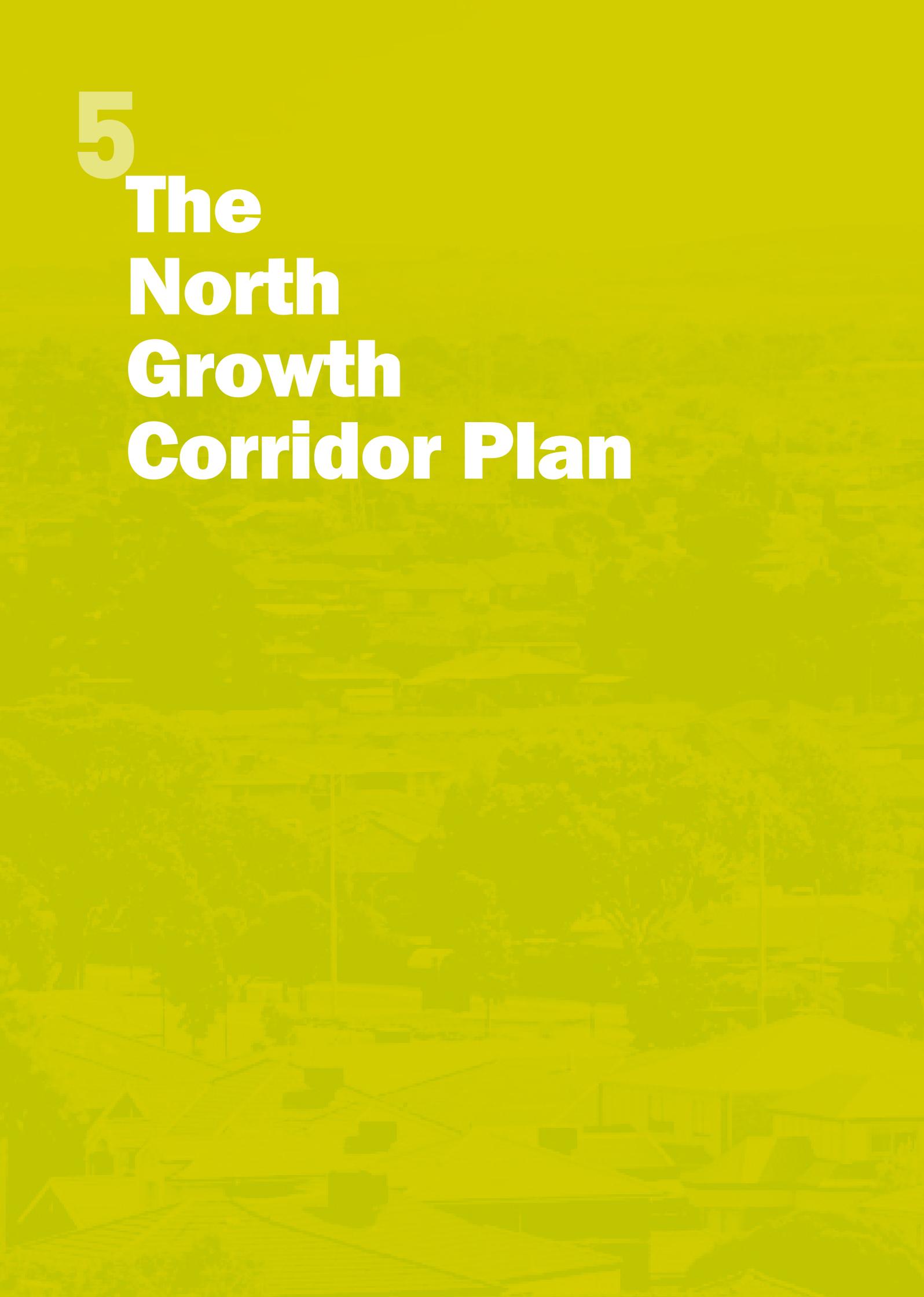
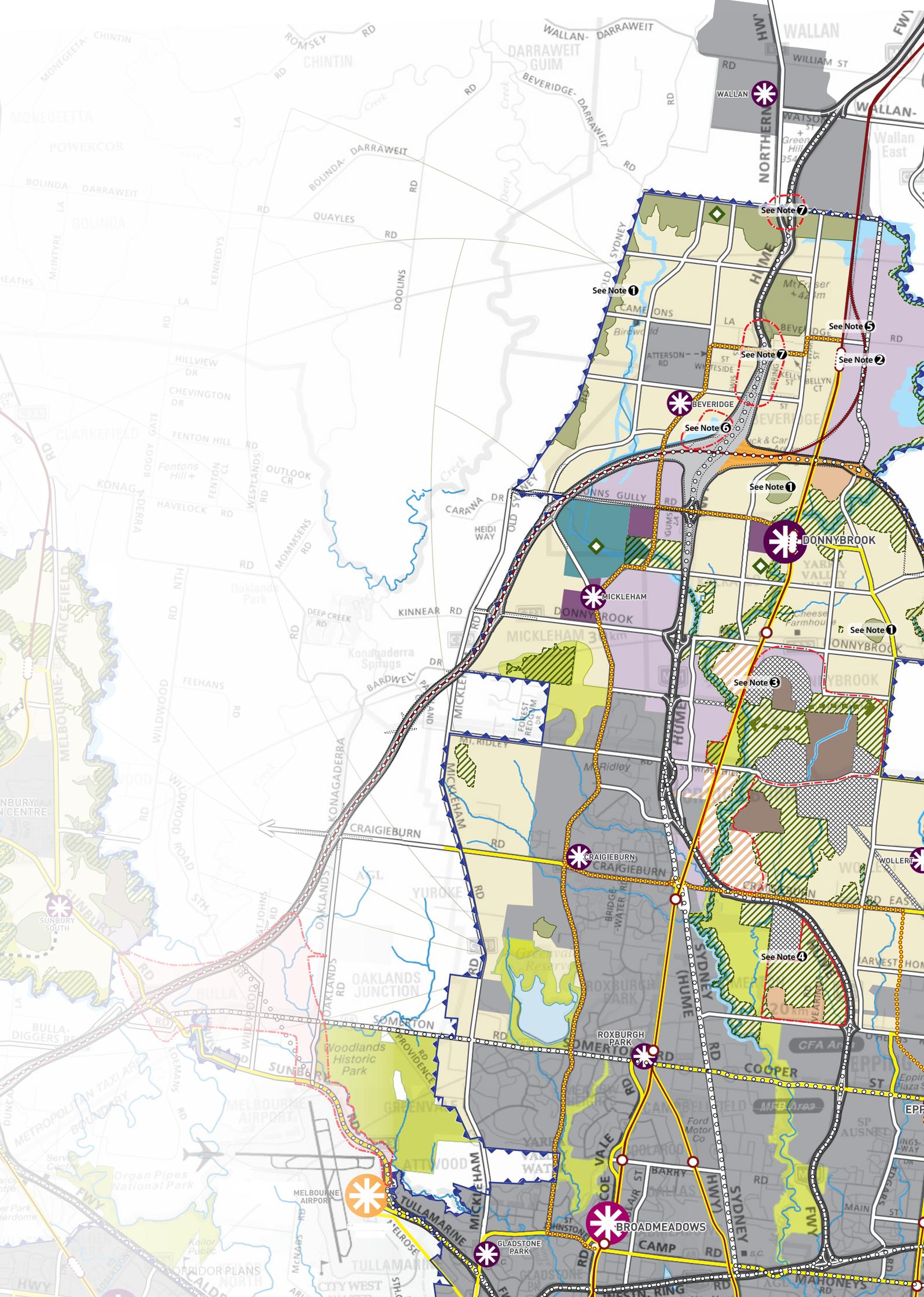


