corridor, as well as from areas to the south and east.
- Work with the Metropolitan Planning Authority and other Federal and State Government agencies to realise greater public and private sector investment.

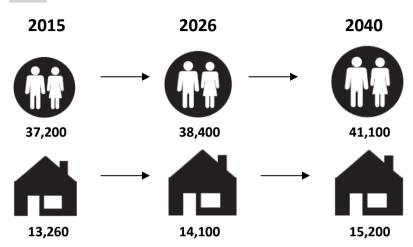
To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

- Plan and advocate to State Government for the delivery of Aitken Boulevard and Attwood Connector within the timeframes outlined in the *Infrastructure and Delivery Strategy*.
- Require that new development within the Broadmeadows
 Structure Plan area contribute to the construction and upgrade of
 new and existing roads and intersections as part of their
 development contributions.
- Plan and deliver the local bicycle network paths shown in Map 4.1.

To improve the quality of life and sense of pride of residents in the areas immediately beyond the Broadmeadows MAC:

- Implement *Together 3047* to:
 - improve economic prosperity through increased participation in employment, education and training
 - encourage community pride through improved city amenity and attractiveness
 - create a strong sense of community connectedness and belonging
 - improve the mix and quality of housing to support a range of life stages
- Support subdivisions and housing development that meets the needs for older people and smaller households.
- Limit major new developments and rezonings that would introduce
 a net increase in homes in the areas subject to significant amounts
 of aircraft noise in accordance with the National Aviation
 Safeguarding Framework (NASF) framework.
- Use the residential zones, planning controls and design guidance to facilitate increased housing diversity and to manage the impacts of new development on existing residents.
- Continue the programme of upgrading existing community and leisure infrastructure to meet the changing needs of the community and new standards for provision.

4.2. Mickleham Road South



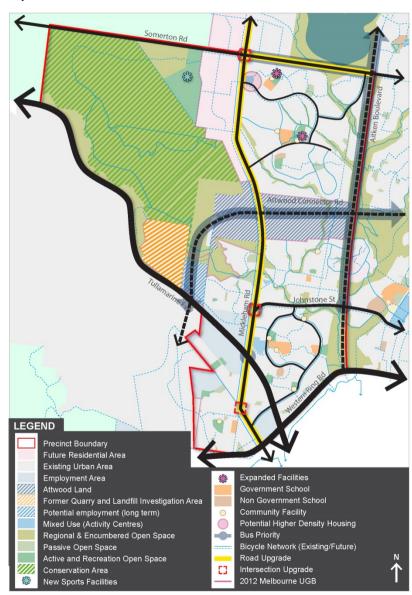
The Mickleham Road South area covers the area of the Hume Corridor either side of Mickleham Road to the west of the Yuroke Creek between the Western Ring Road and Somerton Road. It comprises a mixture of established suburbs like Gladstone Park, Tullamarine and Westmeadows as well as the Attwood area and an expanding Greenvale area. It also includes the Historic Woodlands Park and an area of undeveloped land known as the Attwood Land that is subject to aircraft noise.

Large Scale Areas of Change

A New Residential Area

A new residential community of approximately 1,850 lots is planned to the west of Mickleham Road, south of Somerton Road that is guided by the *Greenvale Central Precinct Structure Plan* (PSP). This area will contribute to the upgrade of intersections on to Mickleham Road and to existing roads as well as the upgrade of community and recreation facilities in the Greenvale area.

Map 4.2 - Mickleham Road South



Land to its immediate south is planned for 70 lower density residential lots in the *Woodlands PSP*. This area is low density to protect the high quality native vegetation and other large trees, to manage fire risk from the Historic Woodlands Park and address servicing requirements.

This increase in population is anticipated to further increase the viability of the Greenvale Shopping Centre which has scope to expand and increase its offer. Together with development north of Somerton Road, it should generate demand for the construction of a Government secondary school in the existing Greenvale area.

Employment Development

The southern part of the Mickleham Road South precinct contains important industrial areas that form part of the wider Melbourne Airport employment area. With Melbourne Airport due to expand significantly over the coming years, there is potential for more airport related businesses to locate in this area in the longer term or as an alternative to the business park immediately adjoining Melbourne Airport.

The buffer land to the former Tullamarine Landfill has been proposed for employment development. For this land use to be considered appropriate, the proposals would need to address potential contamination, transport access, amenity impacts and landfill post closure management obligations.

The Attwood Land, situated outside of the Urban Growth Boundary either side of Mickleham Road has also previously been proposed for future employment. Based on assessments of the site and employment needs in the Hume Corridor, this site is considered a potential longer term (15 years +) development option - see Box 4.2. It would not be suitable for residential development owing to the current and projected level of noise

exposure and the need to maintain the curfew free status of Melbourne Airport.

Box 4.2 - The Attwood Land

The Attwood land is a 235ha site that is almost entirely under a Melbourne Airport flight path and affected by aircraft noise. It is currently outside of the Urban Growth Boundary (UGB), principally to protect the curfew free status of Melbourne Airport. It has previously been considered for inclusion in the UGB to enable development for employment purposes.

Assessment of the site in the preparation of this strategy has identified that the noise constraints, topography and proximity of adjoining residential development mean that it is most appropriately developed as a business park comprising mostly office development. The construction of the Attwood Connector would also be required to provide the level of connectivity to Melbourne Airport, the major road network and public transport network necessary to make it truly attractive to businesses.

There is limited demand for office led business park development in the coming 15 years, and a significant supply of suitable land at Melbourne Airport and elsewhere in the Hume Corridor for such development. This means there is no demonstrable quantitative or qualitative need to alter the UGB in this time and no significant community benefit to justify the change. Beyond 15 years the land may be required and this will be considered in the comprehensive review of this strategy in 2025.

Should opportunities at Melbourne Airport become significantly more limited, demand for office led business park land in this area increase significantly or should the land need to be developed to directly deliver the Attwood Connector within 15 years a potential boundary change

could be considered sooner.

Any proposal to include this area in the UGB should address the requirements in Box 3.1 in Section 3.1. It should also demonstrate that the proposed development of the site is suitable, viable and deliverable given the topography, and show how it will deliver the Attwood Connector. It should also adopt the following controls:

- a minimum 30m setback to buildings from the Moonee Ponds creek and provision of a continuous road frontage between the creek and development
- include steep land adjoining the Historic Woodlands as an extension of the open space network
- a 10m and 30m residential amenity buffer setback from north and south of the site boundary respectively to frontage road with strong landscape screening
- a maximum building height of 10m within 150m from the site boundary
- all access roads to run parallel to contours with land parcels suitable for a range of businesses with lots for larger businesses located on the gentler slopes
- other controls to manage building heights and minimise visual impacts.

Managing Travel Demand

In the future, this precinct will experience significant increases in traffic along Mickleham Road from residents and businesses seeking to access Melbourne Airport, the Western Ring Road and the freeways south of this area, and to a lesser degree employment areas along Donnybrook Road. This will create the need for widening of Mickleham Road north of

Johnstone Street and improvements to intersections along its length. These upgrades should make provision for improved bus services with consideration given to a dedicated bus lane or priority at intersections to ensure efficient bus movements. Whilst this upgrade will increase capacity and reduce congestion, Aitken Boulevard and the Outer Metropolitan Ring are required before congestion is likely to return to current levels (see Section 3.4).

The Attwood Connector is a vital part of the future road and public transport network in the Hume Corridor (see Section 3.4). Its delivery will help reduce traffic on Johnstone Street and Somerton Road in this precinct and significantly improve its accessibility to Melbourne Airport and its employment precinct.

Managing Changing Needs

Housing

This precinct is dominated by 3 bedroom and larger family homes but is anticipated to see a significant increase in older persons and smaller households that will create demands for smaller housing types. Opportunities to meet this demand are currently limited by the subdivision and development restrictions associated with the Melbourne Airport Environs Overlay in Gladstone Park, the age (recent construction) of property in Attwood, and covenants in Greenvale.

There are also few locations where large scale higher density housing would be considered desirable given the limited public transport options available. This makes it important that townhouse, smaller scale apartment buildings and villa style housing is supported throughout the precinct.

New planning controls and zones will be applied to facilitate this necessary development whilst maintaining the prevailing setbacks, street landscaping, and controlling development heights.

Gladstone Park Activity Centre

The Gladstone Park Centre is one of the larger existing centres in the Hume Corridor. It is currently focussed around the internalised shopping centre with a number of community facilities located to its east. In recent years, retail, commercial and health facilities have located along Mickleham Road to maximise the exposure this busy road provides.

Whilst a viable centre, its size and range of uses are comparatively limited for a centre with such a catchment and level of exposure. The centre is very car dominated and lacks any public space for people to meet. With significant growth of Melbourne Airport, increasing passing traffic and employment development around it, there is some potential for this centre to broaden its offer and appeal.

The ownership and configuration of the centre limits large scale changes in the immediate future. However, there is scope to improve pedestrian routes through the centre, the public space and overall connections between the shopping centre and the neighbouring community facilities on Circular Drive. There is also potential to improve the appearance and relationship of the centre to Mickleham Road. These improvements could help increase the viability of the centre and its overall appeal.

The Westmeadows Area

The Westmeadows Area is one of the oldest parts of the Hume Corridor. It has a unique character and quality with established trees, undulating topography, a pleasant creek environment, expansive nature strips, and established gardens with mature tree planting. It also has an attractive but small street based Neighbourhood Activity Centre that is popular with

local residents and attracts visitors from beyond its immediate catchment.

Planning policies are in place to ensure that new development protects this character in the central part of this area and these controls or similar controls will continue to be applied into the future whilst enabling some smaller housing development to meet growing demand from smaller households.

A Place Framework will also be prepared for the Westmeadows Centre to ensure that any new development and improvements to the street furniture, open space and other public areas contribute to the high quality amenity of this centre.

Community Infrastructure

Greenvale Recreation Reserve will be expanded to provide additional sports grounds and associated facilities to meet existing demand and demand from the new residential development in the area. There is also potential to further expand Greenvale Recreation Centre to widen the activities of this facility.

The community facility on Bradford Avenue has recently been expanded to accommodate additional early years services to meet new service standards. Whilst outside the precinct, a new community facility is planned to the north of Somerton Road that will provide a range of services and meeting spaces (see Section 4.5).

Land has been identified for some time for a Secondary School in the Greenvale area but the State Government is yet to commit to its delivery. Council will continue to advocate for its delivery, particularly given the growing population in the Greenvale area.

In the future, this part of the Hume Corridor is one that is anticipated to

see large increases in older people. It will therefore be important that the range of facilities and services available in this area is reviewed regularly and spaces are provided for older people to meet, undertake activities, and receive specialist health and support services.

Strategies

To deliver high quality large scale urban development in this precinct:

- Implement and revise as required the *Greenvale Central Precinct*Structure Plan and Woodlands PSP.
- Deliver the proposed new and upgraded community infrastructure required to support development in the Greenvale Central and Woodlands residential areas in the timeframes identified in the Infrastructure and Delivery Strategy.
- Require that any proposal for development of the buffer land to the landfill at Western Avenue is for a mixture of industrial and office development and:
 - o adequately addresses the land contamination
 - does not cause adverse traffic conditions on Mickleham Road and Western Avenue
 - delivers necessary upgrades to Mickleham Road, Western Avenue and local roads
 - mitigates the visual and amenity impacts on adjoining residential properties
 - protects views from publically accessible areas to the north and east
 - provides a high quality interface to the Tullamarine Freeway and Moonee Ponds Creek environs
 - does not compromise the ongoing monitoring obligations of the Tullamarine Closed Landfill Post Closure Management Plan

delivers or safeguards the alignment of the potential Attwood
 Connector through the site.

To manage urban expansion in the Hume Corridor in this precinct:

- Monitor the demand for business park development in the southern part of the Hume Corridor and the need to include the Attwood Land within the Urban Growth Boundary to meet this need or deliver the Attwood Connector.
- Consider proposals to include the Attwood Land in the UGB that address the requirements in Box 3.1 and Box 4.2.
- Require that any plans for the future development of the Attwood Land:
 - o include the controls in Box 4.2
 - deliver the Attwood Connector and the associated intersections with Mickleham Road and Aitken Boulevard
 - o provide for walking and cycling movements through the site along the creek and within the residential amenity buffers.

To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

- Advocate for the timely upgrade to Mickleham Road to 6 lanes with improved bicycle infrastructure and bus priority measures at intersections and new traffic signals at the intersection with Johnstone Street in accordance with the *Infrastructure and Delivery Strategy*.
- Plan and advocate to State Government for the delivery of Aitken Boulevard and Attwood Connector within the timeframes outlined in the *Infrastructure and Delivery Strategy*.

- Require that developers in the Greenvale Central Precinct Structure
 Plan deliver the timely provision of new and upgraded local roads and intersections that minimise the need for future upgrades.
- Plan and deliver the local bicycle network paths shown in Map 4.2.

To improve the viability and popularity of the Gladstone Park Centre:

- Support development that further enhances the range of convenience and comparison retailing, and local medical services and facilities within and immediately adjoining the centre.
- Work with VicRoads and Public Transport Victoria to improve integration of the centre with the public transport, cycling and pedestrian routes along Mickleham Road.
- Plan and enable, in partnership with the shopping centre owners, changes to the overall appearance and feel of the centre that:
 - improve the interface of the centre with Mickleham Road,
 Gladstone Park Drive and South Circular Road
 - improve the visibility of the centre from Mickleham Road to optimise usage of the centre's facilities by workers, visitors and residents
 - improve accessibility and connectivity between the Gladstone
 Park Shopping Centre and the education and community
 facilities to the east
 - facilitate and support revitalisation and investment in the building stock
 - provide opportunities for outdoor spaces and opportunities for social interaction.

