

# CHAPTER 04 PRODUCTIVITY

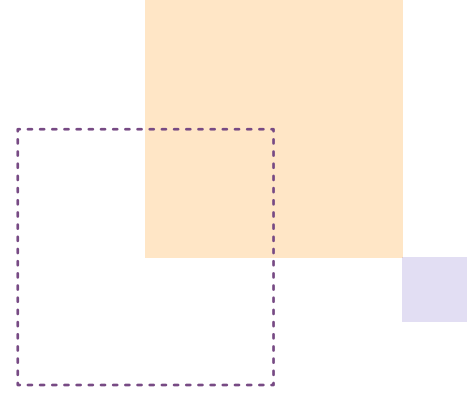


Plan Melbourne Outcome 1:  
Melbourne is a productive  
city that attracts investment,  
supports innovation and creates  
jobs

The Northern Metro Region is Victoria's interstate and international gateway providing strategic connections through Melbourne Airport, the Hume Freeway and via rail to existing and proposed freight and logistics hubs within and beyond the region. The Northern Metro Region contributes \$42 billion to the Victorian economy which amounts to 13 per cent of metropolitan Melbourne's Gross Regional Product (GRP).



Photo credit: Tim Bell Studio



With connections into Victoria's agricultural regions, the Northern Metro Region is a leader in innovation in the food and beverage industry across production, manufacturing, distribution, education and research.

Established health precincts and partnerships generate significant employment in the Northern Metro Region as well as opportunities to strengthen links between education and clinical research to support investment and innovation.

Plan Melbourne creates a city structure that strengthens Melbourne's competitiveness for jobs and investment. It identifies national employment and innovation clusters (NEICs), state-significant industrial precincts (SSIPs), a network of metropolitan and major activity centres, transport gateways and state-significant health and education precincts to ensure employment growth occurs outside of the Central City linked by transport. The Northern Metro Region can be guided by this structure and has a strong basis from which to grow.

## State of play

The employment and activity centres framework for Melbourne's Northern Metro Region comprises the following major elements:

- The La Trobe NEIC, including La Trobe University, Northland Major Activity Centre, Austin Biomedical Alliance Precinct and the Heidelberg Major Activity Centre
- Metropolitan activity centres at Broadmeadows, Epping and Lockerbie (future)
- Melbourne Airport
- Northern SSIP
- Beveridge Interstate Freight Terminal (BiFT)
- Melbourne Wholesale Fruit, Vegetable and Flower Market
- Important waste and resource recovery facilities including the Cooper Street Waste and Resource Recovery Hub
- A network of 19 existing and five future major activity centres generally located on public transport corridors

- Older industrial and employment precincts, which are undergoing considerable change but still play an important role in providing affordable locations for new businesses and emerging industries
- Newer and planned employment precincts located along the Hume Freeway and Outer Metropolitan Ring/E6 transport corridor (OMR).

There is a large amount of industrial and commercial land across the Northern Metro Region providing state-, regionally- and locally-significant employment and economic functions. The region includes the Northern Growth Corridor which makes significant provision for future industry and housing.

A significant proportion of the region is green wedge land where there is a strong focus on productive land, landscape and open space and environment and biodiversity protection.

The region features the Sunbury, Whittlesea and Nillumbik green wedges. It also has substantial areas identified as containing stone resources that could sustain quarrying operations. These areas include sections within the Sunbury and Whittlesea green wedges, as well as an extensive portion within the UGB.

Key food and beverage facilities in the Northern Metro Region include the Melbourne Wholesale Fruit, Vegetable and Flower Market in Epping, La Trobe University's established food and agriculture capability, RMIT University's Food Research and Innovation Centre and Melbourne Polytechnic's School of Food, Plant and Animal Industries.

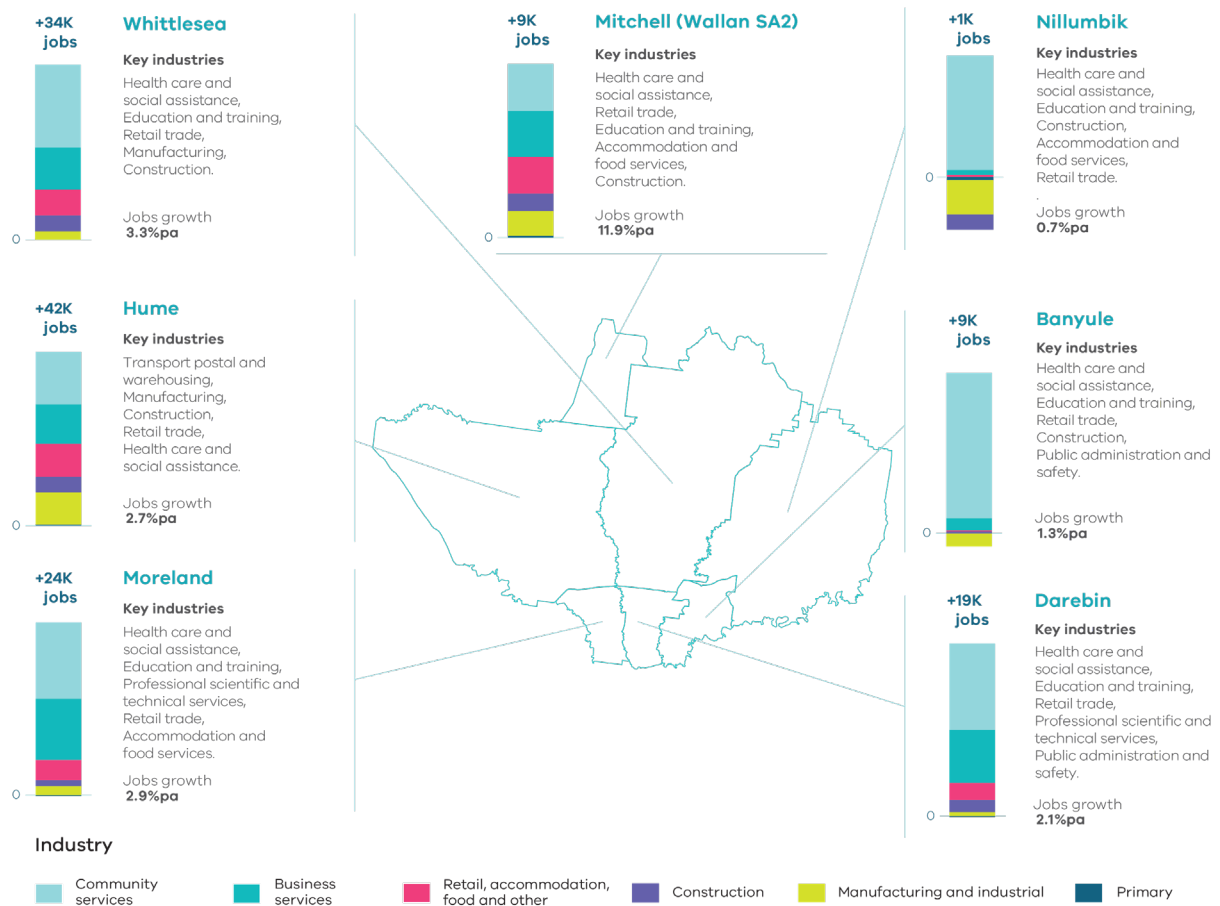
The region has good connections to transport gateways such as the Port of Melbourne, Melbourne and Essendon airports, and the freight network along key roads and railway lines, with excellent access to the eastern seaboard.

In 2016, the region supported around 14 per cent of all employment across the metropolitan area, or 321,200 jobs. By 2031, approximately 138,000 additional jobs will be located across the region, with over half of these new jobs expected to be in Hume and Whittlesea LGAs. Industries expected to experience the strongest growth are healthcare and social assistance, education and training, retail trade, manufacturing and construction (Figure 6).

The Northern Metro Region has around 4960 hectares of land currently zoned for industrial uses. About a quarter of this land is vacant to accommodate future industrial uses. Based on the 2017-18 industrial land consumption rate of 52 hectares, there is an estimated 24 years' supply of zoned industrial land in the region. An additional 2867 hectares is identified for future industrial purposes that is yet to be rezoned, which will add an additional 12 years of unzoned future industrial land supply (accounting for the land set aside for the proposed BIFT and its ancillary uses).

Regarding commercial floorspace, based on projected growth, by 2031 it is anticipated that approximately 1.4 million square metres of additional floorspace will be required across the Northern Metro Region. Approximately 800,000 square metres will be required for office uses and 600,000 square metres will be required for retail (DELWP, 2020a).

**FIGURE 6. Projected employment growth for the Northern Metro Region 2016 to 2031**



Source: Melbourne Industrial and Commercial Land Use Plan, DELWP, 2020

## Regional strengths

- A strong network of major economic assets of Melbourne Airport, La Trobe NEIC, Broadmeadows and Epping metropolitan activity centres, and the future metropolitan activity centre at Lockerbie will attract investment and jobs.
- There is an important regional role for freight and logistics, particularly the future BIFT.
- Opportunities presented by SRL include the development of new stations or interchange stations as hubs for new activity.
- Creative industries in areas such as Brunswick and Northcote are a growing aspect of the region’s economy.
- The region’s green wedge includes important agricultural land, as well as a range of cultural and recreational assets that support the visitor economy, including tourism and agribusiness opportunities.
- Significant opportunities exist for economic, health and community activity from public transport improvements across the region.
- Growth areas will provide new employment and increase the containment of jobs, including opportunities to accommodate a diversity of uses.

## Regional challenges

- Existing and proposed employment land needs to be protected from conversion to residential uses.
- Encroachment of sensitive uses must be managed, while growing and expanding the state-significant transport gateways and industrial precincts to attract higher order jobs.
- Extractive resources in the region, within and outside the UGB, require protection.
- A diversity of industrial land lot sizes should be provided, while responding to demand for large sites that can provide large-format uses or freight and logistics.
- There is a limited supply of employment and industrial land in the region.