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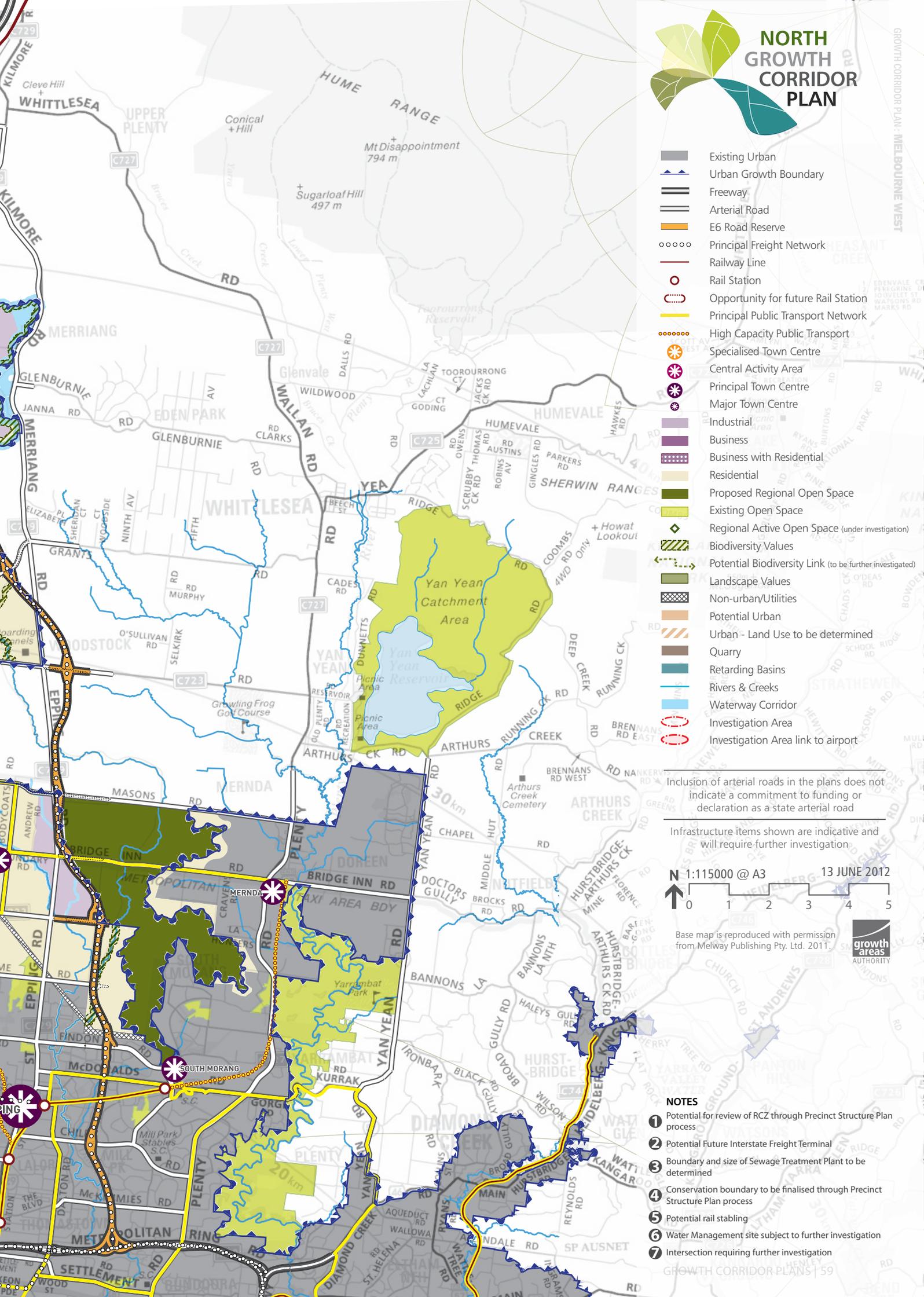
The North Growth Corridor Plan







NORTH GROWTH CORRIDOR PLAN



-  Existing Urban
-  Urban Growth Boundary
-  Freeway
-  Arterial Road
-  E6 Road Reserve
-  Principal Freight Network
-  Railway Line
-  Rail Station
-  Opportunity for future Rail Station
-  Principal Public Transport Network
-  High Capacity Public Transport
-  Specialised Town Centre
-  Central Activity Area
-  Principal Town Centre
-  Major Town Centre
-  Industrial
-  Business
-  Business with Residential
-  Residential
-  Proposed Regional Open Space
-  Existing Open Space
-  Regional Active Open Space (under investigation)
-  Biodiversity Values
-  Potential Biodiversity Link (to be further investigated)
-  Landscape Values
-  Non-urban/Utilities
-  Potential Urban
-  Urban - Land Use to be determined
-  Quarry
-  Retarding Basins
-  Rivers & Creeks
-  Waterway Corridor
-  Investigation Area
-  Investigation Area link to airport

Inclusion of arterial roads in the plans does not indicate a commitment to funding or declaration as a state arterial road

Infrastructure items shown are indicative and will require further investigation.

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NOTES

- 1 Potential for review of RCZ through Precinct Structure Plan process
- 2 Potential Future Interstate Freight Terminal
- 3 Boundary and size of Sewage Treatment Plant to be determined
- 4 Conservation boundary to be finalised through Precinct Structure Plan process
- 5 Potential rail stabling
- 6 Water Management site subject to further investigation
- 7 Intersection requiring further investigation



THE NORTH Growth Corridor Plan

5.1 CONTEXT

Melbourne's north is undergoing substantial transformation, with a widening socio-economic mix, and a diversifying economy. The region plays an international and interstate gateway role in terms of the Melbourne Airport, Hume Freeway and the Melbourne-Sydney-Brisbane rail line. Whilst it has maintained its nationally significant role in advanced manufacturing and logistics, it is also developing new strengths in the knowledge economy.

The area covered by the Growth Corridor Plans will eventually accommodate a population of 260,000 or more people and has the capacity to provide for at least 83,000 jobs. The majority of new industrial land for the northern metropolitan region will be located within the North Growth Corridor.

The North Growth Corridor has good accessibility to the CBD and other major employment precincts. It features excellent road, rail, freight and public transport infrastructure, most notably Melbourne Airport and other significant logistics hubs.

Broadmeadows Central Activities Area will continue to evolve and act as a major anchor for the region to support the emerging growth in the Northern Corridor.

In the longer term, the Outer Metropolitan Ring/E6 road reservation (OMR/E6) and the Beveridge Interstate Freight Terminal (BIFT) will reinforce the economic functioning of this corridor, and it will also benefit from ongoing upgrades to roads and public transport over time.

Ensuring that the North Growth Corridor is an attractive location for a wide range of businesses, and a wide diversity of households are key challenges.

The North Growth Corridor Plan seeks to meet these challenges by:

- > preserving and enhancing the natural features of the Growth Corridor, including the significant landscape and biodiversity values. New communities will benefit from an integrated open space network that provides a distinctive character and amenity, and existing biodiversity values will be preserved and enhanced;
- > providing an enhanced public transport network comprising new rail stations along the Sydney-Melbourne rail line supported by a series of high capacity public transport services which will connect substantial parts of the

corridor to higher order town centres and to stations along the heavy rail corridor;

- > extending the northern region's public transport and arterial road networks into the Growth Corridor so that future residents and workers will enjoy a similar level of accessibility to those living and working in established parts of the north;
- > creating new town centres and employment areas that contribute to the ongoing diversification and growth of the northern region's economy. New Town Centres will be planned to complement the significant role of the Broadmeadows CAA for Melbourne's north. These town centres have been located on the public transport networks to maximise accessibility; and
- > providing for a variety of housing choices that can meet the needs of the new communities not only on initial development but also as the community matures and changes over time.