To maintain the viability and popularity of the Greenvale Activity Centre:

- Monitor the vitality of the centre and work with the shopping centre owner as required to improve the public realm and appeal of the centre.
- Explore options to accommodate higher density smaller housing products around the centre.

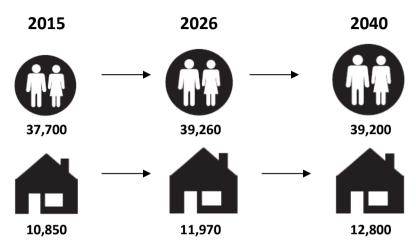
To maintain the character of the Westmeadows Area:

- Maintain policies and utilise new residential zones to protect the high quality landscape amenity and built form character of the area whilst enabling opportunities for smaller housing product.
- Protect the high quality creek and landscape setting and overall feel of the Westmeadows Centre.
- Implement the Westmeadows Centre Place Framework and invest in upgrading the public realm and creek environs.

To meet the changing needs of residents in the Mickleham Road South Precinct:

- Utilise planning zones and controls to facilitate the delivery of a greater number of one and two bedroom dwellings.
- Support subdivision and site consolidation that enables the development of a greater number of smaller dwellings.
- Support proposals for higher density townhouse and apartment development, particularly around the Greenvale Activity Centre.
- Limit major new developments and rezonings that would introduce a net increase in homes in the areas subject to significant amounts of aircraft noise in accordance with the NASF framework.
- Continue the programme of upgrading existing community and leisure infrastructure to meet the changing needs of the community and new standards for provision.

4.3. Roxburgh Park and Meadow Heights



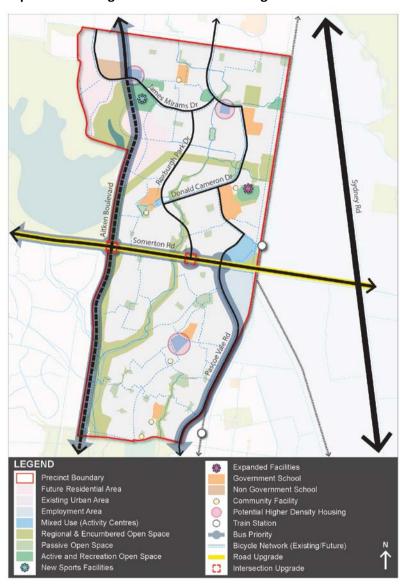
The Roxburgh Park and Meadow Heights precinct includes the suburbs of Roxburgh Park and Meadow Heights. It also includes the developing Greenvale Lakes East estate to the north east of Greenvale Reservoir. The area is predominantly residential but includes the existing Meadow Heights Centre and the developing Roxburgh Park Shopping Centre. The areas also benefit from a good range of community facilities in smaller centres.

Large Scale Areas of Change

Greenvale Lakes

The Greenvale Lakes Area comprises the completed Greenvale Rise development and an area to the north and east of the Greenvale Reservoir that is planned primarily for residential development. To support and service these areas a neighbourhood activity centre is proposed on the future Aitken Boulevard and James Mirams Drive along with a significant new active recreation reserve and an extension to the Bluebird Way Community Facility.

Map 4.3 - Roxburgh Park and Meadow Heights



These developments are located partly or fully within the local catchment of the Greenvale Reservoir and are therefore subject to planning controls⁸ to prevent surface run off from contaminating the reservoir.

Bridgewater Road Activity Centre

The Bridgewater Road Centre is the name proposed for a new neighbourhood activity centre along Donald Cameron Drive in Roxburgh Park. The centre will include 5,000 square metres of retail floorspace including a supermarket and supporting specialty shops. The balance of the 9ha site will be developed for residential development to meet the demand for smaller housing in the area and provide an increased vibrancy and density of people around the centre.

Managing Travel Demand

Aitken Boulevard will provide an important additional north-south connection through this area, minimising increases in traffic on existing roads and improving bus connectivity to Broadmeadows, the Craigieburn Town Centre and the Mickleham (Merrifield) Town Centre in the longer term. Its ultimate construction to the Western Ring Road is critical to managing through traffic in this precinct and congestion on Pascoe Vale Road.

Somerton Road will need to be duplicated in the immediate term (0-5 years) to meet demand utilising Aitken Boulevard. This duplication should include extensions to the existing bicycle facilities. Ultimately, it will need to be widened to 6 lanes through this precinct to support the increase in car and freight traffic with bus priority at intersections to enable efficient

⁸ See Environment Significance Overlay Schedule 9 (ESO9), Greenvale Reservoir Catchment Protection of the Hume Planning Scheme

bus connections, particularly to Roxburgh Park Station, Epping and the Northern Hospital.

Improvements to pedestrian and cycle crossings will also be needed at intersections to limit the potential of Somerton Road to further divide communities in this area.

New bus services need to be added and frequencies improved as development occurs in the Greenvale Lakes Area in this precinct and the Highlands southern area in the Craigieburn Precinct. Hume City Council will advocate to PTV to facilitate these as early as practical.

Managing Changing Needs

Housing

This precinct is anticipated to see a significant increase in older people in the coming 30 years making the provision of a broader range of housing necessary.

In the short term to medium term (10 years), land within the Bridgewater Centre and around the Meadow Heights centre offer the most suitable locations for townhouse developments and other smaller housing products. In the longer term, when development reaches a natural age for redevelopment, land around the Roxburgh Park Train station, Roxburgh Park Activity Centre and along the public transport corridors of Aitken Boulevard and Somerton Road would be suitable locations for smaller housing product to meet the growing demand for such housing.

Roxburgh Park Activity Centre

The Roxburgh Park Centre is located immediately adjacent to the train station but has a strong focus on people arriving by car and only limited integration with the train station and surrounding residential areas. The shopping centre component was recently expanded and now provides a

good level of local retail provision in the area. Land immediately south of this centre on the opposite side of Somerton Road will continue to be developed for a mix of complimentary restricted retail and commercial uses fronting Somerton Road and Pascoe Vale Road with industrial development and office development to the rear.

The planning for the future development on both sides of Somerton Road should seek to improve the integration of these uses and the train station through improved pedestrian connectivity and improvements to the interface with major roads.

Community Infrastructure

The ageing of the population in this precinct makes it important that the range of facilities and services available in this area is reviewed regularly and spaces are provided for the anticipated older people to meet, undertake activities, and receive specialist health and support services.

There will be a need for further upgrades of community and recreation facilities to improve their service function and meet continued changing need and standards.

Strategies

To deliver high quality large scale urban development in this precinct:

- Implement and revise as required the *Greenvale Lakes*Development Plan and Greenvale North Precinct Structure Plan.
- Maintain and ensure compliance of new development within the catchment of Greenvale Reservoir with approved controls in the ESO9, the Greenvale Lakes Development Plan and Greenvale North Precinct Structure Plan.

- Work with the developer of the Greenvale Lakes Activity Centre to achieve a high quality and attractive public realm that ensures its long term popularity and viability.
- Work with Melbourne Water and the developer(s) in the Greenvale Lakes area to deliver a high quality trail network around the Greenvale Reservoir.
- Work with the developers to deliver a well staged and managed development to enable the delivery of the proposed sports reserves and community facilities in accordance with the timeframes outlined in the *Infrastructure and Delivery Strategy*.
- Seek grant funding from State and Federal Government to assist in improving the quality of new infrastructure or enabling its early delivery.
- Work with the developer of the Bridgewater Road Activity Centre to prepare a Development Plan that delivers a choice of retail and housing options with a high quality and attractive public realm that ensures the centre's long term popularity and viability.

To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

- Advocate for:
 - o the upgrade to Somerton Road with bus priority measures at intersections
 - o the upgrade to Aitken Boulevard north of Somerton Road to 4 lanes with dedicated bus lanes for high quality bus services

in accordance with the timeframes outlined in the *Infrastructure* and *Delivery Strategy*.

- Plan and advocate to State Government for the delivery of Aitken Boulevard south of Somerton Road in accordance with the timeframes outlined in the *Infrastructure and Delivery Strategy*.
- Require that the developers of the Bridgewater Road Activity Centre and Greenvale Lakes development area deliver timely upgrades to roads and intersections that minimise the need for future upgrades.
- Plan and deliver the local bicycle network paths shown in Map 4.3.

To manage the continued development of the Roxburgh Park Centre and land immediately adjoining it:

- Plan and require new development to achieve a more integrated and pedestrian friendly centre and improved connections between uses on either side of Somerton Road.
- Continue to focus conventional retailing and community services within and adjoining the Roxburgh Park Shopping Centre, and retain land on the south side of Somerton Road for:
 - restricted retailing, other forms of 'highway retailing' and offices along Somerton Road to the west of the rail line
 - services such as a hotel, motel, restaurants, conference meeting and reception facilities, medical consultancies, offices and associated uses along Pascoe Vale Road and eastward
 - well-presented industrial buildings and/or warehouses to the southeast.
- Support development of the Roxburgh Park Shopping Centre that integrates each of the centres components, enhances public space, contributes to the activation of the centre, and contributes to the centres 'sense of place'.
- Plan for improved connections and interfaces between the Roxburgh Park Shopping Centre, the commercial area south of

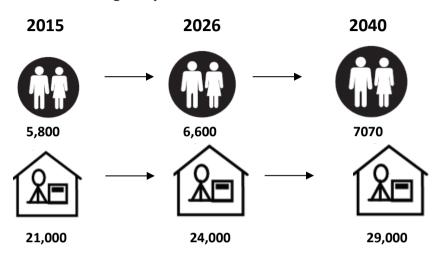
Somerton Road, Roxburgh Park Train Station and the industrial areas to the east of the railway line, through requirements for:

- o the development of strong 'gateway' elements and design features
- o the creation and use of architectural and landscape themes
- improved pedestrian and cycling connections and vehicle circulation that enables direct and safe pedestrian and cycle movements.

To meet the changing needs of residents in the Roxburgh Park and Meadow Heights Precinct:

- Support development proposals for the vacant land that adds further convenience retailing, community or housing targeted at the growing ageing population.
- Utilise planning zones and controls to facilitate the delivery of a greater number of one and two bedroom dwellings.
- Support subdivision and site consolidation that enables the development of a greater number of smaller dwellings.
- Support proposals for higher density townhouse and apartment development, particularly around the Roxburgh Park Town Centre in the longer term (15+ years).
- Continue the programme of upgrading existing community and leisure infrastructure to meet the changing needs of the community and new standards for provision.
- Continue to invest in the upgrading of roads and provision of footpaths through the Roxburgh Park area.

4.4. Hume Highway South

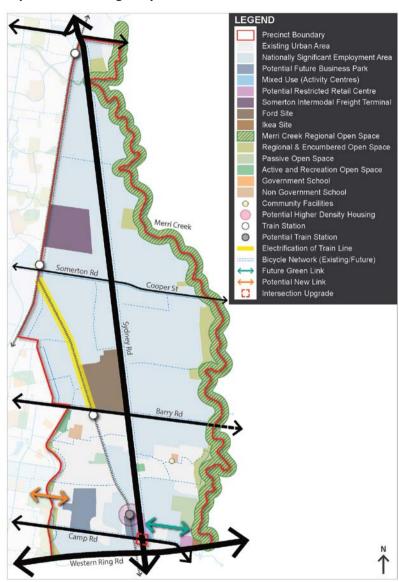


The Hume Highway South area covers the corridor of land either side of the Hume Highway/Sydney Road from the Western Ring Road to Craigieburn Road. It comprises predominantly industrial uses with some residential development and some neighbourhood activity centres, including the Campbellfield Plaza at the intersection of Mahoneys Road and Sydney Road. It also includes an old quarry pit, landfills, a greyhound track and the Maygar Barracks land.

Nationally Significant Employment Area

This precinct is one of the most significant industrial areas in Australia and home to a range of global, national and local businesses. It is an area that employs a large number of people from within the Hume Corridor and beyond and generates a large share of Hume's \$10.3billion GDP per annum. Supporting business development and investment in this area is an important priority for Hume City Council and its continued viability for businesses, particularly manufacturing, is critical to maintaining the

Map 4.4 – Hume Highway South



overall economic performance of the economy of the Melbourne Northern Sub Region. Maintaining the high levels of accessibility and travel times to and from this area is particularly important for the growing number of transport and logistics companies.

There are a number of significant vacant and partially developed land parcels with scope for further business and employment growth in this area. One such opportunity is the potential expansion of the Somerton Intermodal Freight Terminal that if expanded could further increase the productivity and appeal of this area for transport and logistics businesses.

The Ford Site is another significant site in this Nationally Significant Industrial Area. Its partial closure in 2018 will make available a very large but complex site for redevelopment. Hume City Council has commenced a process for working with State Government and Ford to plan its future redevelopment. This will focus on retaining maximum jobs and ensuring that high levels of employment generation underpins any redevelopment.

Increasingly land and buildings in this area are being used for retail and other non-industrial uses with a range of businesses and organisations seeking cheaper land and exposure from passing traffic. This is particularly the case along the southern end of Sydney Road where retail uses have spread beyond the designated area for the Campbellfield Centre. This trend is likely to continue, particularly when Ikea opens on the former Pipeworks site on Mahoneys Road.

To better manage this demand and spread of uses, a defined area of land along Mahoneys Road and Sydney Road opposite the Campbellfield Plaza is proposed for restricted retailing and complimentary commercial uses (see Map 4.4). Outside of this area the emphasis and priority in the remainder of the Nationally Significant Industrial Area will be on

safeguarding the industrial focus and limiting non or low employment generating uses.