## Directions and strategies

The directions identified to achieve the 2050 vision for the Northern Metro Region in terms of Productivity and Outcome 1 of Plan Melbourne are:




<b>Direction 1</b>	Facilitate the development of the La Trobe NEIC as a primary provider of tertiary education and health services supported by increased transport connectivity
<b>Direction 2</b>	Protect and support the development of Melbourne Airport
<b>Direction 3</b>	Support the development of a strong network of activity centres to provide jobs closer to where people live
<b>Direction 4</b>	Manage and plan for industrial precincts in the Northern Metro Region to be continued generators of economic activity and employment
<b>Direction 5</b>	Ensure the Northern Growth Corridor accommodates longer-term industrial and commercial development opportunities
<b>Direction 6</b>	Ensure protection of green wedges and support their role to provide agriculture, extractive resources, tourism and state infrastructure for the long-term benefit of all Victorians


Each direction is implemented through regionally-specific strategies identified in this LUIFP.


Map 2 shows how productivity will be enhanced across the Northern Metro Region by 2050 as a result of these directions and strategies, together with Plan Melbourne and other strategies and initiatives as outlined in Appendix 01.


## MAP 2. Northern Metro Region productivity 2050


### Precincts and Activity Centres


-  National employment & innovation cluster (NEIC)\*
-  Health precinct (state)
-  Education precinct (state)
-  Health & education precinct (regional)
-  Health precinct (regional)
-  Education precinct (regional)


 State-significant commercial land\*


 State-significant commercial land - future\*


 Regionally-significant commercial land\*


 Regionally-significant commercial land - future\*

 State-significant industrial precinct - existing

 State-significant industrial precinct - future


 Regionally-significant industrial precinct - existing


 Regionally-significant industrial precinct - future


 Extractive Industry (temporary land use)

### Transport

 Transport Gateway - Airport

 Interstate Freight Terminal (indicative)

 Other Intermodal Freight Terminal - Existing and Potential

 State-significant road corridor

 Road network

 Potential station

 Train station

 Rail network


 Strategic Cycling Corridor


### Principal Freight Network

 PFN road


 PFN rail

### Suburban Rail Loop


 SRL North (Box Hill to Airport)


 SRL West (Airport to Werribee)

 SRL - interchange station

 SRL - station

### Transport projects - committed

 Rail improvements - Sunbury to Cranbourne

 Melbourne Airport Rail

 North East Link

### Transport projects - potential


 Outer Metropolitan Ring/E6 Reservation

### Environment

 Waterbody

### Land use/Administration

 Regional boundary


 Green wedge land

 Growth area

 Urban area

 Urban growth boundary

 Principal Agricultural Zones

 Public and Commonwealth Land

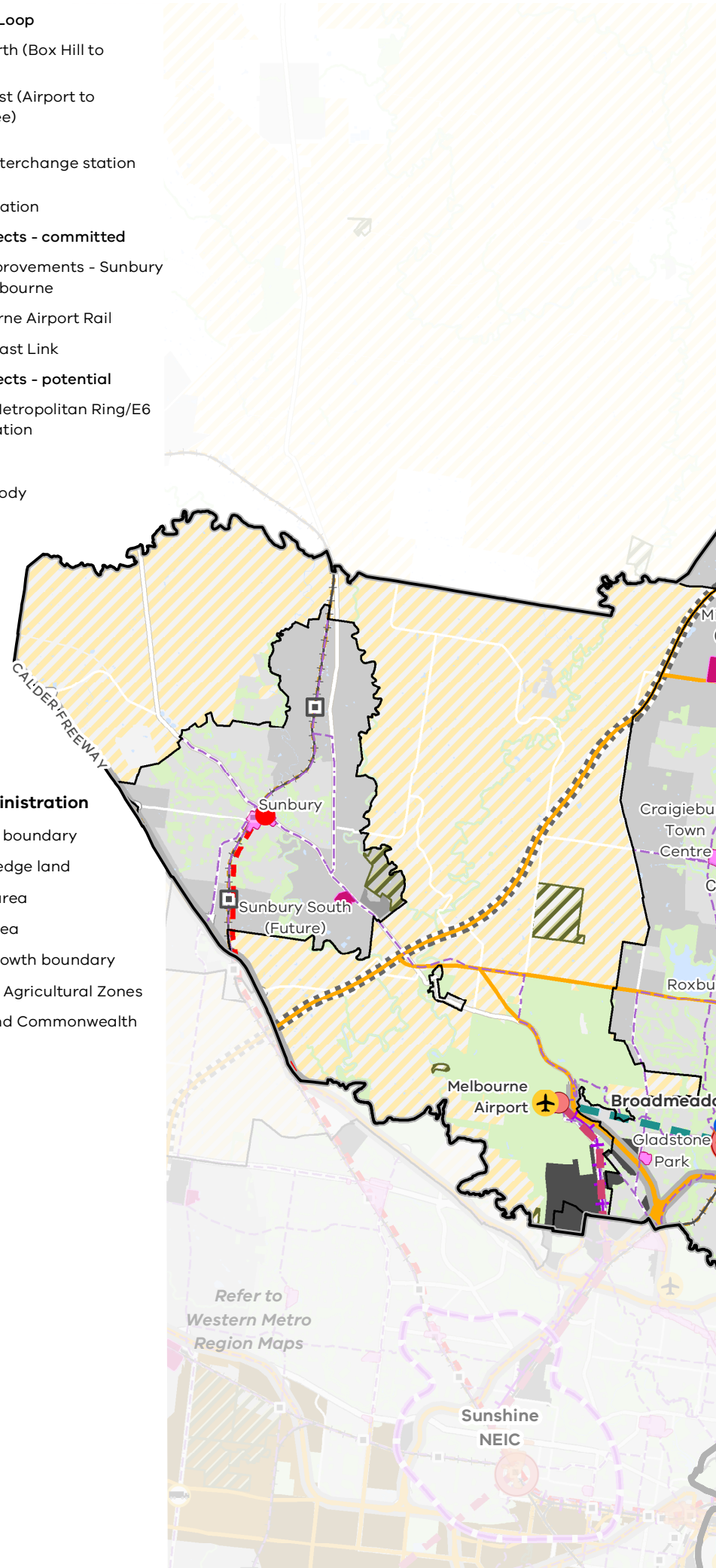
\*NEIC boundary is indicative only and subject to detailed planning.

\*These layers are based on the state- and regionally-significant commercial land identified in MICALUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.

### Note:

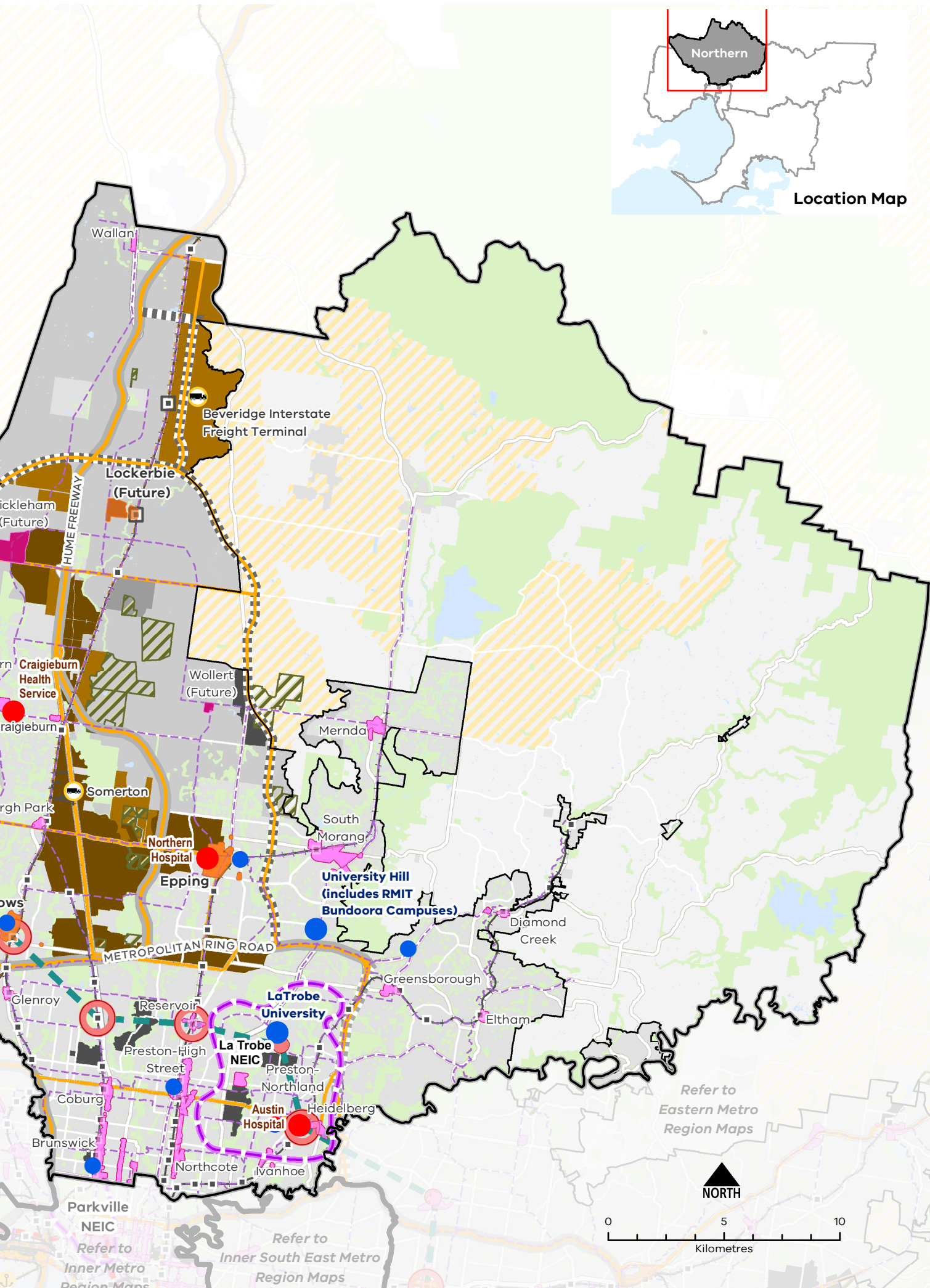
The Principal Freight Network reflects the version published in 2013 (Victoria the Freight State - the Victorian Freight and Logistics Plan, August 2013) in addition to Mordialloc Highway and West Gate Tunnel. East West Link has been removed. The Department of Transport is currently undertaking a review of the Principal Freight Network.