5.2

The North Growth Corridor will make a significant contribution to the growth and diversification of the broader northern metropolitan area. It will offer a diversity of housing, employment and lifestyle opportunities, supported by a high quality transport network that focuses on Broadmeadows, Epping and Donnybrook.

The Corridor takes the form of a series of distinct urban districts interspersed with open space and employment precincts. Communities will be well connected to jobs, town centres and the broader region by a high quality transport network.

Each community will have a distinctive character, defined by its natural setting – the foothills, grasslands, woodlands, creeks and waterways – and well designed, accessible town centres.



5

5.3 LANDSCAPE, ENVIRONMENT AND OPEN SPACE

The North Growth Corridor is characterised by the hills flanking its western, northern and eastern edges, the flat plateau towards the western edge of the Corridor and the more undulating landform towards the east. The eucalypt woodland, particularly towards the eastern edge of the corridor, and Merri and Darebin Creeks are also significant elements in the landscape. Many of these features also provide a range of cultural heritage values.

These features provide significant opportunities to create new active and passive recreation areas alongside waterways and both in the flat plateau towards the west and the more undulating red gum areas towards the east.

The Growth Corridor Plan recognises this wide range of values. Combined, they make up an integrated open space network for Melbourne's North, which provides an important natural setting for the entire North Corridor. It will make a major contribution to the future amenity and sense of place for future communities. Residents and visitors will be able to access the open space via a comprehensive trail network that will extend throughout the North Growth Corridor.

5.3.1 Landscape

The North Growth Corridor is characterised by a large valley floor space, flanked by the foothills of the Great Dividing Range, and incised by the Merri and Darebin creeks. The key landscape features that form part of the broader setting for urban development include:

- > Retention of key views to the hills that flank the Growth Corridor to the west, north and east;
- > Retention of distant views from the Growth Corridor to the Great Dividing Range to the north and north east.
- > Retention of an inter-urban break between the northern edge of the Growth Corridor and Wallan. The edge of urban development has been identified as just south of the saddle that commences at the intersection of Old Sydney Road and Beveridge Darraweit Road, and links south-east to Mt Fraser;
- > Retention of the red volcanic cones at Mt Frazer and Bald Hill, and the protection of vistas to these features from a range of vantage points across the Growth Corridor; and



- > Utilisation of the natural drainage system across the Growth Corridor to create a network of open spaces which connect different parts of the corridor in both visual and landscape terms. Merri, Kalkallo and Darebin Creeks are particularly important in this regard.

Further work needs to be undertaken to determine the most appropriate mechanism for recognizing and protecting these landscape features. In some instances the land will remain undeveloped due to its intrinsic characteristics (i.e. hill tops, slopes, drainage and floodways), while in other instances it may become part of the more formed open space network.

5.3.2 Biodiversity

The North Growth Corridor includes significant biodiversity values, with substantial areas of River Red Gums scattered across the landscape, and threatened communities of Natural Temperate Grasslands of the Victorian Volcanic Plain and Grassy Eucalypt Woodland of the Victorian Volcanic Plain. Much of these areas have been excluded from development.

Retention of these areas of biodiversity value will be additional to the delivery of a 1,200 hectare woodland reserve outside the UGB and west of the E6 road reservation between Wollert and Woodstock.

The following biodiversity values are recognised by the North Growth Corridor Plan:

- > The Craigieburn Grasslands, and land to its north and east. This area supports Stony Knoll Shrubland EVC, Grey Clay Drainage-Line Aggregate EVC and Plains Grassland EVC, a substantial number of scattered large old River Red Gums and patches of Grassy Eucalypt Woodland, Curly Sedge and Matted Flax Lily;
- > The RCZ area and adjoining areas, immediately to the north of Craigieburn Road East, which supports patches of Plains Grassy Woodland EVC and Plains Grassland EVC, as well as patches of Grassy Eucalypt Woodland, Curly Sedge and Matted Flax-Lily;
- > The RCZ area to the east of Merri Creek and south of Woody Hill supports patches of Plains Grassy Woodland EVC and Plains Grassland EVC as well as large amounts





of scattered trees. Growling Grass Frog is common along this stretch of Merri Creek, and the area to the east provides suitable habitat for the species. Small patches of Natural Temperate Grassland and Grassy Eucalypt Woodland also occur here;

- > The RCZ area further east supports large numbers of large old scattered trees and patches of Grassy Eucalypt Woodland of the Victorian Volcanic Plain. The area also provides connectivity between biodiversity values in the Merri Creek and the significant areas of Grassy Eucalypt Woodland to the eastern side of the urban growth boundary, where the large Grassy Eucalypt Woodland reserve is proposed;
- > The area adjoining the existing Mount Ridley Nature Conservation Reserve supports a large patch of Grassy Eucalypt Woodland. The area includes a number of very large old River Red Gums and populations of Matted Flax-lily and Golden Sun Moth;
- > The RCZ area to the south of the E6 road reservation and to the east of the rail line includes a significant number of large old scattered trees, particularly towards the east. Curly Sedge, Matted Flax-lily and several other threatened flora species also occurs on the site. Growling Grass Frog has been identified north of the creek near the railway line. The creek corridor and adjacent stony knolls are generally in good condition;
- > The Merri Creek and its environs are identified as important breeding habitat for the Growling Grass Frog, and also support Latham's Snipe. The location of the Principal

Town Centre identified in the plan means that the habitat corridor required to protect the Growling Grass Frog through this area has been narrowed at this point, to 50m wide;

- > West of the Hume Freeway at Kalkallo is an area of Plains Grassland EVC either side of the Kalkallo Creek. The area will be protected for conservation due to the presence of Golden Sun Moth, Matted Flax-lily and important habitat for the Growling Grass Frog and waterbirds. The site adjoins the proposed Kalkallo Retarding Basin which will be designed and managed to provide additional habitat for Growling Grass frog and migratory waterbirds; and
- > There is an area of confirmed Grassy Eucalypt Woodland in the north west of the current Farming Zone to the east of Mickleham Road, which also supports Golden Sun Moth. This patch of approximately 30 to 40 hectares will be protected for conservation.

5.3.3 Drainage

The North Growth Corridor includes part of the Yarra River catchment and its major waterways include Merri, Darebin and Kalkallo Creeks. These waterways and numerous smaller tributaries include areas of cultural heritage, and provide habitat for significant native flora, native frog and fish species, and other fauna.

Other significant landscape features include floodplains associated with Merri Creek, local wetlands, and the Melbourne Water Greenvale Reservoir and Kalkallo Retarding Basin.

There are opportunities for improvements to waterways, including enhancing existing farm drains to address flooding risks

while restoring waterway health. The existing Kalkallo Retarding Basin, and other existing and future proposed retarding basins that might be identified in PSPs, can be expanded to serve some upstream development.

The alignment of the Outer Metropolitan Ring/E6 road reservation will affect waterways and the location of stormwater management infrastructure.

Due to highly erosive waterways in the upper catchment, development may need to be carefully staged in some areas to allow for construction of appropriate stormwater management infrastructure.

Melbourne Water's proposed regional retarding basin at Kalkallo has the potential to become an important regional open space facility for Melbourne's north. The retarding basin is required to manage the increase in stormwater flows



resulting from the new urban development. It will be designed to temporarily store, then gradually release, the increased flows to protect downstream waterways and properties from flooding. The retarding basin is likely to be used for other beneficial purposes such as improving water quality.

5.3.4 Regional Parks and Open Space

The City of Whittlesea has established a vision for Quarry Hills as a new regional park, containing significant biodiversity, geological, cultural heritage and landscape values. The Growth Corridor Plan recognises these

values, and further work needs to be done by Council to resolve detailed development issues and further realise this vision.