Large Scale Areas of Change

Campbellfield

As well as being a highly suitable location for restricted retail, a large apartment scheme has been approved on Sydney Road to the south of Mahoneys Road signaling increasing potential for residential development immediately surrounding the Campbellfield Plaza.

This demand could increase, particularly if the opportunity for a metropolitan train station or the high speed rail station proposed by the Commonwealth Government in 2013 was realised on the vacant rail track land to the north of Camp Road. Either station option would also make this area suitable for office development, with the land to the west of train line to be redeveloped.

Any significant increase in housing will need to be carefully planned given the predominant industrial nature of the area, the lack of public transport, and lack of community uses and services. Residential development on the ground floor will not be supported along Sydney Road, Camp Road or Mahoneys Road to maintain opportunities for commercial uses and mitigate the noise impacts of the traffic on these major roads,

A future structure plan will be prepared to guide the future restricted retail development either side of Sydney Road. The plan will ensure that this development retains the potential for a future metropolitan and high speed train station and the associated opportunity for office and residential development adjoining them. It will also guide the future

development and integration of the Bolinda Road former landfill and adjoining land (see below).

Other Potential Areas of Change

Bolinda Road Former Landfill & Surrounds

Hume City Council currently operates a resource centre on the former Bolinda Road Landfill. Plans are in place to develop some of the remaining land for a large park with connections to the Merri Creek and the existing bike and pedestrian trails north of the site and south of Mahoneys Road.

The large former quarry pit is being filled. Growling grass frogs have been identified in the base of this quarry and environmental approvals will be required to complete the filling of the site. If approvals are gained there is potential for this land to be used for industrial development with parkland, walking and cycling trails connecting the Merri Creek to the Campbellfield Plaza Centre. If approvals are not gained there is the potential to convert the site into a conservation area with parkland surrounding it. Further feasibility work would be required to determine the viability of this alternative option.

Upfield

Upfield is a small residential neighbourhood with a small strip of shops and a train station. The partial closure of the Ford site could impact on the viability of these shops. With flight path noise from planes travelling to and from Melbourne Airport there is limited potential to increase the viability through an increase in local population making other amenity improvements potentially important until the Ford site is redeveloped.

A Place Framework will be prepared to identify opportunities for such improvements to the design, appearance and accessibility of the centre should vacancies start to appear.

Maygar Barracks

Maygar Barracks is a largely underutilised military barracks on Camp Road that may be redeveloped in the future for an alternative use. If it is identified as surplus to defence requirements and is made available for redevelopment, the most appropriate future use is for further industrial or business park development given the uses that surround it.

Managing Travel Demand

Businesses located in this precinct depend upon the effective and efficient operation of the Hume Highway/Sydney Road and Somerton Road/Cooper Street. Whilst both should be widened, priority should be given to the delivery of the parallel Aitken Boulevard and the upgrade to the Hume Freeway to reduce non industrial traffic on these roads and retain capacity.

The upgrade to Somerton Road to the west of this precinct and the construction of the Attwood Connector as an extension to Barry Road would also increase access to this precinct and reduce travel time from this area to Melbourne Airport. This has the potential to further improve and retain the appeal of this area for businesses.

Strategies

To support, grow and attract businesses in the Nationally Significant Employment Area:

- Promote the employment land along the Hume Highway as a major employment location for manufacturing, transport and logistics, wholesale and construction companies.
- Work with Ford and State Government to identify an appropriate use for the parts of the site that will be surplus to requirements with a focus on:

- o safeguarding it for employment generating uses, preferably skilled manufacturing businesses
- o preventing subdivision of the land that would jeopardise its comprehensive redevelopment.
- o ensuring that its use contributes and safeguards the image and reputation of the area as a centre for manufacturing and industrial excellence.
- Advocate for the planning and delivery of major road upgrades and the Beveridge and Somerton freight terminals to protect and enable improved freight travel in this precinct.
- Advocate for the provision of tertiary and adult training opportunities within the Hume Corridor or in good proximity to businesses within this precinct with a strong focus on high level management training and high tech skills development.
- Enable and support workers at Ford to find new pathways into employment within the precinct if possible.
- Focus and support restricted retailing in a dedicated precinct along the Hume Highway between Camp Road and Bolinda Road and limit non industrial and non high employment generating uses outside of this area.

To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

- Plan and advocate for the delivery of:
 - Aitken Boulevard and the Attwood Connector
 - the upgrade to Somerton Road and the Hume Freeway in accordance with the timeframes in the *Infrastructure and Delivery Strategy*.

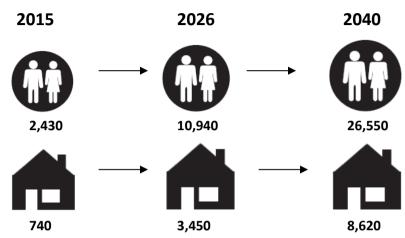
- Require that any large development make upgrades to traffic signals and intersections to retain the flow of traffic on the Hume Highway/Sydney Road, Somerton Road, Cooper Street, Camp Road and Mahoneys Road.
- Plan, advocate and deliver the bicycle network paths shown in Map 4.4.

To preserve potential for future high quality large scale urban development in this precinct:

- Prepare a structure plan or equivalent for the land immediately to the east and to the west of the Hume Highway to:
 - guide the development of a bulky goods precinct along Hume
 Highway to Bolinda Road and an office/high tech business park
 along Camp Road to the west of the train line
 - safeguard the potential for a metropolitan train station with grade separated train crossing of Camp Road, and the long term potential for a High Speed Rail Station
 - retain the potential for residential and more office development should either station be developed.
- Prepare a Place Framework Plan for the Upfield Activity Centre.
- Work with the Commonwealth Government to plan for the redevelopment of Maygar Barracks for a future business park.
- Explore the opportunity presented by the Ikea development to attract a similarly large restricted retail provider on the adjoining land on Mahoneys Road.
- Retain the Hume City Council resource recovery centre facility and develop a new park to the south of Horne Street.
- Explore opportunities to improve the interface of existing development to the new park and resource recovery centre and

- increase road and walking and cycling connections through this area to the Merri Creek Regional Park.
- Support the Bolinda Road Landfill operators to appropriately fill and rehabilitate the former quarry and through its redevelopment seek pedestrian, cycle and green links between the Campbellfield Plaza and the Merri Creek.
- Work with Parks Victoria and Melbourne Water to fund and deliver the Merri Creek Regional Park.
- Limit major new developments and rezonings that would introduce a net increase in homes in the areas subject to significant amounts of aircraft noise in accordance with the NASF framework.

4.5. Mickleham Road North



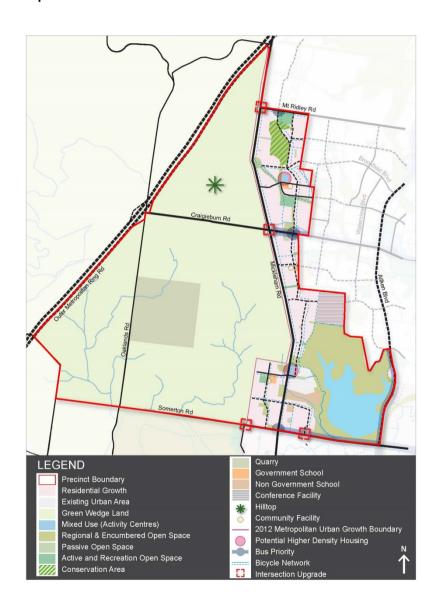
This area covers the land either side of Mickleham Road from Somerton Road to Mount Ridley Road and the land around the north and west of Greenvale Reservoir. The majority of this land is undeveloped though new residential areas are being built.

Greenvale West

The land to the west of Mickleham Road, known as Greenvale West, has previously been considered for inclusion within the Urban Growth Boundary (UGB). Land south of Dunhelen Lane was previously recommended for inclusion in a Farming Zone by the Logical Inclusions Committee in 2011 as part of an examination of a number of options for UGB changes around Melbourne. This recommendation was not supported by State Government when the UGB was changed in 2012.

Should this land be considered for inclusion as part of a review of the UGB by State Government, proposals should address the requirements in the strategies outlined in Section 3.1 and address the specific challenges identified in Box 4.5.

Map 4.5 – Mickleham Road North



Box 4.5 - Greenvale West

Land to the west of Mickleham Road excluding the Greenvale Gardens Estate, is known as Greenvale West and is outside of the current Urban Growth Boundary (UGB). It is unable to be substantially subdivided or developed for urban purposes without the UGB being changed.

Assessment of the site identified issues associated with aircraft noise exposure, fragmented land ownership, topography and the need to protect the existing quarry that make some parts of the site unsuitable for development. It identified issues over the capacity and funding of existing and proposed major road and public transport services to support the development. There are also challenges of appropriately and viably connecting potentially developable land areas by roads and bus services, and viably servicing these areas with community and water services infrastructure.

Proposals to change the UGB in this location should address the requirements in Box 3.1 above. They should also address the following for the entire area west of Mickleham Road to the alignment of the proposed OMR:

- What land is developable taking account of natural heritage constraints, including but not limited to: the grassy woodlands and scattered trees to the west of Mickleham Road, the Moonee Ponds Creek and its environs, the hilltop north of Craigieburn Road, and other areas of steep topography.
- What land is developable taking account of the Melbourne Airport flight paths, the National Airport Safeguarding Framework, a suitable buffer to the quarry on Oaklands Road, and the areas fragmented land ownership adjoining Mickleham Road north of Dunhelen Lane and Craigieburn Road.

- What land can be adequately and viably connected by local roads and bus services, and serviced by local community facilities and water services infrastructure taking account of topography and required thresholds of development.
- What scale of development can be adequately supported based on the existing capacity of Mickleham Road and Somerton Road and large scale community infrastructure.
- What scale of development can be adequately supported based on the currently funded and committed major State infrastructure factoring in planned future growth in the Hume Corridor, Mitchell Shire Council and City of Whittlesea.

Importantly, the entire Greenvale West area from Mickleham Road to the OMR should be considered as part of any assessment before any changes to the UGB are made.

This is required to ensure holistic neighbourhood planning and ensure that future infrastructure needs and funding are comprehensively considered.

Large Areas of Change

Greenvale New Development Areas

Land either side of Mickleham Road in the southern area of this precinct is currently being developed. Known as the Providence, Amira and Greenvale Gardens estates, this land will ultimately include over 2,300 lots with a primary school, community facility and soccer pitches. A neighbourhood centre comprising a supermarket is also proposed to the east of Mickleham Road within the Providence Estate.

The low density housing area immediately north of Somerton Road and east of Mickleham Road will also be developed for housing

(approximately 920 lots) as part of the Greenvale Central PSP. Aitken College is anticipated to remain.

Craigieburn West

Further north to the east of Mickleham Road is an area referred to as Craigieburn West. It is identified for future residential development and is anticipated to yield over 5,000 dwellings. An additional primary school together with a new community facility is proposed to the south of Craigieburn Road adjoining the future secondary school (see Section 4.7). A second primary school and community facility is proposed together with a neighbourhood activity centre to the north of Craigieburn Road. These facilities should be located to maximise connectivity via the connector road and green network (see Managing Travel Demand).

The existing Mickleham primary school and the community facilities adjoining it will also be considered for retention to meet the needs from this area and the future residential area of Lindum Vale to the north of Mount Ridley Road (see Section 4.8).

The patch of remnant red gums south of Mount Ridley Road will be protected as required by the *Biodiversity Conservation Strategy*. A number of other scattered trees should also be protected and linked to reserves along drainage lines to achieve a series of connected open space areas that extend into the Craigieburn Precinct and Inter Urban Break and form a broader green network through the Craigieburn and Mickleham Precincts (see Section 3.7).

The Craigieburn West area includes land which falls within the catchment of the Greenvale Reservoir, including the Aitken Hill Conference Centre.

The future planning for this area must safeguard the reservoir from surface run off in accordance with existing controls⁹.

A precinct structure plan (PSP) is required for this area. It should be prepared to be generally in accordance with Map 4.5. To retain a good choice of housing land in the Hume Corridor, the PSP should commence within 3 years.

Managing Travel Demand

Upgrades will be required to Mickleham Road and Somerton Road to support the increased development and population in this precinct and the Mickleham Precinct further north. Both are anticipated to see traffic volumes exceeding 22,000 vehicles per day by 2021 and 25,000 vehicles per day by 2026 in this precinct and are planned to ultimately become 6 lanes. The upgrades to meet this demand should include bus priority measures at the intersections with Providence Road, Craigieburn Road and Somerton Road to support future bus services turning onto or off Mickleham Road into the future residential areas.

Craigieburn Road will also need to be duplicated in this precinct and ultimately could be widened to 6 lanes when it connects to the Outer Metropolitan Ring Road. Bus priority measures should again be pursued at all intersections to enable quick bus travel to Craigieburn Town Centre and Craigieburn Train Station.

A new north-south connector road should run parallel to Mickleham Road and link residents to new schools, recreation facilities and neighbourhood centres. This should also be a bus route linking residents in this precinct

⁹ See Environment Significance Overlay Schedule 9 (ESO9), Greenvale Reservoir Catchment Protection of the Hume Planning Scheme

and beyond to Craigieburn Town Centre and Craigieburn Train Station, Mickleham (Merrifield) Town Centre and Melbourne Airport (see Map 3.4). Bus priority should be provided at intersections of this connector with Craigieburn Road, Mount Ridley Road and Mickleham Road.

Bicycle paths should be provided on all connector roads through this area as well as the green network connecting to Craigieburn and Mickleham in accordance with Map 3.4b.

Strategies

To manage the outward expansion of Melbourne and the Hume Corridor in this precinct:

 Require proposals to include the Greenvale West Land in the UGB address the requirements in Box 3.1 and Box 4.5.