Regional health precincts are also identified for the new Whittlesea and Eltham Community Hospitals, locations yet to be determined.



Refer to  
Western Metro  
Region Maps

Sunshine  
NEIC



**DIRECTION 01.**  
**Facilitate the development of the La Trobe NEIC as a primary provider of tertiary education and health services supported by increased transport connectivity**

Each NEIC identified across Melbourne is anchored by a specialised activity that provides the foundations for future economic specialisation and growth. The La Trobe NEIC's strengths are in education, agricultural and health research, healthcare provision and retail (Figure 7).

To attract investment to La Trobe NEIC, high levels of amenity and improved connectivity will be needed as well as effective governance arrangements. Land use planning should ensure specialised activity within the NEIC is protected and able to grow, and that connections with complementary regional economic assets are strengthened, particularly the Melbourne Wholesale Fruit, Vegetable and Flower Market in Epping and the proposed Epping Food Hub.

A planned approach to integrated transport needs to occur within the La Trobe NEIC. Early land use and infrastructure planning, including bus access improvements, should be undertaken to support La Trobe NEIC and to maximise opportunities for land use and economic intensification. This could be unlocked through improved public transport connectivity arising from SRL, as well as access into the centre from the North East Link.

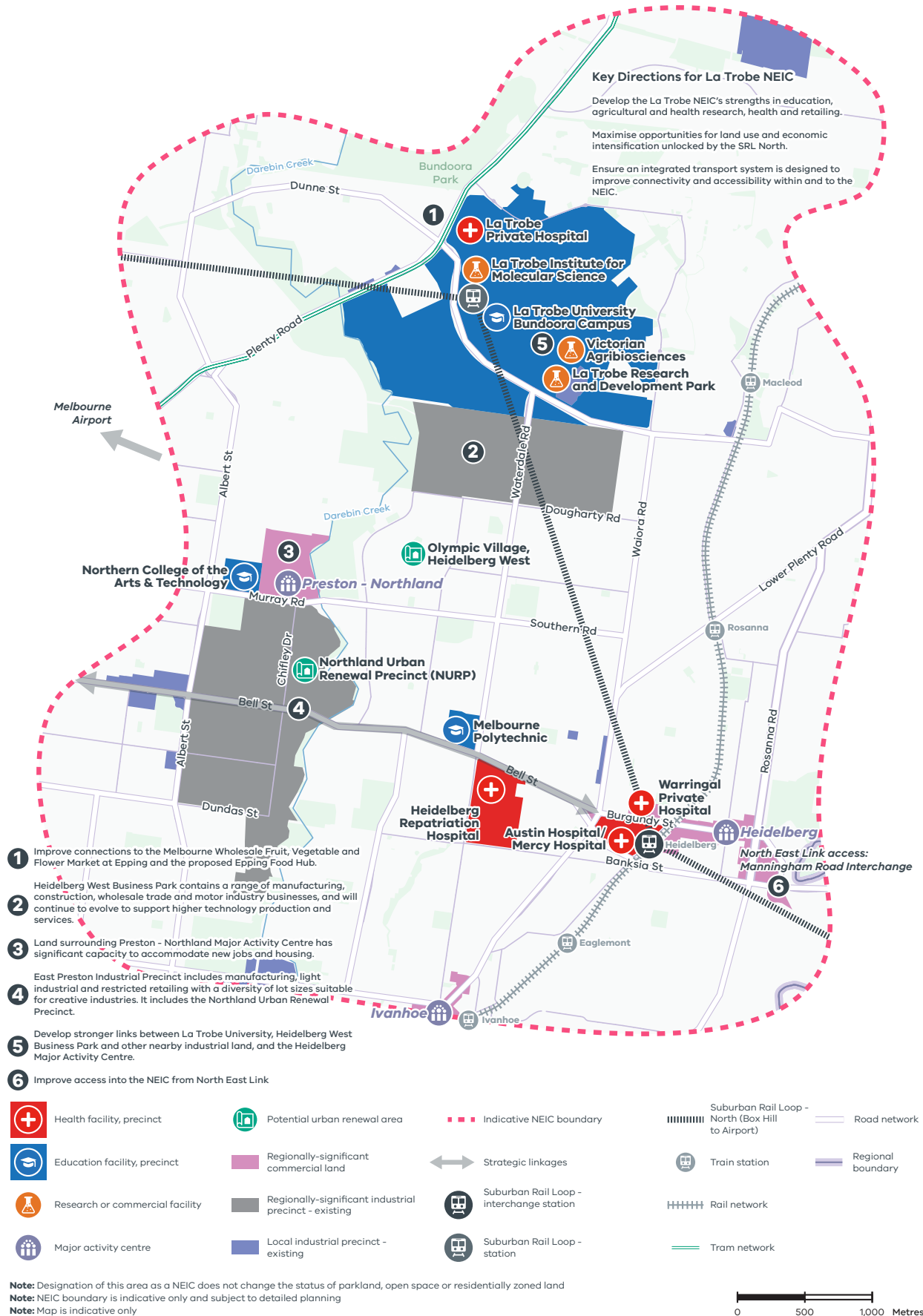
La Trobe University, Bundoora and its Research and Innovation Precinct is an integral part of the La Trobe NEIC. Its large land area, education and health role, and regional and inter-regional relationships are a significant opportunity for the future of the NEIC. Their close proximity to the Melbourne Wholesale Fruit, Vegetable and Flower Market at Epping and the proposed Epping Food Hub further enhances Victoria's agriculture, food and fibre value chain, particularly in post-farm gate activities. Stronger university-industry links should be encouraged within the NEIC, including stronger connections to Heidelberg.

The Heidelberg Health Precinct is Victoria's second largest medical precinct. It has significant capability in health services, training and research including Austin Health. The precinct and its supporting industries and services will continue to expand to deliver high-end health outcomes and boost innovation and employment diversity at the La Trobe NEIC. Co-location and clustering of allied health, research and education activities should be encouraged within the NEIC's established institutions.

The East Preston Industrial Precinct, which is included in the Northland Urban Renewal Precinct, is a regionally-significant industrial precinct within the NEIC and has a diversity of lot sizes suitable for creative industries. The Heidelberg West Business Park, adjacent to La Trobe University and within the La Trobe NEIC, houses a range of manufacturing, construction, wholesale trade and motor industry businesses. It can continue to evolve to support higher technology production and services.

- STRATEGY 01.** Strengthen La Trobe NEIC as the pre-eminent healthcare, education, agriculture and health research provider and activity cluster in the Northern Metro Region.
- STRATEGY 02.** Facilitate land use and economic intensification of the La Trobe NEIC to leverage transport infrastructure investment and improved public transport connectivity.
- STRATEGY 03.** Encourage manufacturing, research and development, education and logistics uses in the Epping Food Hub to strengthen its role as an export and innovation food hub.

FIGURE 7. La Trobe National Employment and Innovation Cluster





## **DIRECTION 02.** **Protect and support the development of Melbourne Airport**

Melbourne Airport will continue to provide an important role as the primary gateway for air passengers and air freight for Melbourne over the coming decades. In 2016-2017 the 2663-hectare site contributed \$17.6 billion to the state economy and moved about 463,000 tonnes of freight (Melbourne Airport, 2018).

Melbourne Airport is the biggest employment hub in the Northern Metro Region. There is forecast to be an increase of 23,000 jobs at the airport by 2033, an increase in air freight by 30 per cent (to 900,000 tonnes) and doubling of passenger movement by 2038 (DELWP, 2020a) (Melbourne Airport, 2018). Apart from aviation uses, the airport consists of four employment precincts with primary uses for distribution and industrial warehouses, storage facilities, logistics, commercial facilities including showrooms, and ancillary services such as childcare centres and hotels. The 24-hour status of Melbourne Airport needs to be retained.

Access to the airport is primarily reliant on the Tullamarine Freeway and a lack of public transport or continuous cycling routes is the key challenge to its growth. An opportunity to connect to Essendon Airport by an airport corridor would enhance its location as a transport and logistics hub.

Melbourne Airport will benefit from improved access, particularly by public transport to Melbourne and the Region. SRL and the proposed Melbourne Airport Rail will underpin further development of the airport. These improved connections offer an important opportunity for further land use change.

Planning for Melbourne Airport should ensure land is made available for major industrial and commercial development, particularly for uses that require immediate access to the airport as a transport gateway. While the Australian Government oversees the development of the airport, it will be important to support future development through new infrastructure projects such as Melbourne Airport Rail, upgrades to the road freight network and by avoiding conflicts with neighbouring land uses that may compromise airport's operations.

Supporting Melbourne Airport will impact on broader land use change around key flight paths in the surrounding area, including potential new development in the Broadmeadows Metropolitan Activity Centre. Any new use or development should not prejudice the optimum usage of Melbourne Airport.

**STRATEGY 04.** Support the role and operation of Melbourne Airport with appropriate land use planning.

**STRATEGY 05.** Ensure planning for Melbourne Airport maximises opportunities from the proposed Suburban Rail Loop and Airport Rail Link.



Photo credit: Tim Bell Studio

**DIRECTION 03.****Support the development of a strong network of activity centres to provide jobs closer to where people live**

The Northern Metro Region's network of metropolitan and major activity centres creates opportunities for residents to access a diverse range of goods and services, jobs, and housing. Some centres also include state-significant health or education precincts.

Many parts of the region have low levels of local job availability compared to population numbers and are also considered some of the most disadvantaged in metropolitan Melbourne. Activity centres will play an important role in addressing this and providing floorspace to increase regional job generation and improve access to a variety of jobs (Figure 8). They will also play an important role in the creation of 20-minute neighbourhoods, particularly in growth areas, through providing more local commercial and employment opportunities. The activity centres have varying capacities and opportunities for growth which are detailed in Table 6.

Broadmeadows and Epping metropolitan activity centres present significant opportunities for urban renewal and increased density and diversity of uses.

Broadmeadows Metropolitan Activity Centre is planned to be the largest retail and employment centre in the region. Significant planning and investment has been made in the centre including civic and community facilities and a freestanding shopping centre. Increasing fine-grain development and completion of upgrades to the train station and bus interchange will support this growth. There is significant opportunity for expansion and urban renewal to the east of the existing centre and on the proposed alignment of SRL.