Opportunities exist to create significant regional open space facilities at the Kalkallo retarding basin (subject to further investigation and approvals). This could incorporate passive and active open space elements, whilst ensuring that the stormwater retarding function of the facility is maintained.

A series of existing and planned open spaces will be connected by a MTN over time. These include the Merri, Kalkallo and Darebin Creeks, the Quarry Hills park, the

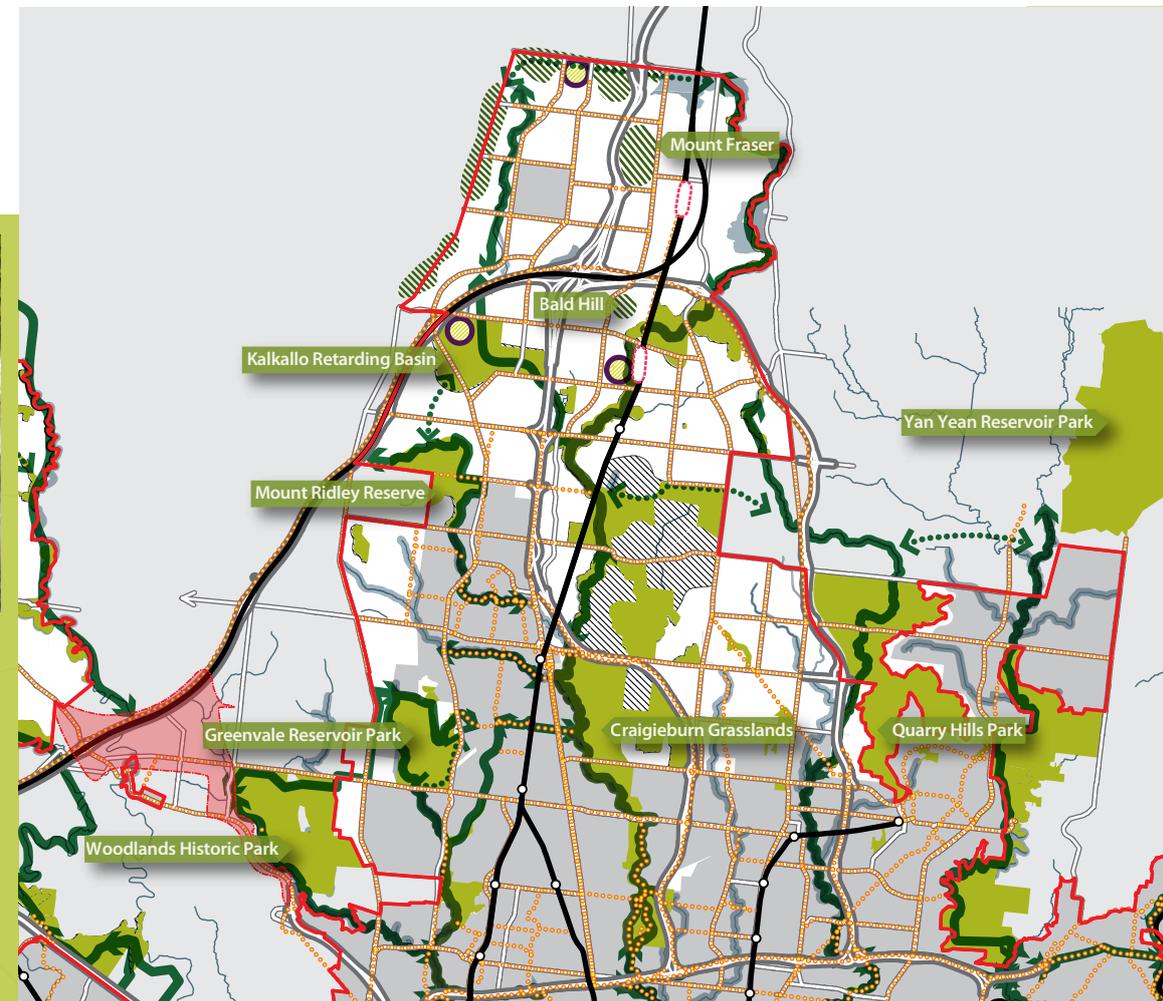
proposed grassy eucalypt woodland reserve outside the UGB, the protected Grassy Eucalypt Woodland area south of Donnybrook Road and the Kalkallo retarding basin.

In addition, an open space buffer is identified between the northern edge of the Growth Corridor and Wallan. The ridge line to the west of the Growth Corridor along with the prominent volcanic hills within the northern portion of the Growth Corridor will also be protected from urban development.

A potential location for a regional active open space facility is identi-

North Integrated Open Space Concept Plan

-  Central Activity Area
-  Principal Town Centre
-  Major Town Centre
-  Train Station
-  Future Station
-  Opportunity for future Rail Station
-  Urban Growth Boundary
-  Existing Urban Area
-  Area Outside UGB
-  Investigation Area: OMR link to airport
-  Regional Open Space (not all publicly accessible)
-  Potential Regional Active Open Space
-  Potential Bicycle Network
-  Principal Bicycle Network Links
-  Metropolitan Trail Network
- Metropolitan Trail Network Links
- Landscape Values





fied within this buffer, along with potential facilities on the Merri Creek south of the Donnybrook Principal Town Centre, and at the Kalkallo retarding basin. These facilities are intended to meet a need for sports with a regional catchment. The delivery of these facilities will need to be further investigated before any final decisions can be made. Whilst in some instances land will be set aside because of its intrinsic characteristics (i.e. biodiversity values, drainage, slope etc) in other instances the land may form part of the formal open space system and be delivered by development contributions or other processes.

5.4 CREATING COMMUNITIES

5.4.1 Residential Districts within the Growth Corridor

The identified urban districts are defined by the city shaping elements such as the OMR, the Hume Freeway, the Sydney-Melbourne rail line and also by the landscape and areas of special environmental significance within the Growth Corridor.