To deliver high quality large scale urban development in this precinct:

- Implement and revise as required the *Providence Development Plan*, *Greenvale West Precinct Structure Plan* and *Greenvale Central Precinct Structure Plan*.
- Plan for a new activity centre within the Providence Estate with a retail floorspace limit of 5,300sq.m of retail and commercial space and require any proposal for retail floor space above this limit to be accompanied by a retail impact assessment that addresses the following:
 - the impact the increased development will have on existing or proposed centres
 - the impact that development will have on the provision of services and amenities within a walkable catchment for surrounding neighbourhoods.
- Plan for the Craigieburn West area to be developed generally in accordance with Map 4.5 to include:

- between 5,000-5,500 dwellings with medium density housing around the neighbourhood centre and local parks.
- a centrally located neighbourhood centre of around 5,000sq.m of retail and commercial development including a supermarket with any proposal for retail floor space above this limit to be accompanied by a retail impact assessment that addresses the following:
 - the impact the increased development will have on existing or proposed centres; and
 - the impact that development will have on the provision of services and amenities within a walkable catchment for surrounding neighbourhoods
- a primary school with adjoining community facility south of Craigieburn Road
- a primary school and community facility north of Craigieburn
 Road that is well located to achieve walkable access
- a new sports reserve of 10.25ha immediately south of Mount Ridley Road to ensure good access to active sports provision in Lindum Vale residents
- a new sports reserve of 10.25ha centrally located north of Craigieburn Road
- bus ready connector streets that provide good access through the area with a focus on direct connections to Craigieburn Town Centre and Craigieburn Train Station
- linear parks and widened road reserves to safeguard scattered trees and deliver a continuous green network through this area into the Craigieburn, Inter Urban Break and Mickleham Precincts
- neighbourhood parks evenly spaced to ensure that all residents are within 500m of a neighbourhood park

- a dedicated off road bicycle lane on the north-south connector with shared paths along the linear parks.
- provision for the duplication and ultimate development of a 6 lane road along Mickleham Road with Avenue of Honour tree planting
- requirements for developers to deliver an intersection on Mount Ridley Road with bus priority measures for buses utilizing the north-south connector
- requirements for developers to deliver new and upgraded intersections with Mickleham Road.
- Work with Department of Education and Training to confirm future use of Mickleham Primary School.
- Require that plans for the land within the catchment of the Greenvale reservoir reflect approved controls in the Environmental Significance Overlay 9.
- Advocate for the delivery of the proposed primary schools in this
 precinct in accordance with the timeframes outlined in the
 Infrastructure and Delivery Strategy.
- Work with the developers to deliver a well-staged and managed development to enable the delivery of the proposed sports reserves and community facilities in accordance with the timeframes outlined in the *Infrastructure and Delivery Strategy*.
- Seek grant funding from State and Federal Government to assist in improving the quality of new infrastructure or enabling its early delivery.

To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

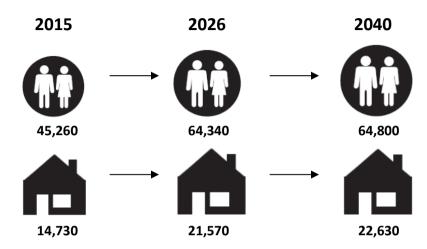
Plan and advocate to State Government for:

- the duplication to Mickleham Road and Somerton Road with bus priority at key intersections to support bus services
- o the duplication of Craigieburn Road with bus priority measures at all intersections to support bus services
- the delivery of bus services from this precinct to Craigieburn Town Centre, Craigieburn Train Station, Mickleham (Merrifield)
 Town Centre and to the employment areas in the Donnybrook Road and Melbourne Airport employment precincts

in accordance with the timeframes outlined in the *Infrastructure* and *Delivery Strategy*.

- Work with the developers to stage their development to enable the early delivery of connector roads and to facilitate early provision of bus services.
- Require developers to deliver the timely provision of new local roads and new intersections that minimise the need for future upgrades.
- Plan, advocate and deliver the bicycle network paths shown in Map 4.4.
- Require proposals for the expansion of Aitken College to address access onto Mickleham Road and adjoining future residential areas.

4.6. Craigieburn

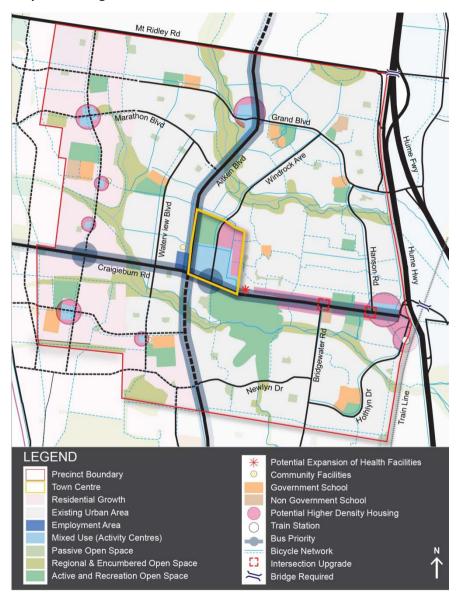


The Craigieburn Area covers land from the easement in Roxburgh Park to Mount Ridley Road in the north. It includes land within the established areas of Craigieburn, a large and growing residential area known as the Highlands Estate as well as land to its west that is planned for future residential.

It is an area that will see significant and sustained development, particularly over the coming 15 to 20 years and is one of the fastest growing parts of Melbourne. This makes the timely provision and sustained funding of new infrastructure and services a critical priority, particularly for bus, education and health services.

As well as rapid and sustained development of new family housing, this precinct area is also anticipated to see some of the greatest increases in the number of older people and young adults in the Hume Corridor making a greater diversity of housing another critical issue for the area.

Map 4.6 - Craigieburn



Large Areas of Change

Craigieburn Town Centre & Surrounds

Craigieburn Central opened in 2013 and includes 50,000sq.m of retail as well as a cinema complex and a range of food and drink venues. This scale of development will meet many of the local and higher order shopping and leisure needs of residents in the Craigieburn, Greenvale and Roxburgh Park area for the foreseeable future.

There is significant additional land around Craigieburn Central to deliver other uses enabling the town centre to become an important health, employment and leisure destination within the Hume Corridor. Some of this potential is already planned and being realised including a new town park, a new athletics track and indoor sports centre planned to the north of Craigieburn Central and will complement the recently opened Library and Learning Centre.

Other opportunities require further planning, including the potential to provide an expansion to the existing Northern Health facility, and new office and commercial development Central Park Avenue. There is land to the west of the Town Centre identified for employment and mixed use where high job yielding uses will be prioritised to provide increased job opportunities.

Craigieburn Plaza

The Craigieburn Plaza along Craigieburn Road has until recently been the primary retail area in Craigieburn. The opening of Craigieburn Central makes it important that the centre focuses on meeting the convenience retail, business and community service needs of the immediate residential area and commuters utilising the train station and Hume Freeway. Investment in the public realm of the centre and the amenity of

Craigieburn Road along with dedicated walking and cycling connections along Craigieburn Road and from the train station are needed to promote greater local access and use of the centre.

New Neighbourhoods

Plans are approved for approximately 2,000 further houses in the Highlands Estate supported by a range of new retail, community, education and recreation facilities and services. This includes a new local activity centre to the south of Craigieburn Road and further expansion of the recreation facilities in the north of the estate. These are due to open within 5 years.

A further 5,000 houses are planned in the area immediately to the west along with two local activity centres, two primary schools, a secondary school and three sports facilities. This area essentially forms an extension into the Highlands estate and it is important that road, green links and bicycle infrastructure extend uniformly into this area. Development in this area is anticipated to be complete around 2025.

It will be important that the opportunities for a mix of housing be provided in these two substantial residential areas with good opportunities for townhouse development and small scale apartment products. The focus for this type of housing will be within the local activity centres and around neighbourhood parks.

Managing Travel Demand

Craigieburn Train Station

The Craigieburn Train Station is a popular station with over 3,000 boardings a day. In the future as the Craigieburn area continues to develop and this station serves the growing residential development in the Lockerbie and Mickleham precincts, these boardings are anticipated

to more than double by 2021 to over 8,000 boardings a day and to increase further to over 14,000 passengers a day by 2031.

To accommodate this increase, significant improvements will be needed to bus services feeding the station from the Craigieburn area as well as Mickleham and Lockerbie areas. Even with improved bus services, 55 percent of passengers are anticipated to arrive by car making additional car parking critical.

There are a number of options to deliver this car parking with land available on both sides of the train line. It is important that any car parking proposals to address immediate needs also have regard to the longer term demand and do not preclude opportunities for higher density development at the station or on land immediately surrounding it.

Craigieburn Road will also need to be duplicated with new cycle facilities along the entire length to manage future travel demand. Its extension over the Hume Highway and the train line is important to improve connections to potential future residential area to the east in the City of Whittlesea and address what is currently a highly inefficient road arrangement.

Managing Changing Needs

The demand for townhouse, villa and apartment housing is anticipated to increase with the needs of the large number of smaller households projected in the future, particularly in the eastern area of this precinct.

As well as the Craigieburn Town Centre where such housing has already been built, initial planning work has identified the land opposite the Craigieburn Plaza on Craigieburn Road, Benston Street and Hothlyn Drive as areas where such housing would be most appropriate. This location has excellent access to the Craigieburn Plaza as well as other facilities

along Craigieburn Road and would assist in retaining their viability and popularity.

In the longer term (15years+), Craigieburn Road could become a suitable location for medium density housing if the quality and frequency of bus services improve as anticipated. It will be important that the upgrade of Craigieburn Road provides the level of amenity needed to support this housing.

It will be particularly important that the health, community and recreation infrastructure in this precinct provides opportunities for the increasing numbers of older people in the established areas to meet, undertake activities, and receive specialist health and support services. The new infrastructure in the Craigieburn Town Centre and the new residential areas provide opportunities to align the use of existing infrastructure in the established areas to meet these and other changing needs of the existing community.

Strategies

To realise the potential of the Craigieburn Town Centre and immediate surrounds to be a high quality and popular retail, leisure, service and employment location within the Wider Northern Growth Region:

- Work with the developers and landowners to deliver and maintain a high quality public realm and main street with a strong emphasis on pedestrian movement and sustained activity.
- Support the expansion of the retail, leisure and commercial offer in Craigieburn Town Centre when there is sufficient catchment to support its development.
- Plan and deliver a new town park, athletics track and aquatic centre immediately north of Craigieburn Central.

- Plan for a commercial, community and high density residential development spine along Central Park Avenue to support a broader mixture of uses within the Craigieburn Town Centre.
- Work with the landowners and developers of land surrounding Craigieburn Central to deliver a mix of high density housing, commercial office space and potentially health facilities.
- Plan for a medical, health and healthy living themed cluster of development in the vicinity of the corner of Craigieburn Road and Lygon Drive.
- Plan land west of Aitken Boulevard and north of Craigieburn Road for high job yielding uses including office development to the south of Central Park Avenue and mixed use development north of Central Park Avenue.
- Support service roads along Aitken Boulevard where this facilitates commercial and office development that can leverage off the exposure Aitken Boulevard provides.

To deliver high quality residential neighbourhoods in this precinct:

- Implement and revise as required the Highlands Local Structure Plan and the Craigieburn North Precinct Structure Plan.
- Support and approve subdivision plans which provide for a range of housing products and sizes to be constructed, including housing for small and single person households.
- Work with developers to deliver a well-staged and managed development that enables the delivery of the proposed sports reserves and community facilities in accordance with the timeframes outlined in the *Infrastructure and Delivery Strategy*.
- Advocate to State Government for the timely delivery of the proposed public schools in this precinct in accordance with the timeframes in the *Infrastructure and Delivery Strategy*.

- Plan for a new neighborhood centre in the south of the Highlands Estate comprising 1,300sq.m of retail.
- Work with State Government to develop an integrated community, primary school and sports hub in the south of the Highlands Estate with a strong focus on shared facilities and car parking, and linkages to the adjoining new neighbourhood centre.
- Seek grant funding from State and Federal Government to assist in improving the quality of new infrastructure or enabling its early delivery.

To maintain the vitality and popularity of the Craigieburn Plaza and to preserve the potential to enable high quality development around the Craigieburn Train Station:

- Plan for Craigieburn Plaza to be a large neighbourhood activity centre servicing the needs of residents living within the immediate 1 km radius as well as those utilising the centre on the way to and from the train station and the Hume Highway and Hume Freeway.
- Work with the property owners and the traders in the Craigieburn Plaza to improve the public realm and increase its appeal, particularly for dining and other uses that encourage people to meet and stay in the centre.
- Plan and advocate to VicRoads for improvements to the landscaping along Craigieburn Road and a new pedestrian crossing at Benston Street.
- Develop a Structure Plan or Urban Design Framework to:
 - guide the redevelopment of Benston Street as a major pedestrian and cycle connection to the station from Craigieburn Road and Craigieburn Plaza

- enable the development of high quality townhouses and apartment housing along Benston Street and Hothlyn Drive and the parts of Craigieburn Road near the Craigieburn Train station
- enable the development of more health and community service uses with above ground floor apartments along Craigieburn Road.

To ensure adequate health provision in the Craigieburn Area:

- Work with and advocate to State Government and health service providers for the timely provision of:
 - a major health facility either through the expansion of the existing facility on Craigieburn Road or on other suitable sites within or immediately adjoining the Craigieburn Town Centre.
 - increased health services to be located in or on the edge of activity centres or where appropriate and necessary within Hume City Council community and leisure facilities.