A major employment hub for the Northern Metro Region, Epping Metropolitan Activity Centre includes the Northern Hospital (a state-significant health precinct), Melbourne Polytechnic and the Melbourne Wholesale Fruit, Vegetable and Flower Market. The centre is well served by public transport but has poor walking and cycling access due to low connectivity between key nodes. Connections between the centre and the adjacent Cooper Street Employment Area could be improved as well as to the Melbourne Wholesale Fruit, Vegetable and Flower Market to the west. The centre could develop a focus on food and health with the delivery of the Epping Food Hub and expansion of the health precinct around the Northern Hospital.

There are 19 existing major activity centres, and five future major activity centres in the Northern Growth Corridor. These centres vary in size, role and function, and their potential for growth. Some are limited in size with minimal prospects for growth while others provide substantial opportunities.

Table 6 outlines activity centres within the Northern Metro Region as well as information about their current composition and future strategic role.

By 2031, an additional 492,000 square metres of commercial floorspace will be required within Moreland, Darebin, Banyule and Nillumbik LGAs in established areas of the region. These LGAs will need to look at ways to accommodate projected demand, as well as considering areas that could accommodate future floorspace requirements.

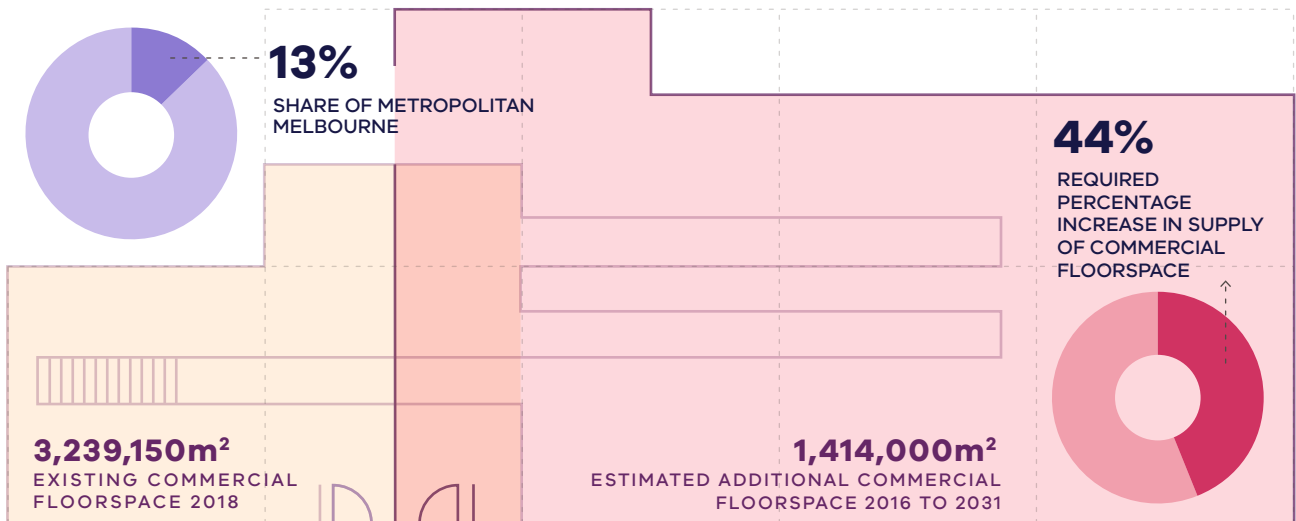
Local councils have undertaken strategic work, including detailed structure plans, to guide and support the Northern Metro Region's activity centre network. There is a need to refocus efforts on structure planning for centres that do not have them over the next five years and update local policies to align with Plan Melbourne. Centres should be prioritised for structure planning based on state investment such as transport infrastructure, capacity for growth and their role and function.

These centres also need to be supported by next generation telecommunications infrastructure to ensure the region remains globally competitive and continues to leverage its existing knowledge economy. Investment in new telecommunications infrastructure will need to take place in areas of the region with poor coverage, such as the outer north.

**STRATEGY 06.** Encourage the diversity of employment and economic activity in the Broadmeadows and Epping metropolitan activity centres.

**STRATEGY 07.** Retain existing commercial zoned land and identify areas that can support future demand for commercial floorspace and new investment with a focus on metropolitan and major activity centres.

**FIGURE 8.** Existing and future commercial floorspace requirements for the Northern Metro Region



**Source:** Department of Environment, Land, Water and Planning (2020) *Melbourne Industrial and Commercial Land Use Plan*, State of Victoria, Melbourne, Australia.



**DIRECTION 04.****Manage and plan for industrial precincts in the Northern Metro Region to be continued generators of economic activity and employment**

The Northern Metro Region contains metropolitan Melbourne's third largest holding of industrial land providing state, regional and locally-significant employment and economic functions.

Melbourne's second largest SSIP, the Northern SSIP comprises around 5773 hectares of existing and future zoned and unzoned land identified for industrial purposes across Hume, Whittlesea and Mitchell LGAs (Figure 9). The Northern SSIP provides strategically located land for major industrial development linked to the Principal Freight Network (PFN) and transport gateways including the proposed BIFT. It will be protected from incompatible land uses to allow for continued growth in freight, logistics and manufacturing investment. Future expansion of the SSIP has also been identified in areas around Craigieburn, Donnybrook and Mickleham.

The Northern SSIP comprises several distinct precincts as shown in Table 3. A breakdown of the quantum of industrial land supply for the region is also detailed in the Melbourne Industrial and Commercial Land Use Plan.

While the region has substantial land set aside for future industrial purposes, site fragmentation, the disjointed nature of precincts and poor site access often limits the ability to secure suitable larger sites. Industries operating large format uses or freight and logistics may find it difficult to secure a site.

Existing and future regionally-significant industrial land also contributes to local and regional economies. These areas will be retained and planned to allow for a range of industrial land and other employment uses, and where appropriate, new and emerging types of businesses that require access to affordable, well-located land to grow and innovate. Future industrial land in Sunbury/Diggers Rest (part of the Northern Growth Corridor) will play an important role in providing affordable industrial land, which has been a considerable competitive advantage for Melbourne in the past. It is important for these opportunities to be captured in the precinct structure planning process to ensure land is safeguarded and secured to fulfil its strategic purpose.

Regionally-significant industrial precincts identified in the Northern Metro Region are shown in Table 4. The Northland Urban Renewal Precinct, which forms part of the East Preston Industrial Precinct, may require subsequent changes to the current extent of identified regionally-significant industrial due to strategic planning work being led by the City of Darebin at a larger precinct scale.

**STRATEGY 08.** Ensure the supply of and access to industrial land in the Northern SSIP can support industries with large lot and land area needs.

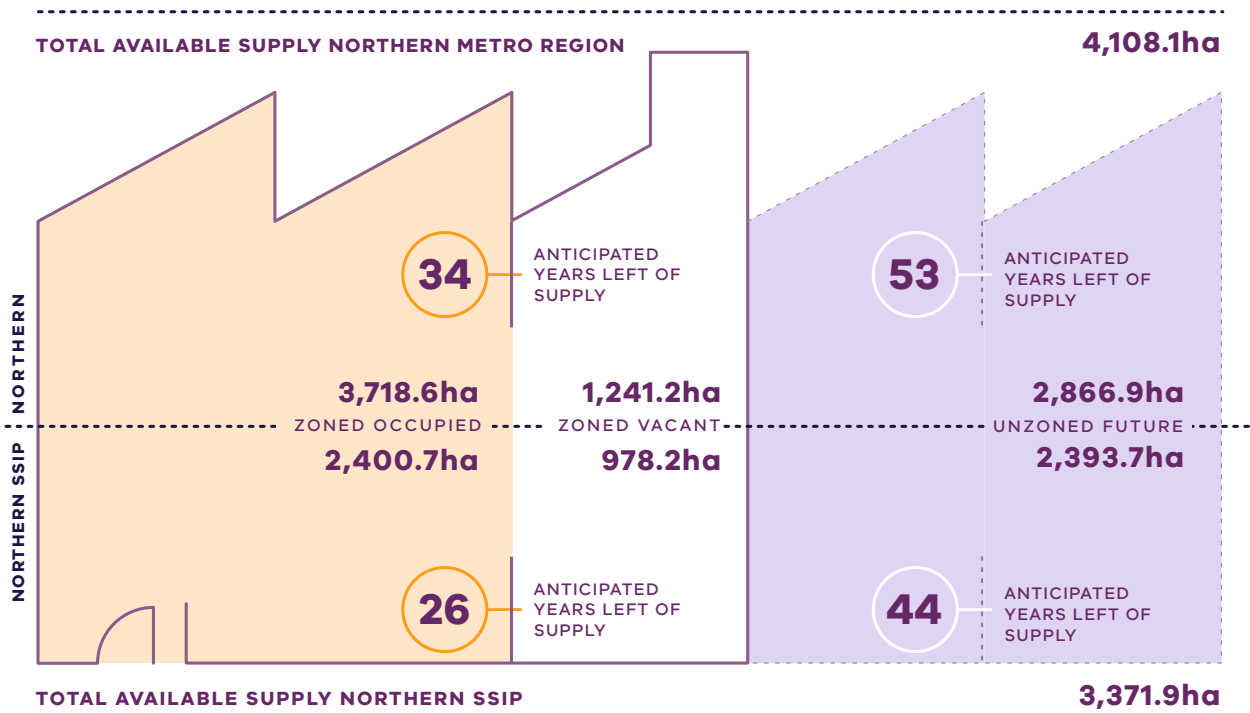
**STRATEGY 09.** Retain regionally-significant industrial land by managing encroachment by other uses that would cause fragmentation and may compromise the development and efficient operation of existing businesses.

**STRATEGY 10.** Limit and discourage subdivision in the Northern SSIP that leads to the creation of small lots.

**STRATEGY 11.** Identify and plan for regionally-significant industrial precincts that could support other employment uses, such as creative industries, or are well connected to adjacent employment uses or transport infrastructure.

**STRATEGY 12.** Plan for the north of Melbourne to become a national logistics hub, including the future development of the Beveridge Interstate Freight Terminal, and leverage both local and regional economic growth opportunities from this investment.

**FIGURE 9. Existing and future industrial floorspace requirements for the Northern Metro Region**



Source: Department of Environment, Land, Water and Planning (2020) *Melbourne Industrial and Commercial Land Use Plan*, State of Victoria, Melbourne, Australia.