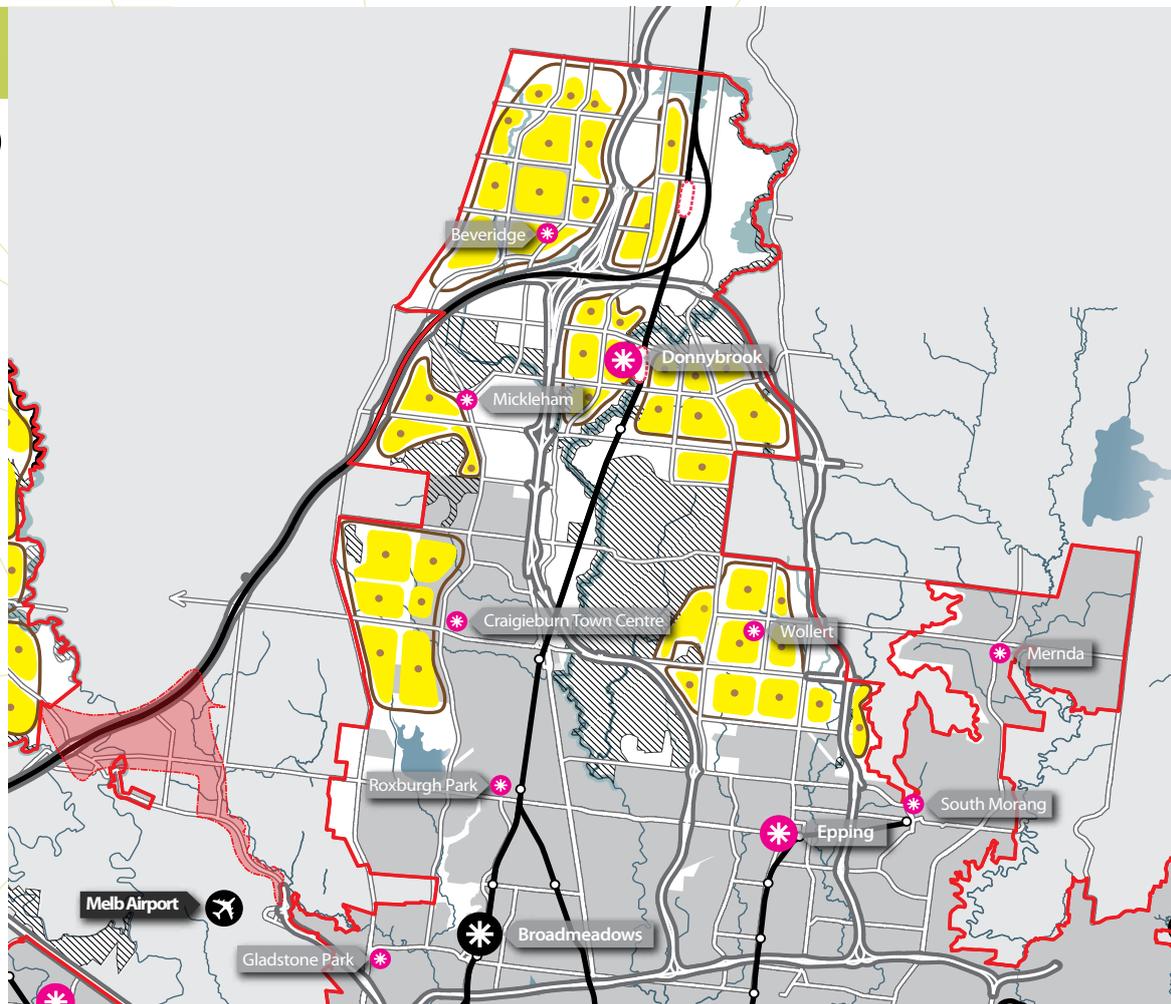
The districts are of a sufficient size to each support a Major Town Centre (or the Principal Town

Centre in the case of the Donnybrook district) and can each be expected to provide for a mix of types and densities of housing development, as well as a range of jobs.

Careful attention will need to be paid to the provision of connections between these communities, particularly those to the west of the Hume Freeway and north of the OMR/E6 road reservation with the Principal Town Centre at Donnybrook. The Growth Corridor Plan shows a series of arterial road connections and PPTN connections between these districts to achieve this.

North Community Concept Plan

- Central Activity Area 
- Principal Town Centre 
- Major Town Centre 
- Train Station 
- Future Station 
- Opportunity for future Rail Station 
- Urban Growth Boundary 
- Existing Urban Area 
- Area Outside UGB 
- Investigation Area: OMR link to airport 
- Constrained Land 
- Local Neighbourhood 
- New Residential Districts 



A sense of place needs to be provided for each of these communities based around the attractive natural landscape, particularly in the form of hills and creeks that each district contains.

5.4.2 Character and Identity

The sense of place for each of these communities will be created from natural features, particularly the hills that frame the Growth Corridor, volcanic cones and the creeks and woodland reserves within and adjacent to it.



The town centres at Donnybrook, West Beveridge, Mickleham and Wollert adjoin or are near natural features including creeks, high points and woodland/grassland areas, and can be designed so as to integrate these features into the character of the town.

Creeks and waterways will also provide alternative connections between communities via the MTN.

Opportunities exist to ensure that some of the arterial road routes are designed to have a strong boulevard character. This will potentially require such routes to have a wider cross section to allow for tree planting and wider medians. The E14/Aitken Boulevard will be designed as a boulevard to provide a higher amenity environment for journeys along this key north-south road spine.

5.4.3 Existing Settlements within the Growth Corridor

The North Growth Corridor includes the existing townships of Beveridge, Kalkallo and Donnybrook. It also includes Mandalay, which is a large residential neighbourhood which is already partially developed. PSPs will need to carefully consider how these should be integrated with new development, and how services and facilities, including public transport, are to be provided, and where, as part of emerging growth. It will be important that existing communities and networks are sustained and given the opportunity to be enhanced over time.

Wallan

Over time, urban development in Melbourne's North will come close to Wallan township, which will have a significant impact on the character and functional role of this town. This has been factored into the planning of Melbourne's North. Wallan will require good transport connections to the services and facilities planned in the North Growth Corridor. Its community will rely on connectivity to the North Growth Corridor for a range of employment, economic and community facilities. Wallan can be linked into the Corridor via public transport links into the Aitken Boulevard PPTN and Sydney – Melbourne rail line. Additional arterial road connections are identified that would link Wallan and the Growth Corridor, in addition to the existing Hume Freeway and Northern Highway.

More detailed work on these relationships will need to be done as part of structure planning of both Wallan and the urban precincts within the North Growth Corridor.

5

5.4.4 Regional Community, Health and Education Services and Facilities

The Melbourne North Growth Corridor will require a range of community facilities and services to meet the needs of new communities and to build the capacity of facilities already situated within the Growth Corridor.

The major campus based post compulsory education providers in the north are La Trobe University at Bundoora, RMIT at Bundoora, Kangan Institute at Broadmeadows and Craigieburn, and NMIT at Epping and Greensborough. Goulburn Ovens TAFE operates to the north of the metropolitan boundary.

The expected growth in demand for campus based Higher Education and Vocational Education and Training (VET) in the north can largely be met from existing campuses.

However, additional TAFE services, with a focus on VET qualifications and Higher Education feeder courses, could be considered in the north to help ensure locally relevant provision of post compulsory education services.

Primary, secondary and tertiary health services, both hospital and community based, are provided by a combination of state and commonwealth government programs and private including not for profit providers. Primary care services are mainly provided by general practitioners. Community health services, provided by Dianella Community Health in Hume and Plenty Valley Community Health at Whittlesea, deliver a range of primary health care services.

Northern Health is the key provider of acute and sub acute public healthcare in Melbourne's northern region, operating five major public healthcare facilities including The Northern Hospital, Bundoora Extended Care Centre, Broadmeadows Health Service, Craigieburn Health Service and PANCH Community Health Service. Tertiary mental health services are provided at a range of locations by Melbourne Health, Austin Health and a range of non government organisations. The Austin Hospital and inner metropolitan specialist hospitals also serve the North Growth Corridor for tertiary and state-wide health services.

The Northern Hospital at Epping, and Kilmore and District Hospital are currently being expanded. Super clinics are being developed at Wallan and South Morang. The Wallan GP Super Clinic will be supported by an integrated primary care service to be built at Mitchell Community Health Service. Planning for the upgrade of ambulance services is occurring within the context of the statewide service network. Additional residential aged care capacity will be required to provide for an expanding and ageing population in the North Growth Corridor.

Strategic planning will take account of interface communities on the metro-rural fringe, consider the need for health and medical precincts in major centres and include a focus on the potential for co-location of services.

More comprehensive and specialist education, health and community facilities would normally be located in the higher order town centres, including the existing Broadmeadows town centre, and the centres identified at Donnybrook and Mickleham.



5.5 EMPLOYMENT

The North Growth Corridor is one of the most important industrial regions in Australia, with good road and rail links to metropolitan markets and to New South Wales, in particular, via the Sydney rail line and the Hume Freeway, and because of its proximity to Melbourne Airport, which is the region's largest employer.

This will enhance further with the development of the Outer Metropolitan Ring (OMR)/E6 road reservation, which will improve road and rail access to Geelong and South Australia, and with the potential Beveridge Interstate Freight Terminal (BIFT) which is designed to enable the transfer of interstate freight between road and rail from Victoria's two largest ports at Melbourne and Geelong, to other parts of Australia.