To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

- Plan and advocate to State Government for:
 - the duplication of Craigieburn Road and extension over the railway line and Hume Freeway
 - o the duplication of Aitken Boulevard and ultimately the construction of a dedicated bus lane in the central median
 - provision of bus services from within this precinct area and beyond to the Craigieburn Town Centre, Craigieburn Plaza and Craigieburn Train Station
 - provision of additional car parking at Craigieburn Train station that meets short term need and allows for long term demand

- without impacting on the potential for higher density development
- provision of improved train services from Craigieburn Train
 Station to cater for the projected increase in demand
- the Mount Ridley Road/Summerhill Road flyover to help limit congestion and traffic issues on Grand Boulevard

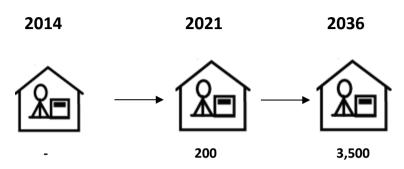
in accordance with the timeframes outlined in the *Infrastructure* and *Delivery Strategy*.

- Work with the developers to stage and manage development to enable the early delivery of connector roads and complete transport networks that in turn facilitate early provision of bus services.
- Require developers to deliver the timely provision of new local roads and new intersections that minimise the need for significant future upgrades.

To manage changing community needs within the existing residential areas of Craigieburn:

- Work with VicRoads to plan for a high quality landscaped Craigieburn Road to support the longer term (15+years) potential for medium density housing product along Craigieburn Road between the Craigieburn Town Centre and Craigieburn Train Station.
- Continue the programme of upgrading existing community and leisure infrastructure to meet the changing needs of the community and new standards for provision.

4.7. Hume Highway North



This precinct includes land between the Merri Creek and the Hume Highway/Freeway between Donnybrook Road and Craigieburn Road. The land to the west of the train line within Hume is entirely zoned for employment uses and forms part of the National Employment Precinct along the Hume Highway. A pocket of land between the Merri Creek, the train line and Donnybrook Road known as the English Street Precinct is in the City of Whittlesea but relevant to this precinct owing to its importance in providing road connectivity to Donnybrook Road.

Large Scale Areas of Change

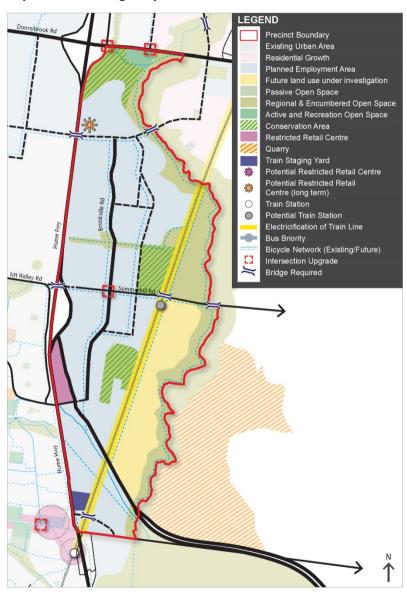
Amaroo Business Park and Surrounding Land

The land either side of the Hume Freeway in the south of this precinct is zoned for employment uses.

A Development Plan is approved for the land to the east of the Hume Freeway and is known as the Amaroo Business Park. This land is anticipated to be developed for a range of business opportunities with a large area of trees protected in a conservation reserve.

To west of the Hume Freeway there are parcels of land either side of Amaroo Road that are irregularly shaped making them challenging to

Map 4.7 – Hume Highway North



develop for large scale employment precincts, The land to the immediate north of Bunnings would be suitable for further bulky goods/restricted retailing as part of a dedicated bulky goods/restricted retail node.

Land to the south of this and to the south of Amaroo Road is currently being planned for a range of business opportunities that may include some bulky goods retailing. It will be important that all three parcels provide a good range and variety of employment opportunities within the industrial and commercial sectors. Other uses that are more appropriately located within the activity centres in the adjoining Craigieburn precinct should be restricted.

Craigieburn Employment Precinct North

The land to the west of the train line and north of the Amaroo Business Park forms the Craigieburn North Employment Precinct. This is an important extension to the employment corridor along the Hume Highway. This site, together with the employment areas along Donnybrook Road, will provide opportunities for a range of local and national businesses to locate in the fast growing northern area of the Hume Corridor. Whilst a range of businesses will be encouraged in this precinct, it is anticipated that this area will be predominantly occupied by businesses within the manufacturing and the transport and logistics sectors.

A Precinct Structure Plan due for completion in 2015 is being prepared for this area in conjunction with the land on the east side of Merri Creek - the English Street Precinct. It makes provision for a number of important new roads that are crucial to unlocking the development potential of the site, including: an extension of English Street from Donnybrook Road to link in with Brookville Drive, a new half diamond interchange with the Hume Freeway, and an extension of Mount Ridley Road over the freeway

to connect to Summerhill Road (see Map 4.7).

Brookville Drive is also planned to be realigned and upgraded with land secured for future duplication. Provision will also be made for bus services to operate safely with trucks and other vehicles. A service road treatment to Brookville Drive will be required.

The Craigieburn Employment Precinct North is located in a visually prominent location adjacent to the Hume Freeway and the Merri Creek. Landscaping will need to be provided to screen development from the Hume Freeway and local roads will be required to front the Hume Freeway, the Merri Creek and Kalkallo Creek. Buildings will be required to front these roads with service road treatments along Summerhill Road, English Street and Brookville Drive for lots and buildings that cannot gain access from local access streets. Where no service road is proposed, architectural and landscaping treatments will be required to screen the side of buildings.

English Street Precinct

The English Street precinct is proposed for a mix of employment and residential development. It will be important that the planning of this area supports good access to the employment area from Donnybrook Road and is supported by sufficient community infrastructure to ensure that it does not place an unacceptable strain on facilities in the Lockerbie Precinct. Development contributions should also be made from this area to the upgrade of the John Laffan Memorial Reserve.

Land to East of the Train Line

The land to the east of the train line forms part of the 'Northern Quarries Investigation Area', which is being considered by the State Government for future development.

The land is bound by the train line on its western edge, the Merri Creek on its eastern boundary and the Hume Freeway to the south. Two clay quarries (Craigieburn Quarry and Summerhill Quarry) are operational on the eastern side of the creek in the City of Whittlesea.

The future development of both the land immediately to the west of the train line and the quarries presents a number of significant challenges for residential development, including:

- The area's isolation from existing facilities and residential communities and poor road connections to the larger activity centres and facilities in Craigieburn and the Craigieburn Train Station.
- The difficulty of achieving suitable internal connectivity within and across the various sites due to the Merri Creek, the operational quarry (Summerhill Quarry) to the north and the topography.
- The limited potential lot yield across the sites and the impact this might have on the viability of supporting a neighbourhood centre, community hub and primary school.
- The limited potential to achieve a viable bus route given the area's isolation from neighbouring residential development and the existing road network.
- The need to rehabilitate the Craigieburn Quarry (the southern quarry due to close in 5-10 years) and achieve acceptable geotechnical and contamination risk for potential residential development.
- The need to protect residents from potential adverse air quality and noise effects from the ongoing operations at the Summerhill Quarry.

A more appropriate land use outcome for the land west of the train line would be for it to form an extension to the Craigieburn North Employment Precinct and Amaroo Business Park industrial land. This

would significantly reduce the access and servicing requirements for this area.

Given the significant land supply for both residential and industrial development in this area in the next 15 years and the complexities of developing the sites, there is no need to commence detailed planning of this area until the guarry operations cease (5-10 years).

Yarra Valley Water is planning to construct a significant sewer on the eastern side of the train line, parallel to it, connecting Amaroo to Lockerbie. This would create a 20m wide easement over the pipeline, reducing the land available for development but providing opportunity for a high quality walking and cycling track.

Merri Creek Regional Park

The Merri Creek parkland extends from the Yarra in the inner parts of Melbourne into the Hume Corridor. Whilst the Merri Creek through this precinct provides high quality habitat for the growling grass frog that is protected under the State Government *Biodiversity Conservation Strategy*, this regional parkland should be extended and include small park nodes and an extension to the Merri Creek metropolitan trail network.

Strategies

To deliver a high quality and viable extension to the Nationally Signifcant Employment Area that also respects the existing natural environment:

 Work with Metropolitan Planning Authority and other State Government agencies to complete the Craigieburn North Employment Precinct Structure Plan and Development Contributions Plan that:

- Plans for a road network that supports a high diversity of lot sizes, particularly large lots suitable for a mix of industrial and transport and logistics businesses
- Requires that new development fully funds or directly delivers:
 - an upgrade and realignment of Brookville Drive to a standard and capacity that enables the safe use of the road by trucks, buses and cars
 - intersections that enable all turning movements to be made safely by trucks including B doubles and triples
 - a new bridge crossing of the Merri Creek into the English
 Street Precinct
- Provides an opportunity for a small activity centre in the middle of the site targeted at meeting the convenience needs of businesses and workers within the Craigieburn North Employment Precinct
- Limits opportunities for non industrial or commercial uses that are better located in an activity centre within the Craigieburn, Mickleham or Lockerbie Precincts
- Requires that the Merri Creek environment is protected and facilitates public access through the requirement for a shared bike and walking trail suitable as an extension to the Merri Creek metropolitan trail
- Protects the trees to the south of a widened Summerhill Road by including them into a conservation and open space reserve
- Requires the following treatments along the boundary with the Hume Freeway and the Merri Creek parkland:
 - a local access street with large trees and a landscaping setback within lots

- buildings to front this local access street and utilise architecture treatments and non distracting signage
- Requires that the design of Brookville Drive makes a high quality entry statement with strong landscaping
- Requires that lots along Brookville Drive either front a service road, front an access drive from a side road or utilise landscaping and architectural treatments to ensure development presents well to Brookville Drive.
- Requires that lots along connector streets front the street or utilise landscaping and architectural treatments to ensure development presents well.
- Work with the developers of the land either side of the Hume
 Freeway in the south of the precinct to prepare detailed plans that:
 - Enable bulky goods retailing or industrial development to the north of the existing Bunnings site
 - Deliver a range of employment opportunities within the industrial and commercial sectors in the south in accordance with the schedule to the Design and Development Overlay 1 and Development Plan Overlay 16
 - Limit opportunities for non industrial or commercial uses that are better located in an activity centre within the Craigieburn, Mickleham or Lockerbie Precincts.

To manage the impacts of growth in the Hume Corridor on the transport network and to unlock the development potential of this precinct:

- Plan and advocate to State Government for the delivery of:
 - the upgrade to Donnybrook Road and Summerhill Road
 - the construction of the half diamond interchange on the Hume
 Freeway
 - o the Mount Ridley Road and Summerhill Road flyover

in accordance with the timeframes outlined in the *Infrastructure* and *Delivery Strategy*.

- Work with landowners, developers and service providers in the precinct to facilitate the early delivery of road, broadband and upgraded utility infrastructure to the area.
- Plan and deliver the bicycle infrastructure in Map 4.7.

To support, grow and attract businesses in the the Nationally Significant Employment Area:

- Promote the employment land in this precinct as a major employment location for manufacturing, transport and logistics, wholesale and construction companies.
- Advocate for the planning and delivery of the Beveridge and Somerton Interfreight Terminals to enable improved freight travel in this precinct.
- Advocate for the provision of tertiary and adult training opportunities within Hume or in good proximity to businesses within this precinct with a strong focus on high level management training and high tech skills development.
- Enable knowledge and technology diffusion through business networks.

To ensure that the planning of the English Street Precinct in the City of Whittlesea supports the extension of the Nationally Significant Industrial Area and delivers a sustainable residential precinct:

- Work with the Metropolitan Planning Authority and other State Government agencies and City of Whittlesea to complete the Precinct Structure Plan and Development Contributions Plan for English Street Precinct
- Ensure that developer funding is required from the English Street precinct to:

- deliver an upgraded access from Donnybrook Road through the precinct to enable a new bridge across the Merri Creek
- contribute fifty percent of the funding to a bridge across the Merri Creek connecting English Street to Brookville Drive
- deliver an upgrade and realignment of English Street to a standard and capacity that enables the safe use of the road by large vehicles, buses and cars
- deliver intersections that enable safe through movement of large vehicles.

To deliver appropriate development on the land to the east of the train line (in Hume Municipality) and east of the Merri Creek (in the City of Whittlesea):

- Work with the Metropolitan Planning Authority, other State Government agencies and the City of Whittlesea to identify the optimal long term land use outcome for this area taking account of:
 - the feasibility and viability of achieving appropriate access and connectivity to adjoining areas and within the site, notably the train line and the Merri Creek
 - o the constraints of the quarry operations and rehabilitation
 - the natural heritage qualities of the area
 - the capacity of the area to support different land uses and associated supporting infrastructure
- Investigate the potential to protect natural heritage values on land south of Summerhill Road as an extension to the Amaroo Conservation Reserve.
- Advocate for industrial development as the preferred land use unless this work identifies that the constraints to other land uses are addressed.

- Require that the following be prepared to inform any proposal to plan or develop the land for residential development:
 - a Social Impact Assessment that assesses the suitability of residential development including the feasibility to create a self-sufficient community that viably supports a neighbourhood centre, community facilities and a new regular bus route taking account of the physical constraints, topography, proximity to industrial activity and poor levels of accessibility
 - a Financial Assessment to assess the viability of delivering the necessary infrastructure to support the development, including: road connections across the Merri Creek and the train line, and road connections to Summerhill Road and Craigieburn Road.
- Advocate for any Precinct Structure Plan for the area to only commence after the operations at the Craigieburn Quarry have ceased.
- Require the following prior to the commencement of a Precinct Structure Plan for the land:
 - A geo technical assessment for the Craigieburn Quarry site
 - O A noise and air quality assessment of potential adverse environmental effects from the neighbouring quarrying and brick making activities at the Summerhill Quarry, the Craigieburn North Employment Precinct and the proposed power station on Summerhill Road
 - Commitment for the early delivery of a bridge over the Hume Highway connecting Craigieburn Road East and Craigieburn Road.