**TABLE 3. State-significant industrial precincts within the Northern Metro Region**

EXISTING PRECINCTS	FUTURE/EMERGING PRECINCTS
<ul style="list-style-type: none"> <li>• Thomastown</li> <li>• Cooper Street Employment Precinct</li> <li>• Campbellfield</li> <li>• Somerton (including an intermodal freight terminal)</li> </ul>	<ul style="list-style-type: none"> <li>• Craigieburn North Employment Precinct</li> <li>• Donnybrook</li> <li>• Mickleham (including Merrifield Business Park)</li> <li>• Beveridge Interstate Freight Terminal (proposed)</li> <li>• Craigieburn South Employment Precinct</li> </ul>

Source: Melbourne Industrial and Commercial Land Use Plan, DELWP, 2020

**TABLE 4. Regionally-significant industrial precincts within the Northern Metro Region**

EXISTING PRECINCTS	FUTURE/EMERGING PRECINCTS
<ul style="list-style-type: none"> <li>• Heidelberg West Business Park</li> <li>• East Preston Industrial Precinct</li> <li>• West Reservoir and Newlands Road Industrial Precinct</li> <li>• North Coburg</li> <li>• Brunswick</li> <li>• Shenstone Park</li> <li>• Wollert</li> <li>• Sunbury South</li> </ul>	<ul style="list-style-type: none"> <li>• Donnybrook Road Industrial Precinct</li> </ul>

Source: Melbourne Industrial and Commercial Land Use Plan, DELWP, 2020

**DIRECTION 05.****Ensure the Northern Growth Corridor accommodates longer-term industrial and commercial development opportunities**

There is a need to support the creation of jobs in the Northern Growth Corridor and make it easier for people who live in the north to access jobs in established middle and inner areas. This could be achieved by:

- Encouraging investment in areas identified for industrial uses
- Protecting industrial and employment land for the longer-term
- Supporting the establishment of small- and medium-size businesses in the outer suburbs and growth areas
- Creating flexible spaces for business to grow.

By 2031, just under 60 per cent of additional commercial floorspace will be needed in the growth area LGAs of Hume, Whittlesea and Mitchell. Each of these local councils has identified land for future commercial purposes. If this additional floorspace is not able to be provided across new future activity centres, consideration will need to be given to additional opportunities for commercial development or increased density of commercial development.

Careful consideration will be required through the precinct structure planning process to ensure adequate provisions are made to accommodate medium and longer-term commercial development. Approaches that support the delivery of 20-minute neighbourhoods should be used to create a finer grain network of activity centres.

The future Lockerbie Metropolitan Activity Centre provides significant economic opportunities, along with the BIFT, for a regional economic centre to service the north of the region.

Lockerbie is located along the Melbourne-Sydney railway line which will service the northern parts of Hume and Whittlesea and the southern part of Mitchell. Future planning of the centre and surrounding area needs to ensure Lockerbie is adequately serviced by regional-level community and public transport infrastructure and can develop a health and education focus. The centre's growth will be supported by the proposed OMR and a proposed train station. The existing town centre is adjacent to the Merri Creek and careful design will be required to ensure that biodiversity and amenity issues are addressed while also creating a strong link between the town centre and the proposed station.

Lockerbie is located on the boundary of three municipalities requiring a joint state and local government partnership to prioritise planning and infrastructure provision. Complementary planning for a network of activity centres nearby will also be required to realise Lockerbie's potential. A proposed high-capacity public transport route along Aitken Boulevard will link Lockerbie and its future train station with Mickleham, Beveridge, Wallan and Craigieburn major activity centres and significant employment areas identified north and south of Merrifield. This network will also support the BIFT.

Improving connections from the growth areas to La Trobe NEIC, Melbourne Airport and other established employment areas within the region will also provide residents with greater employment options.

**STRATEGY 13.** Consider the future demand and need for commercial and employment land across the Northern Growth Corridor and ensure that Precinct Structure Plans make sufficient provision to accommodate longer-term commercial and employment needs.

**STRATEGY 14.** Facilitate investment in the Northern Growth Corridor to increase local access to employment.

**STRATEGY 15.** Ensure planning for the Northern Growth Corridor provides sufficient land and infrastructure provision to accommodate longer-term commercial and employment needs.

**STRATEGY 16.** Enable Lockerbie's development as a metropolitan activity centre with early planning and ensuring infrastructure provisions are in place.

**DIRECTION 06.****Ensure protection of green wedges and support their role to provide agriculture, extractive resources, tourism and state infrastructure for the long-term benefit of all Victorians**

Green wedges are beneficial for all Victorians due to their agricultural, tourism, recreation, environmental, biodiversity and water supply roles. Each green wedge provides employment across multiple sectors.

Cropping, orcharding, grazing, dairying, viticulture, equine uses and animal husbandry occur in these green wedge areas. A range of parks, reserves, cultural heritage sites, local food producers and a network of trails contribute to the region's visitor economy. Other important economic sectors in the region's green wedges include freight and logistics, manufacturing, waste management, and resource extraction.

Agriculture in Melbourne's green wedges and peri-urban areas is under threat from pressure to convert land to other uses including housing and smaller non-agricultural uses. The viability of farming is also being impacted by changing markets and consumer preferences, advances in technology and innovation, declining terms of trade, and government and investment decisions.

The Northern Metro Region's green wedges provide an important infrastructure function for Melbourne that includes freight and transport corridors, waste management facilities and resource extraction. They also provide opportunities for local and international tourism in close proximity to Melbourne. In the future, it is possible the Northern Metro Region green wedges could play a key role in energy production and storage. These important functions must be balanced with other green wedge priorities.

The region's green wedges also play an important role in providing a transition and urban-rural interface with landscape buffers to protect areas and corridors with biodiversity and landscape values.

The green wedges are protected from urban encroachment by the UGB and planning controls are in place to protect identified environmental and landscape values.

**Extractive Resources**

Extractive resources are essential for the development of housing and infrastructure. Construction materials such as concrete, bricks, asphalt, paving, road base and aggregates are made from resources extracted from quarries across Victoria. Extractive resources need to be secured close to where they are used to maintain cost competitiveness for construction, particularly as demand for these resources is expected to double by 2050 (PwC, 2016).

Mitchell and Whittlesea LGAs are among the top strategic resource locations that supply a relatively significant proportion of the state's total extractive resources. Hume, Whittlesea and Moreland LGAs are among the top municipalities that will require a large quantity of extractive resources in the future to sustain growth. Given this, strategic extractive resource locations in the Northern Metro Region warrant increased policy focus to protect existing resources and facilitate licensing of new quarries in the area.

Existing approved and operational quarries should be protected from encroachment by sensitive land uses. Designated industrial or commercial development activities located adjacent to existing quarry sites within/adjacent to the UGB would be rezoned to Urban Growth Zone. Any proposed uses or development in these precincts proximate to the title boundary of such quarries should be subject to appropriate risk assessments.

Extractive Industry Interest Areas (EIAs) have a longstanding designation in the Northern Metro Region (**Figure 10**). They were established to identify land located in reasonable proximity to major population centres that is likely to contain commercially viable stone resources, and where the extractive industry is more likely to be established.

Since the identification of EIAs, demand for resources has increased and other land use pressures have emerged. In the Northern Metro Region, opportunities for extractive industries to establish in EIAs have been foregone due to new housing developments or other uses establishing. This includes policy tension between land within the UGB and EIA designated land.

EIIAs in the Northern Metro Region need to be refreshed and refocused to give recognition to these important resource locations. There are also extractive industries currently operating outside of EIIAs that require long-term protection from incompatible land uses.

The Victorian Government has established the concept of strategic extractive resource areas (SERAs), which will assist in providing greater planning certainty for the continued extraction of critical resources in identified strategic areas. They were established to provide stronger protection for strategic extractive resources.

There is an opportunity to identify and implement a SERA in the Northern Metro Region for areas of strategic importance.

It is also important that post-quarrying land uses provide beneficial outcomes for local communities and the region. Post-quarrying land uses can improve the amenity and lifestyle of locations. They can make a valuable contribution towards enhancing networks of open space as well as providing important habitats for threatened species. Innovative end land use options and progressive rehabilitation should be encouraged and developed in consultation with local communities.

**STRATEGY 17.** Protect the operation of state-significant infrastructure assets such as freight and transport corridors, waste management facilities, and resource extraction.

**STRATEGY 18.** Protect and support agriculture as a primary land use in the Northern Metro Region's green wedges, including their key role in protecting the curfew-free status of the airport, protecting landscape and biodiversity values, and marginal opportunities for agriculture.

**STRATEGY 19.** Ensure the ongoing operation, expansion, or development of new state-significant infrastructure assets avoids or minimises impacts on other green wedge priorities such as agriculture and biodiversity conservation, cultural heritage, landscape and environmental values.

**STRATEGY 20.** Support sustainable tourism and recreation opportunities that complement key green wedge values and land uses including biodiversity, open space and trail networks, cultural heritage, agriculture, and scenic rural landscapes.