Key objectives for the North Growth Corridor are to build on this potential to provide additional industrial land supply:

- > to help maintain Melbourne North's good job to dwelling ratio, and
- > to improve the range and diversity of jobs in the employment market, which is relatively more "blue collar" compared with metropolitan Melbourne.

In total, the North Growth Corridor Plan has the capacity to provide between 83,000 and 105,000 new jobs, in a range of employment categories.

5.5.1 Town Centres

Broadmeadows Central Activities Area (CAA) is expected to be the primary regional centre of the North Corridor. It is expected to be a priority location for major regional services, facilities and a focus for investment attraction. In addition to this, a range of centres are identified to complement the significant regional role that Broadmeadows CAA is likely to provide. Creating new town centres and employment areas will contribute to the ongoing diversification and growth of the region's economy.

The Broadmeadows CAA will be complemented by the existing Epping PTC, and a new PTC at Donnybrook, as well as a network of existing and planned Major Town Centres and neighborhood centres across the Northern Growth Corridor.

The Donnybrook Principal Town Centre is located along the Sydney-Melbourne rail line and there are opportunities for a future rail station in this location. The town centre is adjacent to the Merri Creek open space

corridor and careful design will be required to ensure that biodiversity and amenity issues are addressed whilst also creating a strong link between the town centre and proposed rail station.

New Major Town Centres are identified along the higher capacity public transport routes at Mickleham, West Beveridge and Wollert. The higher capacity public transport route is shown to run along Aitken Boulevard supporting Mickleham Town Centre, Beveridge Town Centre, the developing Craigieburn Town Centre and through the significant employment areas identified north and south of Merrifield.

A Major Town Centre is also identified at Mernda in the Plenty Valley.

A Local Town Centre will be developed at Beveridge alongside the Melbourne to Sydney railway and adjacent to the potential Beveridge Interstate Freight Terminal (BIFT). Although it is premature to predict how the BIFT will evolve in terms of its relationship to the town centre, higher order services and facilities should not be precluded from locating at the Beveridge LTC.





5.5.2 Employment Precincts

The North Growth Corridor Plan makes provision for:

- > 2,810 (gross) hectares of industrial land;
- > A possible 320 (gross) hectares of business land (the exact amount is dependent upon the outcomes of land uses to be determined following further investigation); and
- > Around 120 (gross) hectares of additional land could also be provided, for a range of local industrial and commercial activities across residential

PSPs. These will be identified as required through the PSP process.

Beveridge Interstate Freight Terminal

The Beveridge Interstate Freight Terminal (BIFT) is a longer term freight, logistics and related industry concept. Planning for this facility is in the very early stages. The site represents the ideal location for the facility based on its location alongside the Melbourne-Sydney-Brisbane rail line, Hume Freeway and proposed OMR. Almost 1,010 (gross) hectares of land east of the Melbourne-Sydney rail line

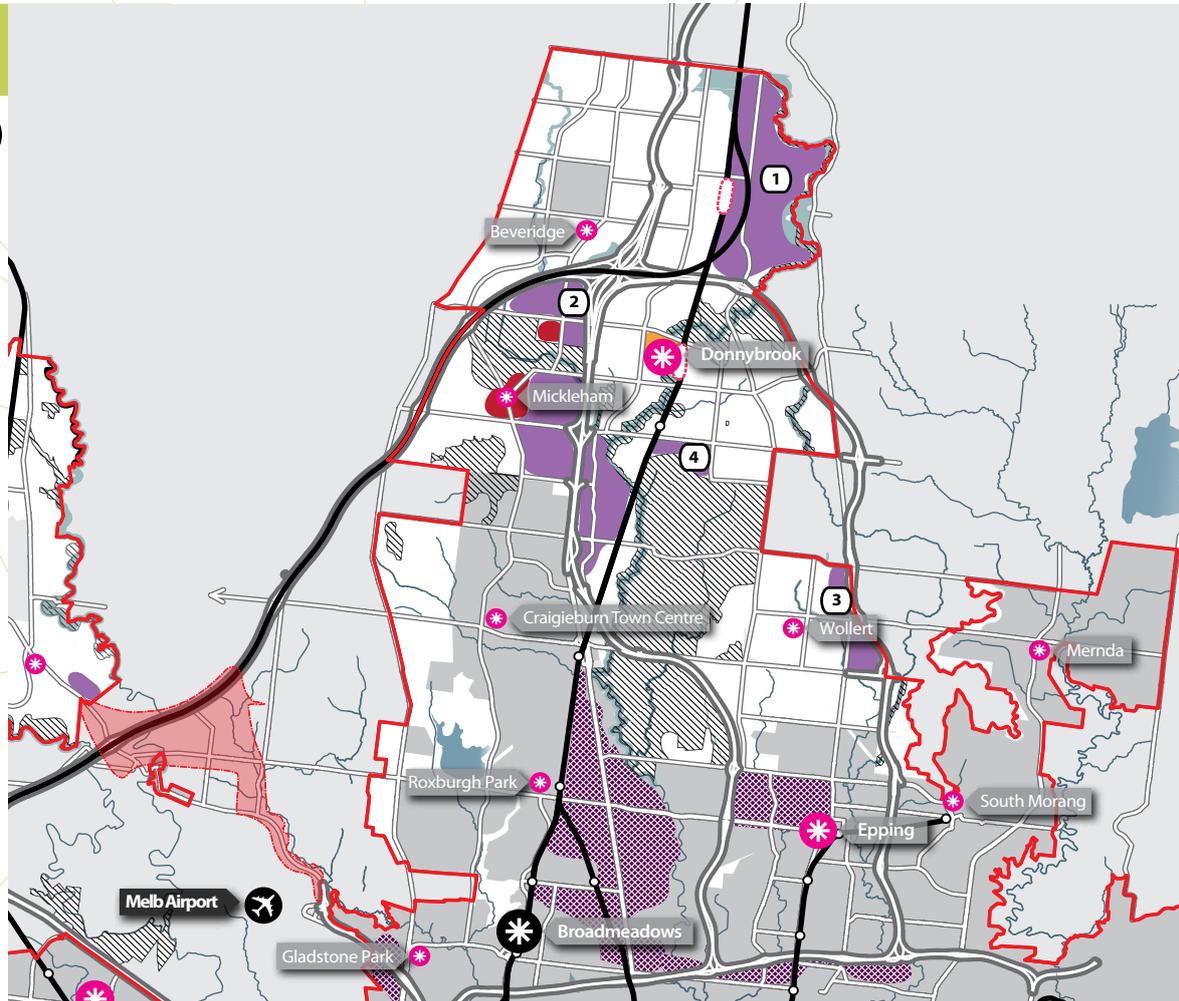
and north of the E6 reservation is identified for the proposed intermodal freight terminal and associated freight and logistics based industrial area. Further investigations will determine the exact area required for the core terminal requirements, with the remainder of the Precinct designated for industrial and freight related uses.

Mickleham

The existing Craigieburn industrial corridor will be extended up to the Outer Metropolitan Ring Transport Corridor, alongside the Hume Freeway. This will provide an additional 310 (gross) hectares of industrial land with excellent

North Employment Concept Plan

- Central Activity Area
- Principal Town Centre
- Major Town Centre
- Train Station
- Future Station
- Opportunity for future Rail Station
- Urban Growth Boundary
- Existing Urban Area
- Area Outside UGB
- Investigation Area: OMR link to airport
- Constrained Land
- Industrial
- Existing industrial
- Business
- Business with Residential
- Beveridge Interstate Freight Terminal
- Mickleham Industrial Precinct
- Wollert Industrial Precinct
- Donnybrook Road Industrial Precinct



access to the freight network in addition to 60 (gross) hectares of business land which is identified to provide a more appropriate interface with the proposed Kalkallo retarding basin. This is in addition to 600 (gross) hectares of industrial land and 80 (gross) hectares of Business use south of the Kalkallo Retarding Basin.