- Plan for the extension of the Merri Creek Parklands to protect the Merri Creek, extend the trail network, and deliver opportunities for passive recreation.
- Work with Yarra Valley Water and City of Whittlesea to achieve a cycle path along the easement for the major new sewer on the land adjoining the train line.

4.8. Inter Urban Break

This precinct comprises land between Mount Ridley Road, the Hume Highway, Mickleham Road and the overhead power lines to the north.

The area is characterised by Mount Ridley, and an existing rural living subdivision with a large amount of native vegetation including river red gums, and open views. The low density rural living qualities of this area reflect a long standing planning policy of Hume City Council to retain the natural qualities of the area and provide a visual break in urban development between the built areas of Craigieburn and future development further north. This area and character of development provides a unique housing product within the Hume Corridor that is not commonly located in such good proximity to employment and services.

Large Areas of Change

Existing Developed Area

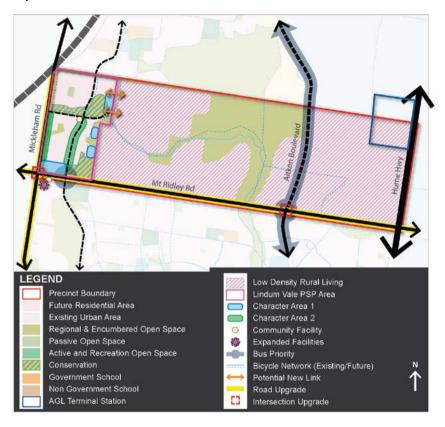
The existing low density rural living subdivision pattern should be retained to protect the semi-rural character of this area and the opportunity for larger properties and houses.

Lindum Vale

A Precinct Structure Plan is being prepared for the undeveloped land in the western portion of the Inter Urban Break. This plan should maintain the intent and character of the Inter Urban Break across the area shown on Map 4.8. This includes the protection of trees and drainage lines within public land, and a transition in density of development across the site.

A large open landscape buffer comprising of conservation and open space areas should adjoin Mount Ridley Road to maintain the visual openness and views to Mount Ridley. Large numbers of river red gum trees scattered across the site should be retained in conservation, open space and linear tree reserves that will also enable excellent east-west and north-south walking and cycling connectivity and continuity of habitat within the wider area.

Map 4.8 – Inter Urban Break



Larger lots should front the open space buffer long Mount Ridley Road and adjoin the existing rural properties to the east. This will provide a sensitive development transition and retain the visual openness through generous front setbacks and spacing between dwellings that characterise

the rest of the Inter Urban Break (Character Area 1). Along a new north-south connector and Mickleham Road wide tree reserves should provide a strong landscape treatment to reflect and retain the more rural character of the Inter Urban Break (Character Area 2).

A more conventional density of development may be pursued north of the east-west connector road and linear reserve up to the Merrifield West estate, and in areas where development is currently screened by vegetation.

This mix of lot sizes not only responds to the natural heritage qualities of the area and the existing built form character of the Inter Urban Break but also delivers a unique housing product not found elsewhere in the Hume Corridor or many parts of the Wider Northern Growth Region.

Development contributions will be collected from this area to fund the proposed community facilities in Craigieburn West and large scale facilities in the Mickleham precinct.

Managing Travel Demand

Land is safeguarded through the existing developed area of the Inter Urban Break area for Aitken Boulevard (see Section 3). The timely delivery of this road is crucial to connecting new residents in the Mickleham Precinct to the Craigieburn Town Centre and connecting residents in Craigieburn to the future employment areas on Donnybrook Road and Merrifield Town Centre. Mickleham Road will need to be duplicated in this section and may ultimately be 6 lanes. Duplication should minimise the removal of native vegetation.

A north-south connector road will be constructed through the Lindum Vale area in the west of the precinct that will be used by buses that connect residents in this area to Craigieburn and Mickleham (Merrifield) Town Centres.

Strategies

To maintain the character of the Inter Urban Break and its unique housing opportunities:

- Retain the current zoning and subdivision controls on the existing developed areas.
- Work with the Metropolitan Planning Authority and the developers of the undeveloped western portion of the Inter Urban Break to prepare a Precinct Structure Plan and Development Contribution Plan which:
 - protects a high number of river red gum trees and other high quality biodiversity values in conservation reserves, open spaces and widened road reserves
 - establishes continuous north-south and east-west green links which provides walking, cycling and habitat connectivity between Craigieburn and Mickleham precincts, and east and west through the Inter Urban Break
 - o retains the visual openness adjoining Mount Ridley and the existing rural development
 - o provides a number of larger lots to reflect the character of the existing Inter Urban Break land and delivers opportunities for larger housing product to maintain diversity in the Hume Corridor
 - o provides for a more conventional density of development north of the east-west connector road adjoining the future Merrifield West area

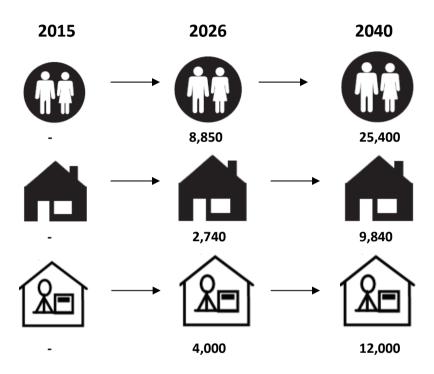
- provides for the duplication and ultimate development of a 6
 lane road along Mickleham Road with Avenue of Honour tree planting
- o requires the development of a north-south connector road through the area that connects to Merrifield West and Craigieburn West
- delivers good quality pedestrian and cycle routes through the area as part of the wider network of green spaces in the wider Craigieburn area
- o requires development contributions towards proposed community infrastructure in the Craigieburn West area and the large scale facilities in Mickleham (Merrifield Town Centre)
- requires developers to deliver an intersection on Mount Ridley Road with bus priority measures for buses utilising the northsouth connector
- requires developers to deliver new and upgraded intersections with Mickleham Road.

To manage the impacts of growth in the Hume Corridor and new development within this precinct on the transport network in this precinct:

- Work with State Government and developers to fund and deliver the initial lanes of Aitken Boulevard through the Inter Urban Break in accordance with the timeframes in the *Infrastructure and Delivery Strategy*.
- Advocate to State Government for the duplication and construction of the dedicated bus lane in the central median of Aitken Boulevard in accordance with the timeframes outlined in the *Infrastructure* and Delivery Strategy.

- Work with the developers to stage their development to enable the early delivery of the north-south connector and facilitate early provision of bus services.
- Work with Public Transport Victoria to enable bus services to operate along Aitken Boulevard and the new connector as soon as feasible.
- Require developers to deliver the timely provision of new local roads and new intersections that minimise the need for significant future upgrades.
- Work with State Government and developers to deliver the bicycle network in Map 4.8.

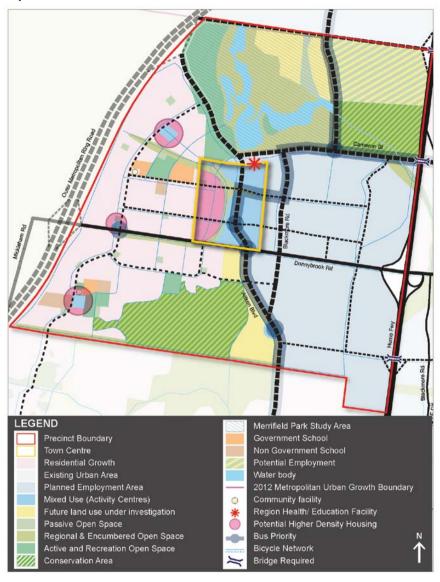
4.9. Mickleham



The Merrifield precinct includes the area to the west of the Hume Freeway to the alignment of the Outer Metropolitan Ring Road (OMR) in the north of the Hume Corridor. The land between Gunns Gully Road and the OMR is in the Shire of Mitchell but highly relevant to this precinct.

It is currently a largely undeveloped and isolated area that will see significant change in the coming 30 years and beyond for large scale residential and employment development.

Map 4.9 - Mickleham



Large Areas of Change

Donnybrook Road Employment Area

The Merrifield Employment Park and the employment land on the south side of Donnybrook Road cover approximately 500ha of land either side of Donnybrook Road. They form another part of the Nationally Significant Industrial Area within Melbourne and the Hume Corridor and are anticipated to provide a large proportion of the future industrial and employment needs of Melbourne over the next 30 years.

Their large lots and location in good proximity to the Hume Freeway and future Outer Metropolitan Ring road make them unique in providing opportunities for national and international logistics and manufacturing businesses seeking very large sites. Their proximity to the Mickleham (Merrifield) Town Centre, the Hume Freeway and access to the future Aitken Boulevard Bus Rapid Transit way also makes them highly suitable locations for office development.

The majority of the land in these employment parks is already planned except for the land south of Donnybrook Road immediately adjacent to the Hume Freeway known as Bunker Hill. The Commonwealth Government is developing a new quarantine facility along Donnybrook Road. This facility is due to open in 2015 and will consolidate existing quarantine facilities in Australia. Significant buffers have been incorporated into the design of this site to maintain the integrity of the quarantine operation.

Potential Employment Area

Land in the north-east of this precinct either side of Gunns Gully Road is identified in the State Government's *Growth Corridor Plan* for employment development, principally owing to its location adjoining the Hume Freeway. Hume City Council believes that the area's proximity to

the Mickleham (Merrifield) Town Centre and Merrifield Park, and its location on Aitken Boulevard make it potentially more suitable for residential development. A residential allocation would certainly help to facilitate a more timely extension of Aitken Boulevard, support increased bus patronage along Aitken Boulevard and maximise the sustainability benefits of the site's proximity to major employment areas, Mickleham (Merrifield) Town Centre and Merrifield Park. This allocation should be reviewed as part of any review of the employment land requirements in the Northern Growth Region and the monitoring of this strategy (See Section 5).

Mickleham (Merrifield) Town Centre

The Mickleham (Merrifield) Town Centre is planned to be a major employment destination in the north of the Hume Corridor that will also meet the retail, community and service needs of residents to its west and north, including areas in Mitchell Shire. The vision is for a town centre that blends together the business park areas to the east and the residential areas to the west with Merrifield Park, major regional health, education and civic facilities and Aitken Boulevard to deliver a truly unique, popular and high employment generating centre.

To realise the vision, Hume City Council believes that the town centre needs to provide conditions that will support a genuine mix of business opportunities, a sizeable residential population within the centre and achieve prolonged and repeat visitation from the wider area. These conditions include the creation of a recognisable heart for the Town Centre as well as other points of interest that become focal points for activity.

It needs to have a strongly street based configuration similar to the Hoddle grid of Melbourne's Central Business District with a mix of street

designs, block sizes and open space opportunities to create different character areas that facilitate a genuine mix of office, retail, leisure and housing opportunities throughout the centre. These streets and open spaces must enable activity to spread over time as the centre develops and enable strong connectivity to and through the centre, for all modes of transport.

The Mickleham (Merrifield) Town Centre will be Hume City Council's preferred location for a new hospital and university for the Northern Region to further help realise this vision. However, if the detailed plans for the centre being prepared do not seek to realise and maximise the employment generating benefits of these facilities through an adaptable street based configuration then Donnybrook (Lockerbie) Town Centre would be preferred.

Kalkallo Retarding Basin and Potential Northern Sports and Leisure Hub

A Northern Sports and Leisure Hub of State scale and significance similar to Albert Park has been proposed for the land immediately north of the Merrifield Town Centre that is owned by Melbourne Water. This facility could provide for the regional scale sports and leisure needs of the residential development in Merrifield West and further north in Mitchell Shire as well as the state scale needs of the Wider Northern Growth Region.

Further detailed design and feasibility work is required but initial work has identified that 70ha of land could be utilised for such a facility and could include:

- regional scale hockey centre
- State scale cycling centre
- water based recreation and boating activities (subject to drainage and water quality requirements)

- sports fields and grounds for a range of sports and activities
- indoor and outdoor recreation facilities
- a golf course.

To deliver this opportunity, State Government or another public authority needs to retain ownership of the land and set up an appropriate management and governance regime. It also needs to ensure that it is the focus for new investment by State and Commonwealth sporting bodies seeking new premises.

Merrifield West

Merrifield West is a new residential area of approximately 6,900 dwellings in the west of the precinct based around two new neighbourhood activity centres with supporting schools, community facilities and sports reserves.

Given the isolation of this area from existing residential areas and services, it will be critical that the retail, community facilities, schools and sports facilities planned for this area is provided in the short term. Hume City Council will work with the developers in this area to stage and manage development to unlock the land identified for these facilities but interim or temporary facilities maybe pursued until the population reaches the scale necessary to viably support full community facilities. Likewise, it will work with Public Transport Victoria to ensure that new bus services are provided in the short term to connect these residents to the Craigieburn Town Centre and the Craigieburn and Donnybrook train stations.

Managing Travel Demand

Aitken Boulevard is vital to achieving good connectivity to and through this precinct by both car and bus for residents and businesses throughout the Hume Corridor and the new residential areas in Mitchell Shire. It will be particularly important in connecting people north and south of this precinct to the future hospital and university, Merrifield Park, and major employment areas. Through the Mickleham (Merrifield) Town Centre it will be important that easy pedestrian movement to buses and access across Aitken Boulevard is achieved through appropriate intersection spacing.