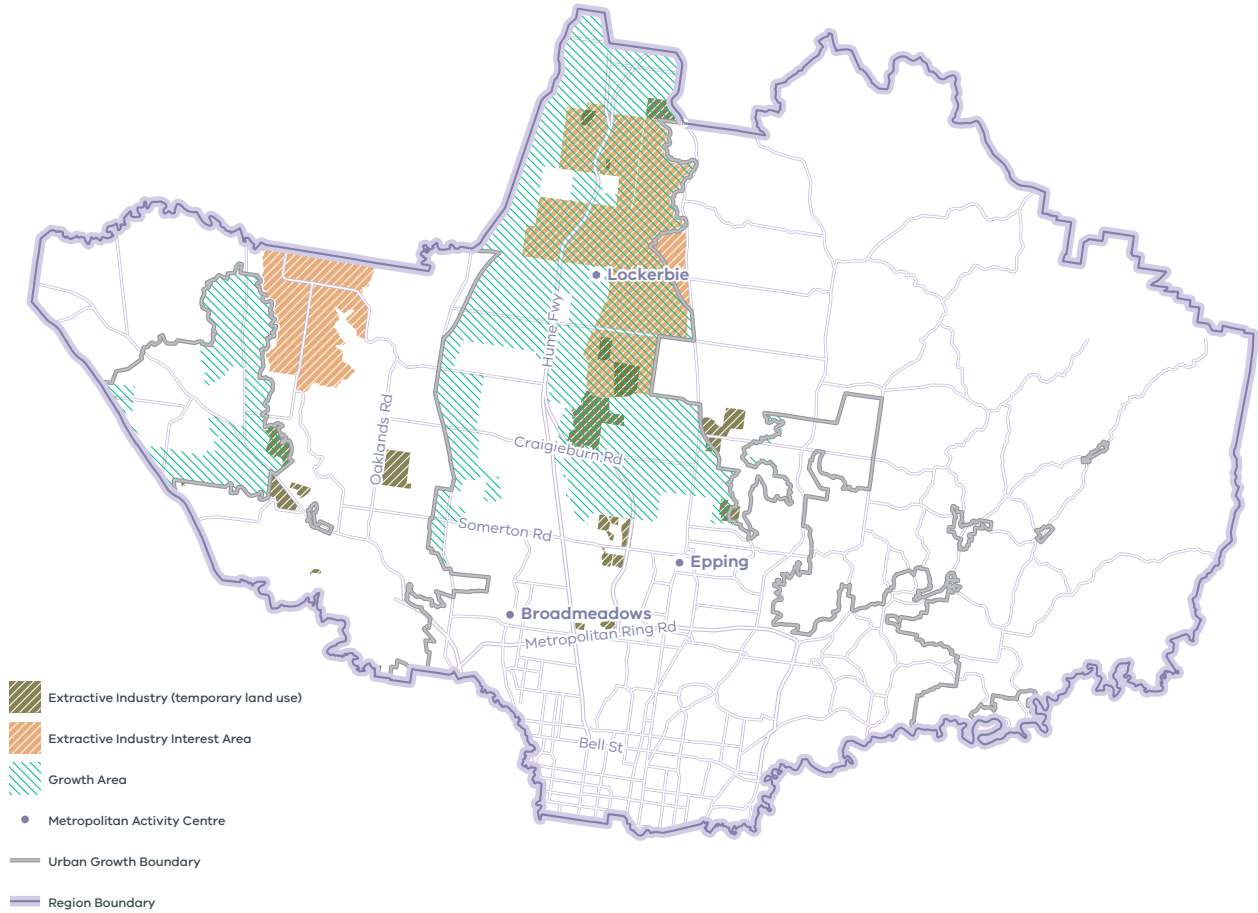
**STRATEGY 21.** Ensure there are adequate extractive resources to support the cost-effective development of housing and infrastructure.

**STRATEGY 22.** Protect existing quarries from incompatible development to maintain supply of extractive resources.

**STRATEGY 23.** Identify and manage long-term strategic extractive resources in the Northern Metro Region.



**FIGURE 10. Extractive Industry Interest Areas in the Northern Metro Region**



Note: EIAs were established in the 1990s by the Geological Survey of Victoria following an assessment of land where extractive industry operations were more likely to be established, both for reasons of resource availability and where there are potentially fewer land use planning constraints. EIAs serve as a geographic indicator in the planning scheme for the purpose of referral of planning permit applications only. EIAs do not imply that a quarry can be established 'as-of-right' in these areas, nor do they preclude extractive industry from being established outside EIAs. In growth areas, the EIAs provide a guide to ensure the location of earth resources and the need for extractive resources to support the long-term growth of Melbourne is strategically considered in the development of Precinct Structure Plans. The EIAs require ongoing review and refinement as demand for resources increases and other land use pressures emerge.

**TABLE 5. Green wedges: current role and strategic opportunities**

GREEN WEDGE	CURRENT ROLE	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<p><b>Nillumbik Green Wedge</b></p>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Environment and biodiversity</li> <li>• Water supply and catchments</li> <li>• Agriculture</li> <li>• Tourism</li> </ul>	<ul style="list-style-type: none"> <li>• Protect the natural environment, particularly the flora and fauna links within the Yarra River corridor</li> <li>• Retain the Skyline Road and St Andrews land system for environmental conservation. These areas should only be used for agriculture where the use or development proposed does not compromise the quality of the environment</li> <li>• Protect Sugarloaf Reservoir, a key state asset nestled in Christmas Hills that has been supplying water to metropolitan Melbourne since 1980</li> <li>• Protect and support existing agricultural activities and soil. Encourage agriculture to make the most of its proximity to Melbourne Wholesale Fruit, Vegetable and Flower Market at Epping and also consider other forms of productivity including agricultural tourism</li> <li>• Focus economic activity within the green wedge in Hurstbridge, St Andrews and Panton Hill</li> <li>• Maintain and enhance Nillumbik’s trail network with an emphasis on Diamond Creek Trail, Maroondah Aqueduct and Pipeline Trails, Kangaroo Ground to Panton Hill Trail</li> <li>• Continue to align tourism work as a mechanism for cooperation and efficiency. Encourage environment and agriculture-based tourism and small-scale cafes where they demonstrate environmental, social and economic benefits</li> </ul>

GREEN WEDGE	CURRENT ROLE	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<p><b>Sunbury Green Wedge</b></p>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Environment and biodiversity</li> <li>• State-significant infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain the urban-rural interface around Sunbury and the conservation and landscape buffer in Mickleham</li> <li>• Protect the following view lines from inappropriate development:               <ul style="list-style-type: none"> <li>– from Organ Pipes National Park across grassy plains and rocky outcrops</li> <li>– across Maribyrnong Valley to mountain ranges from Sydenham Park</li> </ul> </li> <li>• Develop a habitat corridor along Maribyrnong River and protect remnant grasslands at McNabbs Weir, Sydenham Park and Organ Pipes National Park</li> <li>• Investigate potential recycled water opportunities including a pipeline from Sunbury to Melbourne Airport, and a pipeline to follow the OMR corridor to bring recycled water from eastern urban catchments or from Sunbury recycled water plant</li> <li>• Discourage inappropriate development in agricultural areas including non soil-based agriculture in areas with high soil quality. It is also important to reinforce the agricultural role of Keilor Market Gardens</li> <li>• Support tourism uses focused on local produce and eco-tourism</li> <li>• Promote open space/recreation corridor connecting Brimbank Park to Organ Pipes National Park and between Maribyrnong River and Kororoit Creek</li> <li>• Maintain Melbourne Airport buffer and curfew</li> </ul>
<p><b>Whittlesea Green Wedge</b></p>	<ul style="list-style-type: none"> <li>• Landscape and open space</li> <li>• Environment and biodiversity</li> <li>• Waterways and catchments</li> <li>• Agriculture</li> <li>• Extractive industries</li> </ul>	<ul style="list-style-type: none"> <li>• Protect identified visual character areas of Plenty Valley, Plenty Ranges, The Hills and the Western Plains</li> <li>• Minimise vegetation removal which contributes to salinity and bushfire and protect river red gum habitat in order to maintain biodiversity and increase the connectivity of habitat areas</li> <li>• Improve environmental water quality and health of rivers, creeks and waterways by managing development of adjacent to waterways</li> <li>• Use buffers to safeguard the amenity and environment of land surrounding extractive industries</li> </ul>

## ACTIONS – Productivity

**ACTION 1.** Establish a long-term state and local government partnership to prioritise planning and infrastructure provision for Lockerbie as a metropolitan activity centre for the Northern Growth Corridor.

**ACTION 2.** Establish a state and local government partnership to coordinate and manage land use planning for the La Trobe NEIC.

**ACTION 3.** Implement a program of State Government-led planning projects, in partnership with local government, to ensure metropolitan and major activity centres and urban renewal areas maximise their respective strategic opportunities. Priority will be given to those which deliver significant jobs and housing; leverage investment in state infrastructure; and play an important role in the growth corridor and/or region. State-led planning for these state- and regionally-significant places will contribute to creating liveable communities and achieving more dwellings and jobs in established areas, and identify implementation and coordination actions that support growth and economic investment.

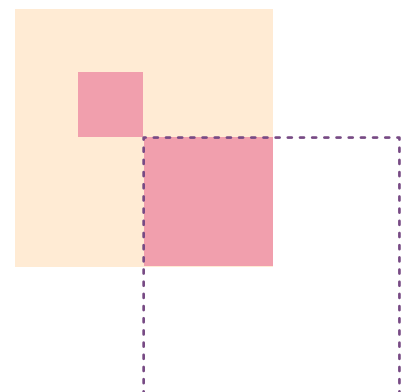
**ACTION 4.** Identify and implement a SERA in the Northern Metro Region in partnership with local government.



Photo credit: Department of Jobs, Precincts and Regions

**TABLE 6. Metropolitan and major activity centres: existing attributes and strategic opportunities**

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Metropolitan Activity Centres</b>		
<b>Broadmeadows (Hume)</b>		
<ul style="list-style-type: none"> <li>• Freestanding shopping centre based around Pascoe Vale Road, Johnstone Street and Camp Road</li> <li>• Plays a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities</li> <li>• A retail and commercial focus with some leisure and entertainment, community, and civic functions including Hume Global Learning Centre</li> <li>• Regionally-significant education precinct at Kangan Batman TAFE</li> <li>• State-significant commercial land</li> <li>• Train (Broadmeadows Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>• State-significant industrial land to the east</li> <li>• Future SRL North (Box Hill to Airport) interchange station</li> <li>• Upgrades to Broadmeadows Station</li> <li>• Barrier of Pascoe Vale Road</li> <li>• Key flight paths to and from Melbourne Airport which may impact land use changes and building heights</li> </ul>	<ul style="list-style-type: none"> <li>• Strengthen role as major anchor for the region to support the emerging growth in Northern Growth Corridor</li> <li>• Intensify mixed-use development within the core of the activity centre</li> <li>• Provide a diversity of uses including offices, higher-density housing and a range of leisure, entertainment and cultural facilities</li> <li>• Balance planning for bulky goods retailing to also allow intensive fine-grain uses to continue to develop</li> <li>• Strengthen civic services and expand existing health facilities</li> <li>• Mitigate east-west divide created by the railway line and Pascoe Vale Road</li> </ul>



EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Epping (Whittlesea)</b>		
<ul style="list-style-type: none"> <li>• Freestanding shopping centre based around High and Cooper streets</li> <li>• Plays a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities</li> <li>• A focus on retail, commercial, education and health with Melbourne Polytechnic and Northern Centre for Health and Education Research</li> <li>• State-significant health precinct at the Northern Hospital</li> <li>• Specialist food focus at the Melbourne Wholesale Fruit, Vegetable and Flower Market and Cooper Street Employment Precinct</li> <li>• State-significant industrial land</li> <li>• Train (Epping Station) and SmartBus services</li> <li>• PPTN interchange at Epping Plaza Shopping Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed Epping Food Hub</li> <li>• New Epping and Thomastown/Lalor urban renewal areas</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to develop a regional role for the activity centre</li> <li>• Intensify mixed-use development within the core of the activity centre</li> <li>• Focus on healthcare and allied science, technology, engineering, arts and mathematics research/innovation, with a new medical precinct to play a major employment-generating role</li> <li>• Expand and redevelop existing shopping centre into mixed-use precincts</li> <li>• Accommodate expanding office and retail uses</li> <li>• Improve connectivity within the activity centre</li> </ul>
<b>Lockerie (Hume/Whittlesea/Mitchell) (Future)</b>		
<ul style="list-style-type: none"> <li>• Future metropolitan activity centre based around Cloverton Boulevard</li> <li>• Future state-significant commercial land</li> </ul>	<ul style="list-style-type: none"> <li>• Conservation area, based on the Biodiversity Conservation Strategy for Melbourne’s growth areas, to the east</li> <li>• Adjacent to the Merri Creek open space corridor</li> <li>• Proposed Beveridge Interstate Freight Terminal to the north</li> <li>• Potential train station</li> <li>• Potential high-capacity public transport route linking to other proposed activity centres in the growth corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Support future role as an activity centre with an employment focus to service the outer area of the Northern Metro Region</li> <li>• Play a major service delivery role, including government, health, justice and education services, as well as retail and commercial opportunities</li> <li>• Intensify mixed-use development within the core of the activity centre</li> <li>• Develop as a destination for retail, entertainment and civic purposes</li> <li>• Develop as a health and education centre with a regional focus</li> <li>• Create a strong link between the town centre and proposed train station</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Major Activity Centres</b>		
<b>Beveridge (Mitchell) (Future)</b>		
<ul style="list-style-type: none"> <li>Future major activity centre to the west of the existing Beveridge township, and the Hume Freeway</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Beveridge Interstate Freight Terminal located to the east</li> <li>Potential Outer Metropolitan Ring/E6 transport corridor</li> </ul>	<ul style="list-style-type: none"> <li>Provide higher-order services, retail and employment</li> <li>Rapid increase in residential growth</li> <li>Provide social and community facilities for future residents</li> </ul>
<b>Brunswick (Moreland)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on three parallel roads – Sydney Road, Lygon Street and Nicholson Street</li> <li>Diverse commercial and retail uses and civic functions</li> <li>Regionally-significant education precinct at RMIT University (Brunswick)</li> <li>Regionally-significant industrial land west of Sydney Road, creative/enterprise precinct located at Brunswick Creative Hub</li> <li>CERES Community Environment Park located at the northern edge</li> <li>Train (Brunswick, Moreland, Anstey and Jewell stations) and tram services</li> </ul>	<ul style="list-style-type: none"> <li>Coburg Major Activity Centre located to the north</li> <li>Urban renewal areas – Albert Street Brunswick Urban Renewal Precinct and East Brunswick Village</li> <li>Heritage significance of Sydney Road, Lygon Street and Nicholson Street</li> </ul>	<ul style="list-style-type: none"> <li>Retain industry and employment uses while supporting a range of creative industries</li> <li>Redevelop sites that are former industrial transition areas</li> </ul>
<b>Coburg (Moreland)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on Sydney Road and Bell Street</li> <li>Commercial and retail with some civic uses</li> <li>Regionally-significant industrial land</li> <li>Train (Coburg, Batman and Moreland stations), tram and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Regionally-significant industrial land to the north-west</li> <li>Level crossing removals at Bell Street, Moreland Road, Reynard Street and Munro Street</li> <li>Brunswick Major Activity Centre to the south</li> <li>The Coburg Initiative and Pentridge urban renewal areas</li> <li>Heritage significance</li> </ul>	<ul style="list-style-type: none"> <li>Retain industry and employment uses while supporting a range of creative industries</li> <li>New hospital or major health facility as part of Coburg Initiative urban renewal area</li> <li>Maximise urban renewal opportunities from level crossing removals along the Upfield railway line</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Craigieburn (Hume)</b>		
<ul style="list-style-type: none"> <li>Hybrid centre with both freestanding and enclosed shopping at the intersection of the Hume Highway and Craigieburn Road</li> <li>Retail and local services</li> <li>State-significant industrial land to the east</li> <li>Train (Craigieburn Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Future state-significant industrial precinct to the east</li> <li>Craigieburn Town Centre Major Activity Centre to the west</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role</li> <li>Maximise opportunities for medium- and higher-density housing near train station</li> </ul>
<b>Craigieburn Town Centre (Hume)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre at the intersection of Craigieburn Road and Aitken Boulevard</li> <li>Retail, including bulky goods retailing, recreation and substantial civic services</li> <li>State-significant health precinct at Craigieburn Health Services</li> <li>Regional recreation facility at Splash Aqua Park and Leisure Centre</li> </ul>	<ul style="list-style-type: none"> <li>Craigieburn Major Activity Centre and Craigieburn Station to the east</li> <li>Potential high-capacity public transport route identified along Aitken Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>Facilitate growth to meet employment needs and provide retail, leisure, health and services to surrounding growth areas</li> <li>Focus on future role as a regional health precinct with supplementary education uses</li> </ul>
<b>Diamond Creek (Nillumbik)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on Main Hurstbridge Road and Chute Street dissected by Hurstbridge train line</li> <li>Retail and commercial with some local industrial land</li> <li>Diamond Creek runs north, and trails and public open space are located to the west</li> <li>Train (Diamond Creek Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Significant habitat for local flora and fauna</li> <li>Semi-rural township character</li> <li>Located in a bushfire risk area</li> </ul>	<ul style="list-style-type: none"> <li>Continue to consolidate local retail and service role, and potential tourism opportunities</li> <li>Develop a retail-focused compact core east of the train line on Main Hurstbridge Road</li> </ul>



EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Eltham (Nillumbik)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on Main Road between Dudley Street and Luck Street</li> <li>Diamond Creek runs west of the train station with trails and public open space between the creek and train station</li> <li>Train (Eltham Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Village and landscape character</li> <li>Eltham Gateway is a significant landscape area</li> <li>Located in a bushfire risk area</li> </ul>	<ul style="list-style-type: none"> <li>Continue to consolidate local retail and service role including community and professional services</li> <li>Increase retail floorspace to serve increased demand and a growing population</li> </ul>
<b>Gladstone Park (Hume)</b>		
<ul style="list-style-type: none"> <li>A freestanding shopping centre at the intersection of Tullamarine Freeway and Mickleham Road</li> <li>Retail, commercial and community facilities</li> <li>Regionally-significant industrial land</li> <li>SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Proximity to Melbourne Airport which limits development</li> </ul>	<ul style="list-style-type: none"> <li>Service the local population and surrounding area, improve retail offering and local economy</li> <li>Enhance connections between shopping centre and surrounding residential and employment areas</li> </ul>
<b>Glenroy (Moreland)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on Pascoe Vale Road, Glenroy Road, Wheatsheaf Road and Hartington Street</li> <li>Retail, commercial and community facilities</li> <li>Train (Glenroy Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Level crossing removal at Glenroy Road</li> </ul>	<ul style="list-style-type: none"> <li>Service the local population and surrounding area, improve retail offering and local economy</li> <li>Provide a broad mix of retail uses, commercial and cultural activities, employment options, and administrative and civic functions</li> </ul>
<b>Greensborough (Banyule)</b>		
<ul style="list-style-type: none"> <li>Hybrid centre with freestanding shopping centre and strip-based retail along Main Street, Grimshaw Street, The Circuit and Para Road</li> <li>Retail, commercial and community facilities</li> <li>Civic and recreational functions including WaterMarc regional recreation facility</li> <li>Train (Greensborough Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Redevelopment of Greensborough Station</li> <li>Connection to Plenty River Valley and vegetation protection</li> <li>Proposed North East Link to the west along Grimshaw Road</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate regional role for shopping, business and entertainment for the north-east of the Northern Metro Region</li> <li>Provide a range of residential, leisure, recreational, retail, health and wellbeing, and commercial opportunities</li> <li>Maximise transit-oriented development opportunities around Greensborough Station</li> <li>Support emerging medical precinct</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Heidelberg (Banyule)</b>		
<ul style="list-style-type: none"> <li>Hybrid centre consisting of both strip-based retail and a freestanding shopping centre around Burgundy Street and Rosanna Road extending on the western end into Bell Street</li> <li>Part of the Latrobe NEIC</li> <li>Prominent health and education focus with large employment-generating function</li> <li>State-significant health precinct at Austin Hospital and Warringal Private Hospital</li> <li>Retail and commercial uses, and some civic and community uses</li> <li>Train (Heidelberg Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>SRL station/interchange – future SRL North (Box Hill to Airport)</li> <li>Proposed North East Link which intersects with Banksia Street</li> <li>Proximity to La Trobe University, Heidelberg West Industrial Precinct and Preston-Northland Major Activity Centre, as part of the La Trobe NEIC</li> <li>Links to Bell Street commercial, health and education uses to the west including Heidelberg Repatriation Hospital</li> <li>Preferred location for higher-density development in Banyule LGA</li> <li>Traffic congestion from health precincts and retail uses</li> <li>Undulating and vegetated urban landscape with mature trees on ridgelines and in streets</li> <li>Network of small civic spaces around Burgundy Street</li> <li>Regional parklands and recreational spaces along Yarra River are highly valued, and warrant protection and enhancement</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate regional role for shopping and employment, and promote cultural and entertainment opportunities</li> <li>Intensify mixed-use development within the core of the activity centre and residential development along Bell Street</li> <li>Strengthen role as a health precinct while also developing commercial and administrative uses</li> </ul>
<b>Ivanhoe (Banyule)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on Upper Heidelberg Road</li> <li>Diverse commercial and retail uses with civic precinct</li> <li>Train (Ivanhoe, Eaglemont and Darebin stations) services</li> </ul>	<ul style="list-style-type: none"> <li>Heritage significance of Upper Heidelberg Road</li> </ul>	<ul style="list-style-type: none"> <li>Service the local population and surrounding area</li> <li>Accommodate growth in housing, commercial activity and community facilities</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Mernda (Whittlesea)</b>		
<ul style="list-style-type: none"> <li>Hybrid centre at the intersection of Plenty Road and Bridge Inn Road and adjacent to Mernda Station</li> <li>Proposed retail and commercial uses, and some civic and community uses</li> <li>Train (Mernda Station) service</li> </ul>	<ul style="list-style-type: none"> <li>Native vegetation protection applies across this part of Plenty Valley</li> <li>Several sites have identified heritage significance</li> </ul>	<ul style="list-style-type: none"> <li>Support role as a regional activity centre and transport hub</li> <li>Increase growth in employment-generating uses, new centre with significant future growth potential and mixed-use development</li> <li>Deliver community facilities such as higher education campus or health facility</li> </ul>
<b>Mickleham (Hume) (Future)</b>		
<ul style="list-style-type: none"> <li>A future major activity centre on Donnybrook Road with a focus on commercial and industrial employment uses</li> <li>Under development</li> <li>Part of the Northern Industrial Precinct (SSIP)</li> </ul>	<ul style="list-style-type: none"> <li>Integrating town centre with residential areas to the west, employment areas to east and Merrifield Park to north</li> <li>Proximity to the Lockerbie Metropolitan Activity Centre (future)</li> <li>Close to future state-significant industrial land identified for expansion of the Northern SSIP</li> <li>Potential high-capacity public transport route identified along Aitken Boulevard connecting to Beveridge and Lockerbie to the north and Craigieburn to the south</li> <li>Proximity to the Kalkallo Retarding Basin and potential sports and leisure hub</li> </ul>	<ul style="list-style-type: none"> <li>Serve the growth area north of Mount Ridley Road as an employment-focused centre</li> <li>Provide regional health and education services as well as large-scale office development and community facilities</li> <li>Develop street-based hospitality and speciality retail surrounding enclosed shopping/entertainment facilities in the town centre core</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Northcote (Darebin)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on High Street between Darebin Road and Clarke Street</li> <li>Diverse commercial and retail uses with focus on live music venues and arts culture</li> <li>Cluster of creative industries with business incubator at Melbourne Innovation Centre</li> <li>Westgarth Cinema to the south</li> <li>Train (Northcote, Croxton, Merri and Westgarth stations) and tram services</li> </ul>	<ul style="list-style-type: none"> <li>Heritage significance of High Street</li> </ul>	<ul style="list-style-type: none"> <li>Provide a mix of uses, services and facilities to enhance economic, social and environmental viability</li> <li>Encourage diverse living and working opportunities with a focus on maintaining and providing affordable housing and employment spaces</li> <li>Encourage retention of industrial land to support creative industries</li> <li>Develop regional arts and culture node with range of visual arts and live music venues, and support services for the arts and design community</li> </ul>
<b>Preston – High Street (Darebin)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre along High Street, Bell Street and St Georges Road</li> <li>Business and retail with Preston Market at its core, and civic, community and recreation uses</li> <li>Regionally-significant education precincts at RMIT Brunswick campus and Melbourne Polytechnic</li> <li>Train (Preston, Bell and Regent stations), tram and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Level crossing removals at Murray Road, Cramer Street, Bell Street and Oakover Road</li> <li>The Junction South Preston urban renewal area</li> <li>Heritage significance</li> </ul>	<ul style="list-style-type: none"> <li>Provide regional retail, service, office, business, entertainment and community services, and residential role</li> <li>Maintain Preston Market as a central community and shopping precinct</li> <li>Encourage multi-level mixed-use development</li> </ul>
<b>Preston – Northland (Darebin)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre on Murray Road</li> <li>Part of La Trobe NEIC</li> <li>Mixed-use with retail, commercial and entertainment uses</li> <li>Large format retailing on south side of Murray Road</li> <li>Regionally-significant industrial area extending south to Bell Street</li> <li>SmartBus services</li> <li>PPTN interchange at Northland Shopping Centre</li> </ul>	<ul style="list-style-type: none"> <li>Northland Urban Renewal Precinct and Olympic Village, Heidelberg West urban renewal areas</li> <li>La Trobe University, a state-significant education precinct, to the north-east</li> </ul>	<ul style="list-style-type: none"> <li>Provide a range of retail, commercial, residential, leisure and other commercial activities</li> <li>Continue to intensify development and encourage mixed uses including commercial offices to support economic investment and employment growth in the Latrobe NEIC</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Reservoir (Darebin)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre predominantly on Edwardes Street and Broadway</li> <li>A focus on retail, commercial and community and civic uses</li> <li>Train (Reservoir Station) service</li> </ul>	<ul style="list-style-type: none"> <li>SRL Reservoir Precinct - future SRL North (Box Hill to Airport)</li> <li>Proximity to the La Trobe NEIC</li> <li>Reservoir Junction urban renewal area</li> </ul>	<ul style="list-style-type: none"> <li>Establish as preferred location for higher-density residential development</li> <li>Provide a wide range of retail, employment, business, community, entertainment and transport services</li> <li>Maximise integration with SRL station (future SRL North), including transit-oriented development opportunities, and strengthen links to public and active transport networks</li> </ul>
<b>Roxburgh Park (Hume)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre on Somerton Road</li> <li>A focus on retail and community uses</li> <li>Industrial precinct to the south</li> <li>Train (Roxburgh Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Immediately adjacent to the Northern Industrial Precinct (SSIP)</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate local retail and service role for local employment areas</li> <li>Facilitate development that provides for an integrated activity centre, and improve pedestrian and cycling connections linking land uses and activity on both sides of Somerton Road</li> </ul>
<b>South Morang (Whittlesea)</b>		
<ul style="list-style-type: none"> <li>Freestanding shopping centre on McDonalds Road</li> <li>A focus on retail, entertainment, civic and community uses</li> <li>Train (South Morang Station) and SmartBus services</li> </ul>	<ul style="list-style-type: none"> <li>Retention of existing vegetation (river red gum native species trees)</li> <li>Road improvements and connections required for new development within some parts</li> <li>Dispersed and fragmented with large terminal station to the north</li> </ul>	<ul style="list-style-type: none"> <li>Continue to provide significant retail, commercial, civic and community services</li> <li>Ensure land is not compromised for future higher-density residential development by incompatible non-residential uses or lower-density residential development</li> <li>Extend Civic Drive to facilitate higher-density development close to the train station</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Sunbury (Hume)</b>		
<ul style="list-style-type: none"> <li>• Hybrid centre around Horne Street and Evans Street</li> <li>• A focus on retail, medical and professional services and community and civic uses</li> <li>• Regionally-significant health precinct at Sunbury Community Hospital</li> <li>• Notable tourism site at Rupertswood Mansion</li> <li>• Train (Sunbury Station) service</li> </ul>	<ul style="list-style-type: none"> <li>• Level crossing removal at Gap Road</li> <li>• Connection to the potential Outer Metropolitan Ring/ E6 transport corridor</li> <li>• Established township with historic and semi-rural character and natural setting to be preserved</li> <li>• Jacksons and Emu creeks</li> </ul>	<ul style="list-style-type: none"> <li>• Develop as a large regional hub with higher-order facilities to enable greater level of self-containment in retail, commercial, entertainment and leisure, education, health, recreation, community services and employment</li> <li>• Complement a series of smaller town centres in the growth area that will meet local shopping and other needs of residents</li> <li>• Provide higher-density residential and mixed uses to provide housing diversity</li> <li>• Improve local transport links, including creek crossings, and improved capacity on the main approach roads to the activity centre are required</li> <li>• Establish accessible open space along Jacksons and Emu creeks</li> </ul>
<b>Sunbury South (Hume) (Future)</b>		
<ul style="list-style-type: none"> <li>• A future major activity centre on Sunbury Road</li> </ul>	<ul style="list-style-type: none"> <li>• Close to future regionally-significant industrial land</li> <li>• Buffers around existing landfill and extractive industry sites</li> <li>• Proposed train station to the west near Vineyard Road</li> </ul>	<ul style="list-style-type: none"> <li>• Develop a regional retail, commercial, employment and community services function, second only to the established Sunbury Major Activity Centre</li> </ul>

EXISTING ATTRIBUTES	WHAT NEEDS TO BE CONSIDERED	FUTURE ROLE/STRATEGIC OPPORTUNITIES
<b>Wallan (Mitchell) (Future)</b>		
<ul style="list-style-type: none"> <li>Strip-based centre on High Street</li> <li>A focus on retail and community uses</li> </ul>	<ul style="list-style-type: none"> <li>Close to future state-significant industrial land, including the proposed Beveridge Interstate Freight Terminal</li> <li>Train station located to the east away from the activity centre's core</li> <li>Flooding risk in parts of the activity centre</li> <li>Close interrelationship with Wallan South and Wallan East Precinct Structure Plans</li> </ul>	<ul style="list-style-type: none"> <li>Play an anchoring role as the northern end of the Northern Growth Corridor serving the rural hinterland</li> <li>Support anticipated residential growth</li> <li>Cater to the retail needs of the growing population and retain role as retail destination for rural townships in Mitchell LGA</li> <li>Leverage employment opportunities arising from proximity to the proposed BIFT</li> <li>Develop Wallan as a key node for the Northern Growth Corridor, with improved transport connections</li> </ul>
<b>Wollert (Whittlesea) (Future)</b>		
<ul style="list-style-type: none"> <li>A future major activity centre on Boundary Road</li> </ul>	<ul style="list-style-type: none"> <li>Regionally-significant industrial precinct to the west adjacent to the proposed E6 road reservation</li> <li>Industrial land functions as a buffer to existing quarry and landfill sites and will also meet local and regional employment needs, and service local business uses and the freight-based industry</li> <li>Near potential high-capacity public transport connecting Epping to Craigieburn</li> </ul>	<ul style="list-style-type: none"> <li>Develop as a self-sustaining community defined by its urban villages, and provide retail, commercial, education and other community facilities</li> </ul>



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