Wollert

215 (gross) hectares of land for industrial uses is identified alongside the proposed E6 road reservation for general industrial uses. This provides an opportunity to buffer the existing Hanson quarry/landfill site at Wollert with appropriate uses whilst providing both local and regional employment opportunities. This area is expected to provide for more local service business uses, as well as freight based industry.

Donnybrook Road

100 (gross) hectares of land for industrial uses is identified to the south of Donnybrook Road. Donnybrook Road will be designed primarily to carry freight, and will have good access onto the Hume Freeway and the E6 road reservation.

5.6 TRANSPORT

5.6.1 Public Transport

Urban development in Melbourne's North needs to be supported by planning for inter-connected high capacity public transport corridors in each of the central, western and eastern flanks.

The Growth Corridor Plan focuses higher density and mixed use development opportunities along areas adjacent to the Melbourne-Sydney rail line wherever practical.

Key features of public transport network planning for Melbourne's North Corridor include:

- > Planning for services and stations development along the Sydney-Melbourne rail line, including multi modal integration, to support Principal and Major Town Centres, as well as strategically located park and ride facilities;
- > Planning for higher capacity public transport, initially in the form of bus rapid transit on the arterial road network, but with the potential to be upgraded to a higher capacity transport mode;
- > A potential arterial road based SmartBus network;
- > A potential network of local bus routes across the area, to be planned in PSPs.

The potential to create a new rail line to Melbourne Airport is currently under investigation.

Detailed planning will be required to determine the most effective form of higher capacity additions to the public transport network.



5.6.2 Arterial Road Networks

In order to provide future access between urban communities in the corridor, the Growth Corridor Plan proposes a new grid of north-south and east-west arterial roads crossing the freeways. These roads will provide critical access across local communities and between housing, jobs and services.

The Corridor Plan recognises the potential for additional access onto the Hume Freeway, north and south of the OMR, and also recognises the need for

further investigation of these interchanges. There is a need to ensure that this important national freight route does not become congested with local traffic, but there is also a need to provide some additional access to the Freeway to serve the new homes and jobs proposed. Further investigations regarding this issue are required.

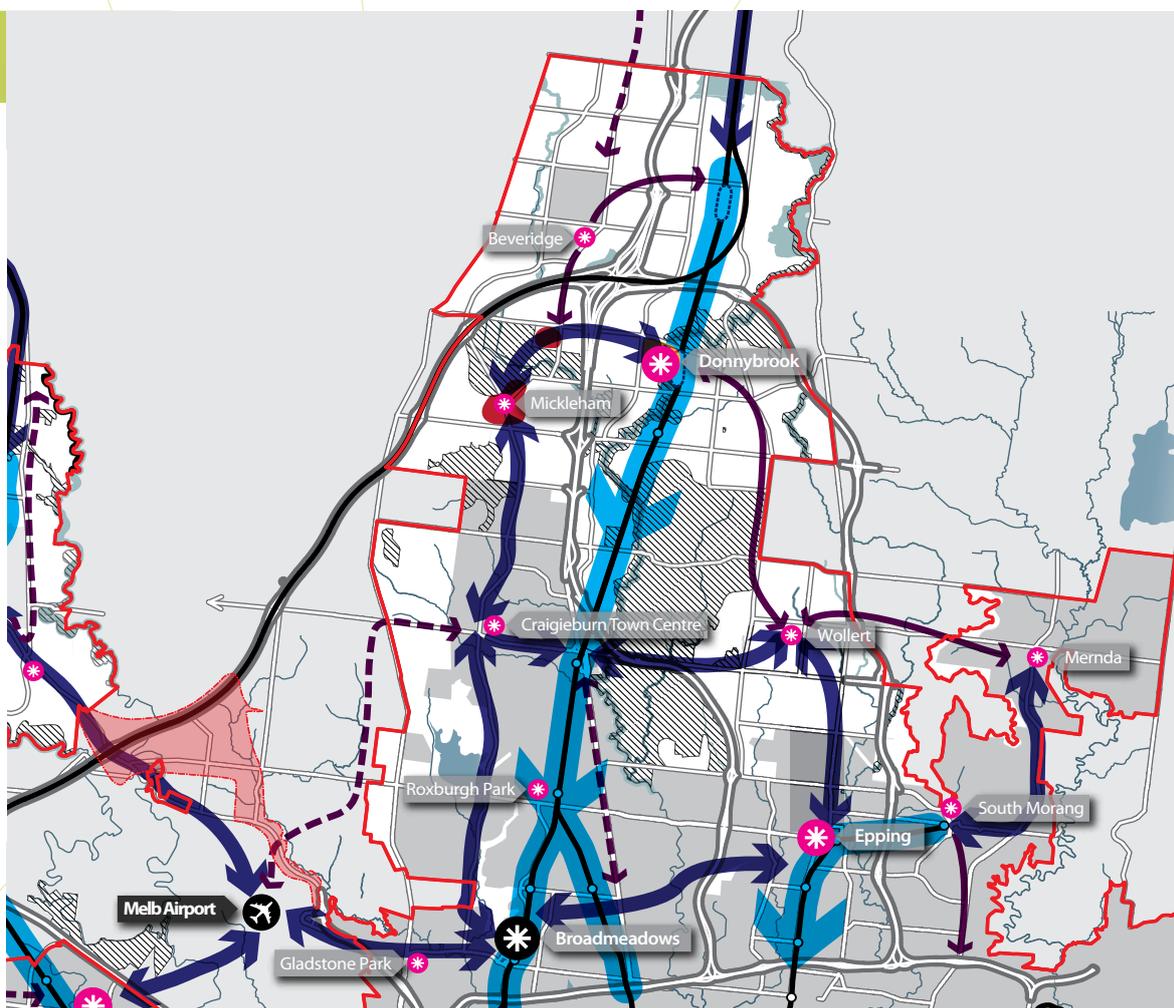
5.6.3 Planning for Freight

The Melbourne North Corridor is centred on the existing spinal rail corridor and rail facilities which can be expanded. The rail freight network in the north comprises rail corridors, including:

- > Tottenham-Jacana-Somerton-Beveridge corridor (including Melbourne-Sydney-Brisbane mainline);
- > Kensington-Essendon-Jacana corridor;
- > North Melbourne-Upfield-Roxburgh Park corridor.

North Public Transport Concept Plan

- Central Activity Area
- Principal Town Centre
- Major Town Centre
- Train Station
- Future Station
- Opportunity for future Rail Station
- Urban Growth Boundary
- Existing Urban Area
- Area Outside UGB
- Investigation Area
- Business
- Business with Residential
- Metropolitan Demand
- Regional Demand
- Subregional Demand
- Other Major Demand



The rail freight network is supported by terminals and maintenance facilities, including: the Somerton Intermodal terminal; Kensington grain terminal; and McIntyre wagon maintenance facility.