The delivery of Aitken Boulevard and bus services is particularly critical in the short term to connect early residents in the Merrifield West to employment, transport and community facilities and services in Craigieburn and Broadmeadows. As employment opportunities along Donnybrook Road and in the Mickleham (Merrifield) Town Centre are created, it will also provide an important road and public transport connection for residents in the Hume Corridor to local employment opportunities.

A half diamond interchange is proposed with the Hume Freeway adjoining Bunker Hill site to manage traffic utilising the off ramp onto Donnybrook Road. This interchange will provide the Bunker Hill site and wider Donnybrook Road employment precinct with the level and quality of access to the Hume Freeway sought by major businesses.

Timely upgrades are also needed to Donnybrook Road and Mickleham Road to manage increased residential and industrial traffic. Bus services to Craigieburn and Donnybrook Stations will also be required in the early phases of development.

In the longer term (15+years) the construction of the Outer Metropolitan Ring Road and E6 will be important to connect these employment areas to the residential and other employment areas in the west and east of Melbourne without being reliant on the Hume Freeway and Western Ring Road.

Mount Ridley Grasslands Nature Conservation Reserve

The Mount Ridley Grasslands Nature Conservation Reserve is and will remain as a conservation reserve with the Department of Environment Land Water and Planning, and Hume City Council responsible for its management.

Whilst biodiversity conservation will remain the primary objective of the reserve, a trail network is planned to circulate around the perimeter of the woodlands reserve and provide an attractive recreation opportunity for future residents and workers in the area. This trail network will connect into Craigieburn and may include areas for seating, shelter and picnic and barbecue facilities.

Strategies

To deliver a high quality and viable new employment precinct for the Nationally Significant Employment Area within the Hume Corridor:

- Work with the landowners and developers of the Bunker Hill site to prepare plans which:
 - facilitates a high diversity of lot sizes, particularly large lots suitable for a mix of office, industrial and transport and logistics businesses
 - limits opportunities for non-industrial or commercial uses that are better located in an activity centre within the Craigieburn, Mickelham (Merrifield), Donnybrook (Lockerbie) Town Centres
 - requires an access street with large trees and other landscaping along the boundary with the Hume Freeway
 - requires buildings to front this access street and utilise good architecture treatments and non-distracting signage

- requires that buildings along any central estate street, front the street or utilise landscaping and architectural treatments to ensure development presents well
- requires development contributions to the delivery of a new east-west road to connect to the Hume Freeway and an extension of Polaris Drive.
- Work with the owners of the Merrifield and Donnybrook Road Employment Parks to:
 - prepare update and revise plans and prepare subdivision plans
 which meet the needs of national and international
 businesses, particularly those requiring large lots
 - fast track the amendment and approval of plans where necessary to attract footloose industry.
- Require that the Commonwealth Government quarantine facility contributes to the provision of road infrastructure and does not compromise the access and development opportunities on the adjoining properties.
- Work with landowners, developers and service providers in the precinct to facilitate the early delivery of road, broadband and upgraded utility infrastructure to the area.

To support, grow and attract businesses in the the Nationally Significant Employment Area:

- Promote the employment land in this precinct as a major employment location for manufacturing, transport and logistics, wholesale and construction companies.
- Advocate for the planning and delivery of the Beveridge and Somerton Interfreight Terminals to enable improved freight travel in this precinct.

- Advocate for the provision of tertiary and adult training opportunities within Mickleham (Merrifield) Town Centre or Donnybrook (Lockerbie Town Centre).
- Enable knowledge and technology diffusion through business networks.

To realise the potential of the Mickleham (Merrifield) Town Centre as a vibrant and popular major employment, retail, leisure and service location within the Wider Northern Growth Region:

- Work with the developers to prepare plans which:
 - integrate the residential areas to the west, the employment areas to the east and Merrifield Park to the north through a street network that facilitates a genuine mixing of uses, and high levels of permeability and connectivity
 - identify a heart for the Town Centre that is the focus for activity and visitation, and is well connected and integrated to the principle retail and commercial areas, Merrifield Park and the major transport routes
 - utilise open space and changes in street widths and built form to create other points of interest and areas of different character that support and attract investment and visitation
 - o enable a street based configuration similar to the Hoddle grid of Melbourne's Central Business District with a mix of street designs, block sizes and open space opportunities to create different character areas that facilitate a genuine mix of office, retail, leisure and housing opportunities throughout the centre
 - enable a strong mix of uses, investment opportunities for a range of businesses and easy movement within the centre through:

- requirements for a fine grain network of streets with a block length of 120m to 200m with a maximum block length of 200m
- requirements for a mix of block sizes with a maximum of 60m to 100m by 120m to 200m
- provision of a mix of uses within buildings where possible
- o enable active and safe streets through:
 - restrictions on the length and quantum of internalised mall space
 - requirements for sleeving on big box retailing and other uses that would otherwise have blank walls
 - on street parking on all streets
- provide a defined route for the movement of delivery trucks and require deliveries for larger shops and businesses to be via service lanes
- Work with State Government to review the need for the land either side of Gunns Gully Road in the north of the precinct to be developed for employment uses and assess its suitability for residential land.

To manage the impacts of growth in the Hume Corridor on the transport network and to unlock the development potential of this precinct:

- Work with VicRoads and the developers to plan and deliver the Merrifield North Transport Network Plan for the employment areas with priority given to the construction of the first lanes of Aitken Boulevard and duplication of Donnybrook Road
- Plan and advocate to State Government for the delivery of:
 - o the construction of the half diamond interchange on the Hume Freeway
 - o the duplication of Aitken Boulevard and Mickleham Road

- o the construction of the dedicated bus lane along Aitken
 Boulevard
- o the extension of Cameron Street over the Hume Freeway
- o the provision of new bus services to train stations and along Aitken Boulevard

in accordance with the timeframes outlined in the *Infrastructure* and *Delivery Strategy*.

- Work with Mitchell Shire Council and State Government to deliver the timely construction of Aitken Boulevard north towards Wallan and deliver high quality bus access for residents in Mitchell to this precinct and the Hume Corridor.
- Work with the developers to stage their development to enable the early delivery of connector roads to facilitate early provision of bus services.
- Require developers to deliver the timely provision of new local roads and new intersections that minimise the need for significant future upgrades.
- Work with State Government and developers to deliver the bicycle network in Map 4.9.

To realise the significant potential of Merrifield Park and to facilitate its delivery:

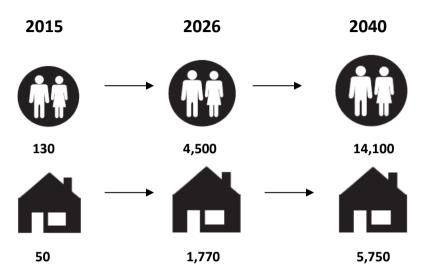
- Work with developers, Melbourne Water and State Government to prepare a plan for Merrifield Park which:
 - o confirms the scale and nature of the land available for sports and leisure facilities
 - o identifies the sports and leisure facilities needed in the Northern Region in this location but retain land for further facilities in the longer term

- confirms the location of the hospital, university and any other
 State or local civic facilities that are to be located within the park
- provides a viable and feasible funding and governance regime to deliver and maintain the potential sports and leisure facilities
- confirms the interface and road network, bicycle and trail connections between the park and the adjoining residential, industrial and Mickleham (Merrifield) Town Centre.

To deliver a high quality large scale residential suburb in Merrifield West:

- Implement and revise as required the Merrifield West Precinct Structure Plan and Development Contributions Plan.
- Support and approve subdivision plans which provide for a range of housing products and sizes to be constructed, including housing for small and single person households.
- Work with the developers to deliver:
 - a well-staged and managed development which enables the delivery of retail and local infrastructure in accordance with the timeframes outlined in the *Infrastructure and Delivery Strategy*
 - o interim community facilities where the timing for the delivery of more permanent facilities is considered to be longer term.
- Work with Department of Education to develop integrated community, primary school and sports hubs with a strong focus on shared facilities and car parking, and linkages to the adjoining new neighbourhood centre.
- Seek grant funding from State and Federal Government to assist in improving the quality of new infrastructure or enabling its early delivery.

4.10. Kalkallo & Lockerbie



The Kalkallo and Lockerbie Precincts include the land north of Donnybrook Road to the alignment of the OMR between the Hume Freeway and railway line. The precinct includes the Kalkallo Township as well as the Lockerbie area that contains the Cloverton and Kallo estates. It includes land in Mitchell Shire to the north of Gunns Gully Road and east of the Merri Creek in the City of Whittlesea.

Significant residential development is being planned to the east of this precinct in City of Whittlesea in areas known as Donnybrook and Woodstock areas and in Mitchell Shire known as Lockerbie North. Together these areas are anticipated to be home to over 50,000 people with approximately 18,000 living within the Hume municipality when all the land is fully developed.

Map 4.10 - Lockerbie



Large Areas of Change

Lockerbie Area

Cloverton and Kallo estates will be the major new residential estates in Lockerbie area. Three new local centres are planned in these estates that will include a range of schools, community facilities, convenience retail and sports facilities. Other higher order facilities are proposed in the Donnybrook (Lockerbie) Town Centre that will also meet the needs from the adjoining Lockerbie North, Donnybrook and Woodstock areas.

Development of the Lockerbie area is anticipated to take a number of decades to complete. The isolation of this area requires the early delivery of community infrastructure, potentially in the form of interim facilities.

Donnybrook (Lockerbie) Town Centre

A new Town Centre will be developed in the east of this precinct adjoining the Merri Creek and in proximity to a new train station. This centre is anticipated to become the second largest centre in the Hume Corridor and an important focus for retail, leisure, community and cultural activity for residents in the Lockerbie, Donnybrook, Woodstock, Lockerbie North areas and the new development areas around Beveridge.

Land has been identified in the Precinct Structure Plan for a potential hospital and university. Whilst Hume City Council prefers the Mickleham (Merrifield) Town Centre for such facilities (see Section 4.9), it supports this location as a secondary option or as a location for other large scale health and tertiary education facilities and will seek to safeguard this land until these facilities are planned and delivered in Mickleham (Merrifield) Town Centre.

A high level plan and series of principles have been developed as part of the *Lockerbie Precinct Structure Plan* which in summary seek to:

- create a strong intersecting north-south and east-west grid network to enable easy movement to and through the town centre
- develop a fine grain town centre core that promotes walking, cycling and public transport with car dependent uses located on the edge of this area
- create a series of public spaces that encourage movement along key routes, particularly between the town centre core, the Merri Creek and Lockerbie Train Station
- create different character precincts that contain a different mix of uses and activity, and have different built form and landscaping elements
- utilise different public realm treatments to reinforce street hierarchy and the character of the different precincts
- maximise opportunities for different open spaces to facilitate movement, attract business development and investment and promote higher density residential outcomes within the town centre.

The principles set out in the *Lockerbie Precinct Structure Plan* will guide the development of Urban Design Precinct Plans.

Merri Creek Parklands

The land adjoining the Merri Creek in this precinct has the potential to be a major open space corridor and part of the wider Merri Creek Regional Park which will include both public open space, and conservation areas to protect the creek and local populations of Growling Grass Frog. Further work is required to determine the design and ultimate management arrangements of this land.

The Kalkallo Township

The largely rural township of Kalkallo is approximately 130ha in area, and is located east of the Hume Highway and north of Donnybrook Road.

With development occurring around the township, notably the future Cloverton estate, utility servicing will be provided to the edge of the Kalkallo Township enabling greater subdivision if services are connected to individual properties.

A Precinct Structure Plan is required to guide the future development of the township. Map 4.10a shows what this plan should seek to achieve and how the township could be developed whilst retaining the township character and qualities valued by the current Kalkallo community.

It protects the significant heritage sites, the Kalkallo Commons Grasslands, the historically significant Kalkallo Cemetery, and the Kalkallo Creek that runs through the centre of the township. The land to the east of the Kalkallo Creek and south of the Commons is proposed to be developed to a similar density as the Cloverton area (15 dwellings per hectare). The land to the west of the Kalkallo Creek and to the north is proposed to be developed to a lower density subject to development viability. This density is reflective of current built form and community aspiration to keep Kalkallo distinct and different.

To facilitate this development, utility services will need to be connected, drainage will need to be formalised and existing roads will need to be upgraded to an urban standard. The existing blue stone heritage bridge will need to be strengthened to support additional one way traffic. Sound proof walls will be provided along the Hume Freeway. If developed in this way, it is anticipated that the population of Kalkallo could reach around 1,200 people living in 440 dwellings.

Road connections to the Cloverton area will be limited to Cameron Street and Donnybrook Road. Strong pedestrian and cyclist links through the protected Kalkallo Commons and Kalkallo Grasslands to enable good connectivity to facilities in the Lockerbie area.

Map 4.10a - Kalkallo Township



Managing Travel Demand

A new train station is proposed at the Donnybrook (Lockerbie) Town Centre but the *Rail Network Plan* prepared by Public Transport Victoria identifies that this station will not be developed until post 2030. Until this time, residents will be required to utilise V Line services from Donnybrook Station.

Hume City Council believes that the station should be provided sooner to provide more appropriate accessibility and encourage sustainable travel behaviour by new residents.

Early provision of bus services, particularly to Craigieburn and Broadmeadows, will also be important to minimise the need for new residents to own multiple cars and undertake long trips by car to access services. This will require timely upgrades to Donnybrook Road and consideration to the early delivery of the upgrade and extension of Cameron Street over the Hume Freeway to access Merrifield Employment Park.

Initial development is likely to occur off Donnybrook Road. To facilitate development in the northern part of the precinct a new interchange with the Hume Freeway will be required to minimise traffic issues on Donnybrook Road. Likewise, as development occurs in the Woodstock and Donnybrook areas in the City of Whittlesea, new bridges across the rail line and Merri Creek will be required to provide access to the Donnybrook (Lockerbie) Town Centre and to minimise impacts on Donnybrook Road.

Strategies

To enable the development of the Kalkallo Township whilst maintaining and protecting the qualities of the Township valued by the current community:

- Work with landowners and State Government to deliver a Precinct Structure Plan or equivalent that is generally in accordance with Map 4.10a ensuring that it:
 - o protects the Kalkallo Creek, the Kalkallo Commons and Kalkallo Cemetery
 - o includes parkland either side of the Kalkallo Creek with road frontage where possible
 - o retains the bluestone bridge and limits movement across it to either single way local traffic or preferably pedestrian and cycle crossings
 - provides alternative access for properties currently with direct road access onto Donnybrook Road and the Hume Freeway and delivers appropriate noise barriers for properties adjoining the Freeway
 - recognises and retains all heritage listed buildings and the rural township character of existing properties particularly adjoining the creek
 - provides a road structure that discourages traffic travelling through the area
 - provides high quality pedestrian and cycle links along and across Kalkallo Creek and into the Cloverton estate
 - retain the township feel and character on the western side of the Kalkallo Creek through:
 - provision of a range of lot sizes, including lower density rural living lots if viable

- retention and provision of wide street reserves.
- Work with the landowners and developers to deliver a well-staged and managed development in accordance with approved plan and support its amendment where suitable.

To facilitate equitable access for new residents in the Kalkallo Township to community and recreation facilities:

- Ensure that development contributions are made from development in Kalkallo towards the upgrade of John Laffan sports reserve including a new pavilion, and the expansion of community facilities in the Lockerbie South community hub.
- Ensure development contributions towards the construction of pedestrian and cycle links across Kalkallo Creek and into the Cloverton estate.

To deliver a high quality large scale urban development in this precinct:

- Implement and revise as required the Lockerbie Precinct Structure Plan and Development Contributions Plan.
- Support and approve subdivision plans which provide for a range of housing products and sizes to be constructed, including housing for small and single person households.
- Work with the developers to deliver:
 - a well-staged and managed development which enables the delivery of retail and local infrastructure in accordance with the timeframes outlined in the *Infrastructure and Delivery Strategy*
 - interim community facilities where more permanent facilities are anticipated to be delayed.
- Work with Department of Education to develop integrated community, primary school and sports hubs with a strong focus on

- shared facilities and car parking, and linkages to the adjoining new neighbourhood centre.
- Seek grant funding from State and Federal Government to assist in improving the quality of new infrastructure or enabling it's early delivery.

To facilitate equitable access and choice for future residents in the Lockerbie area and adjoining residential precincts in Whittlesea and Mitchell to large scale regional community and recreation facilities:

- Work with the developer, Whittlesea City Council, Mitchell Shire Council and State Government to fund and deliver regional scale recreation and community facilities in Lockerbie.
- Work with the developer, Whittlesea City Council, Melbourne Water, and State Government to fund and deliver a quality regional park along the Merri Creek which balances both conservation requirements and provides high quality parkland with bicycle and walking trails.

To realise the potential of the Donnybrook (Lockerbie) Town Centre as a vibrant and popular major retail, leisure and service location within the Northern Region:

- Work with the developers to:
 - o prepare an Urban Design Precinct Plan which reflects and delivers upon the principles contained within the Lockerbie Precinct Structure Plan
 - o prepare a Delivery Plan for the staging and sequencing of the development of the town centre.

To manage the impact of growth in the Hume Corridor and wider Northern Region on the transport network in this precinct:

• Plan and advocate to State Government for the delivery of:

- the extension to the Upfield train line, upgrade to Donnybrook Station and new Lockerbie train station in accordance with the timeframes outlined in the *Infrastructure and Delivery* Strategy
- bus services from the Lockerbie area to the Merrifield,
 Craigieburn Town Centre, and Broadmeadows
- the duplication of Donnybrook Road and delivery of the Cameron Street extension
- the upgrade to the Hume Freeway and delivery of the new Gunns Gully interchange

in accordance with the timeframes outlined in the *Infrastructure* and *Delivery Strategy*.

- Work with the developers, Whittlesea City Council, Mitchell Shire and VicRoads to deliver the crossing to the train line and Merri Creek to enable access to the Lockerbie Town Centre from adjoining residential areas.
- Work with the developers to stage their development to enable the early delivery of arterial and connector roads to facilitate early provision of bus services.
- Require developers to deliver the timely provision of new local roads and new intersections that minimise the need for significant future upgrades.
- Work with State Government and developers to deliver the bicycle network in Map 4.10.

4.11. Melbourne Airport

The Melbourne Airport Precinct comprises the Melbourne Airport land and the employment land to its south. Melbourne Airport is one of Victoria's key strategic assets and economic drivers, and one of its largest employment destinations, particularly for Hume residents. It is also an important asset for Hume businesses, particularly large exporters and importers.

Unlike most other parts of the Hume Corridor, the planning and development of Melbourne Airport is regulated by the Commonwealth Government under the *Airports Act* 1996. The Commonwealth Government control the planning of Melbourne Airport land and therefore Hume City Council relies on the support of Melbourne Airport, Federal Government and State Government to manage the impact of the development.

The Masterplan

The Airports Act 1996 requires the preparation of an Airport Master Plan every 5 years. The most recent master plan was prepared by Melbourne Airport in 2014 that will guide its future development as it prepares to accommodate and manage the demand from approximately 40 million passengers a year by the end of the decade.

The Masterplan includes a number of important upgrades and changes to Melbourne Airport. These include:

- an additional east-west runway
- a new elevated road to manage access to the terminals
- a new access road from the south known as Airport Drive
- expansion of the Melbourne Airport Business Park.

The Masterplan also identifies the need to improve access to Melbourne Airport. In addition to the Airport Rail Link, it calls upon State Government to also upgrade the Tullamarine Freeway, build the Bulla Bypass and the Outer Metropolitan Ring Road and Airport Link.

Managing Travel Demand

Hume City Council supports the Masterplan but believes that further work is required to improve transport access to the Melbourne Airport precinct for residents and businesses in the Northern Region. The construction of the Attwood Connector would provide a significant benefit for these residents and businesses by providing a direct road, public transport and cycling connection to the employment precinct from the east. It would also remove traffic from the Mickleham Road and Tullamarine Freeway interchange, immediately south of the airport.

Improved bus services from Sunbury, Craigieburn, Mickleham and Beveridge to the airport would also significantly increase sustainable and equitable access. Transport assessments undertaken show that these bus services would attract significant patronage immediately and should therefore be pursued and extended as the new residential development areas grow.

Major Employment Precinct

The Melbourne Airport Business Park land offers a very high quality employment location with unrivalled access to the airport precinct and its associated freight handling and passenger services. To fully realise the potential of the business park this unique employment and business offer, Hume City Council believes that there should be more controls to limit the development of the business park to only those businesses that require proximity to Melbourne Airport. Greater controls are also needed on the scale of commercial services (particularly leisure and retail

facilities) to minimise any adverse impacts on the activity centres in the Hume Corridor.

Safeguarding Melbourne Airport and Managing Impacts of Noise

The importance of Melbourne Airport to the economy of Victoria and the convenience of Melbourne generally depends upon the continued curfew-free operation of the airport. Planning measures have been in place since 1992 to control noise sensitive development under existing or planned flight paths with such land subject to either Schedule 1 or Schedule 2 of the Melbourne Airport Environs Overlay. This helps limit the number of people subject to aircraft noise that could undermine the 24 hour operation of the airport and provide safe air navigation.

More recently, a National Aviation Safeguarding Framework (NASF) has been prepared which provides greater guidance on considering the impact of new development on airports. This guidance will be used to consider large scale new development proposals on land under the flight paths and in the vicinity of Melbourne Airport, particularly, any future changes to the UGB at Greenvale West and the Attwood Land.

Hume City Council recognises the need to protect the curfew of the airport and limit noise sensitive development around Melbourne Airport. It works hard to ensure that the controls are implemented to minimise the impact of new development. However, the economic benefits of the airport provide demands and opportunities for other land uses in the vicinity of Melbourne Airport that are non-noise sensitive. Whilst this Spatial Strategy is not proposing such development, Hume City Council believes it is important to continually balance safeguarding the 24 hour curfew free status of the airport with maximising the economic benefits of Melbourne Airport.

Strategies

To manage the impact of growth and development in this precinct on the transport network:

- Plan and advocate to Melbourne Airport and State Government for the delivery of the following to improve access to the Airport Terminals and Employment Precinct from the Hume Corridor, Sunbury and the wider Northern Region:
 - the Attwood Connector with potential for a dedicated bus lane
 - bus services from Merrifield, Craigieburn, Greenvale and Sunbury
 - the duplication of Somerton Road and the delivery of the Bulla Bypass
 - o the Outer Metropolitan Ring Road and Airport link.

To realise the potential of Melbourne Airport to attract investment and businesses:

- Work with Melbourne Airport and State Government to safeguard the Melbourne Airport Business Park for businesses that require such proximity to the airport and cannot be located in other parts of Melbourne
- Promote the employment land in this precinct as a major employment location for airport and transport and logistics, companies.

To safeguard Melbourne Airport operations and manage the impacts of aircraft noise:

 Work with Melbourne Airport and State Government to implement and improve policies to maintain the safeguarding of Melbourne Airport whilst enabling development that delivers economic benefits.

5. MONITORING AND REVIEW

This *Spatial Strategy* sets out a preferred approach to manage change and deliver sustainable growth of the Hume Corridor. It will be continually monitored and updated to reflect changes in circumstance, particularly if additional areas of change are identified.

A Monitoring Report will be prepared every two years in accordance with the Monitoring Indicators below. This Monitoring Report will report any minor changes to this *Spatial Strategy* with a more comprehensive update undertaken every 5 years or sooner if required.

Table 5.1 – Monitoring Indicators

| HIGAP AIM | Monitoring Indicators | Frequency | Source |
|-------------------------------------|---|-----------|--------|
| Build on the economic strengths of | The change in the number and diversity of jobs compared to the 2011 | 5 Years | Census |
| the Hume Corridor whilst seeking | Census data. | | Data |
| to diversify the economy and | | | |
| increase the number, accessibility | The amount of additional industrial and commercial land developed and | 2 years | UDP |
| and range of business and | available within the Hume Corridor | | |
| employment opportunities. | | | |
| Enable a high level of choice and | The change in the scale of retail and office floorspace in activity centres | 5 Years | HCC |
| accessibility to popular and viable | against the targets and caps in the Spatial Strategy. | | |
| activity centres throughout the | The number of additional activity centres within the Hume Corridor. | 5 Years | HCC |
| Hume Corridor containing a range | | | |
| of employment, shopping, cultural | The number of additional leisure and health facilities located in the | 5 Years | HCC |
| and leisure and health facilities | activity centres within the Hume Corridor. | | |
| | | | |
| To manage travel demand and | The provision of new 'fundamental', 'required' and 'desirable' regional | 2 Years | HCC |
| realise the economic, social and | transport infrastructure compared to the requirements and timelines | | |
| environmental benefits of | specified in the <i>Infrastructure and Delivery Strategy</i> . | | |
| increased transport choice | The change in mode share of trips within the Hume Corridor. | 5 Years | HCC |
| | | | |
| | The change in the vehicle travel times between key destinations within | 5 years | HCC |
| | the Hume Corridor. | | |
| To increase the diversity and | The scale of new low, conventional, medium and high density housing | 5 Years | HCC |
| choice of housing, particularly for | within Hume Corridor. | | |
| smaller households and the | The change in the mix of housing in the Hume Corridor. | 5 Years | HCC |
| growing number of older and | The scale of housing land supply in the Hume Corridor | 2 Years | UDP |
| younger people | | | |
| | | | |

| HIGAP AIM | Monitoring Indicators | Frequency | Source |
|--------------------------------------|--|-----------|--------|
| Secure the delivery of state and | The provision of new 'fundamental', 'required' and 'desirable' regional | 2 Years | HCC |
| regional scale health, education | health, education and sports infrastructure and services compared to the | | |
| and sports infrastructure in the | requirements and timelines specified in the Infrastructure and Delivery | | |
| Hume Corridor | Strategy. | | |
| Deliver and fund local community | The provision of new 'fundamental', 'required' and 'desirable' | 2 Years | HCC |
| and leisure facilities to meet the | community, leisure, cultural and educational infrastructure and services | | |
| full and changing needs of the | compared to the requirements and timelines specified in the | | |
| community over time throughout | Infrastructure and Delivery Strategy. | | |
| the Hume Corridor | | | |
| Protect and manage the areas of | Amount of land contained within conservation reserves in the Hume | 2 Years | HCC |
| significant natural heritage in ways | Corridor. | | |
| that balance protection with | Amount of land containing natural heritage values that is accessible to | 2 Years | HCC |
| opportunities for leisure and | the public. | | |
| recreation, sensitive urban | Number of additional road connections within areas of natural heritage | 2 Years | HCC |
| development and road | sensitivity. | | |
| connectivity where appropriate. | | | |
| Enable appropriately staged | The provision of new 'fundamental', 'required' and 'desirable' | 2 Years | HCC |
| development that is coordinated | infrastructure compared to the timelines specified in the Infrastructure | | |
| with appropriately funded and | and Delivery Strategy. | | |
| timely infrastructure delivery | The location of new development compared to the staging plans | 2 years | HCC |
| | contained within the <i>Infrastructure and Delivery Strategy</i> . | | |