The North Growth Corridor Plan identifies a substantial area of land east of the Melbourne-Sydney rail line and north of the E6 reservation as a potential interstate freight terminal and industrial area. Further investigations are required to confirm requirements for the freight terminal (Beveridge Interstate Freight

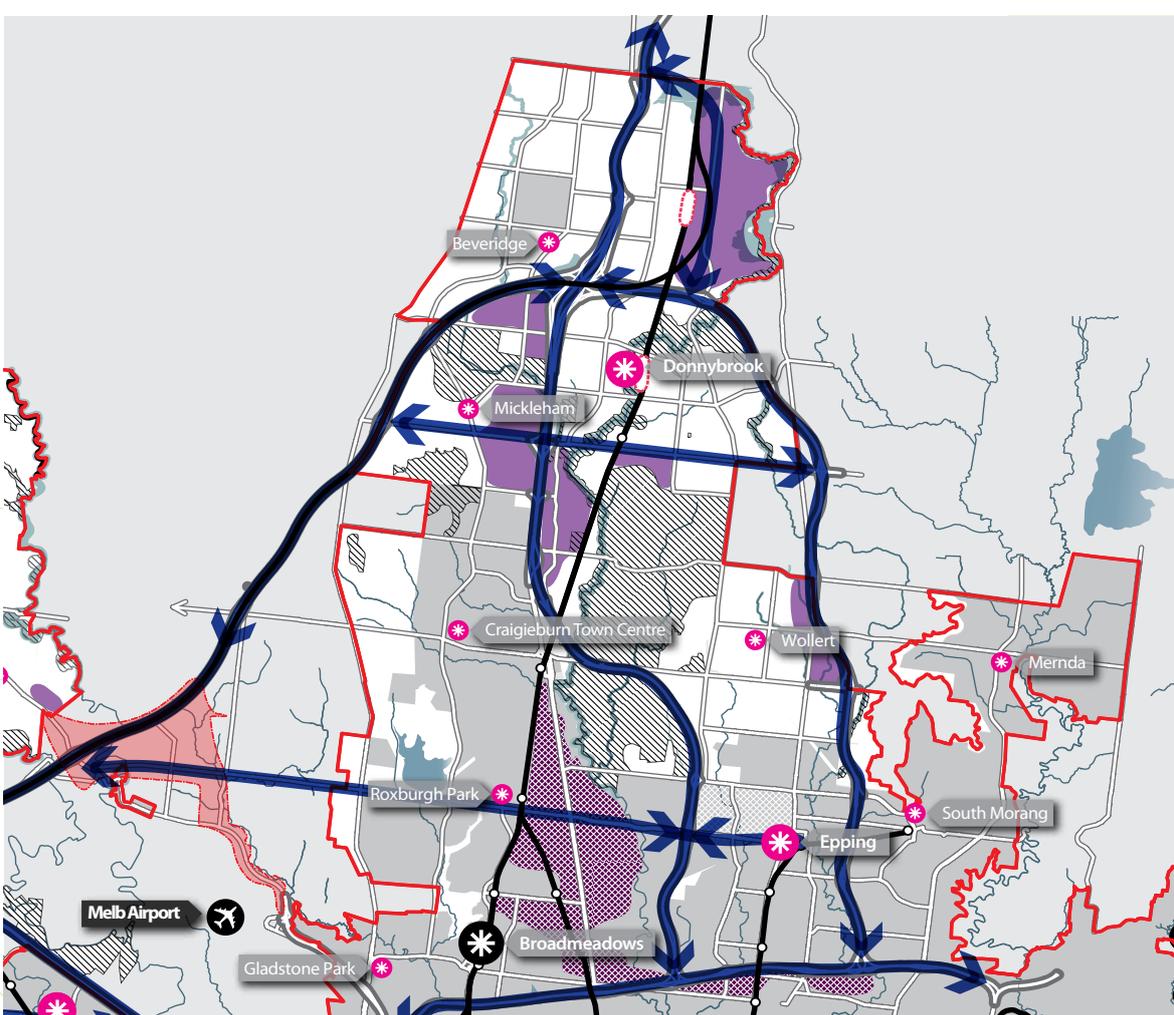
Terminal) but this site is very well suited for this gateway freight precinct, with road and potential rail access to the Melbourne-Sydney-Brisbane corridor, which is the busiest and most significant freight transport corridor in Australia.

Some of the road network will be planned to carry freight as a key function. This is shown on the Growth Corridor Plan and includes:

- > The Hume Freeway;
- > The Outer Metropolitan Ring/ E6 road reservation;
- > Donnybrook Road;
- > Somerton Road; and
- > The Metropolitan Ring Road.

North Freight Concept Plan

-  Central Activity Area
-  Principal Town Centre
-  Major Town Centre
-  Train Station
-  Future Station
-  Opportunity for future Rail Station
-  Urban Growth Boundary
-  Existing Urban Area
-  Area Outside UGB
-  Investigation Area: OMR link to airport
-  Constrained Land
-  Industrial
-  Existing Industrial
-  Freight Demand



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5.7 OTHER INFRASTRUCTURE

The Plan recognises and protects a range of existing and prospective infrastructure facilities including a potential gas fired power station at Wollert, a new waste water treatment plant at Donnybrook, and the Melbourne Water retarding basin at Mick-leham. With regard to a gas fired power station at Wollert, if built, such a facility has the potential to generate significant noise and it will therefore be necessary to take account the sort of buffer requirements for such a facility in considering its ultimate siting, and also in determining land uses on sites surrounding the APA Gasnet site at Wollert. This latter issue will be addressed as part of Precinct Structure Planning for the Wollert area.

The provision of a new sewage treatment and recycled water plant is essential to allow for development of much of the Growth Corridor. A 50 hectare site (approximately) towards the southern end of Langley Park Drive, between Barro's Woody Hill quarry and the railway line has been identified as the best location for this facility. This location presents the opportunity to co-locate the sewage treatment plant within part of the buffer to the existing quarry.

The North Corridor Plan ensures that approved and operational quarries are protected from encroachment by sensitive land uses. It also locates industrial or commercial development activities adjacent to existing quarry sites within/adjacent to the UGB. On that basis, these precincts would be rezoned to Urban Growth Zone, but any buildings proposed within 200m of the title boundary of such quarries will be subject to a risk assessment to be undertaken at PSP stage, to ensure that the impact of rock blasting is acceptable.

The plan ensures that approved and operational landfills are protected from encroachment by sensitive uses. Any development within 500m of the putrescible landfill site at Wollert will also be subject to an environmental audit to ensure that any potential landfill gas migration is mitigated.



5.8 URBAN DEVELOPMENT INVESTIGATION AREAS

More detailed assessment is required of the precincts immediately north of Craigieburn road, on either side of the Sydney-Melbourne Rail line.

In the area generally to the east of the Melbourne-Sydney railway line and between Craigieburn Road and Donnybrook Road, an investigation area is shown on the North Growth Corridor Plan.

This area presents a number of potential urban development opportunities, including the future alternative use of the Austral Bricks site. There remain a number of complex environmental, buffer (to existing quarries or future utility uses) and connectivity related issues requiring more detailed investigation before any decisions can be contemplated about the best long term use or uses within this Precinct. The necessary investigations and land use decisions can occur as part of a local Precinct Structure Plan process for this area. The Growth Corridor Plan also highlights the potential for an east-west habitat corridor to connect through from Merri Creek to the Urban Growth Boundary between Summerhill Road and Donnybrook Road.

The land west of Merri Creek was brought into the UGB in 2005. Some of this was identified for employment purposes at that time, and some was identified as having potential

environmental sensitivity. Whilst the area is clearly appropriate for urban development, its size, proximity to the rail line and access constraints mean that its best long-term use also requires further consideration. This is best done in the context of further detailed planning work required along the Merri creek, and at the Austral Brickworks site.

Land to the east of the Melbourne-Sydney rail line, north of Merri Creek and south of the E6 road reservation may also have urban development potential. Part of the area has previously been identified as a potential future quarry. The area is proximate to the identified Donnybrook Principal Town Centre and rail station, so its development would have a beneficial impact on the catchment of this town centre. Biodiversity values have been assessed through the BCS and are represented in the GCP. Further investigation at the PSP level in relation to quarrying, drainage, suitability of land use types and yields, buffers and access will need to be undertaken to determine the sites development potential. If this area is determined to be developable, then the developable area would probably be rezoned to Urban Growth Zone.