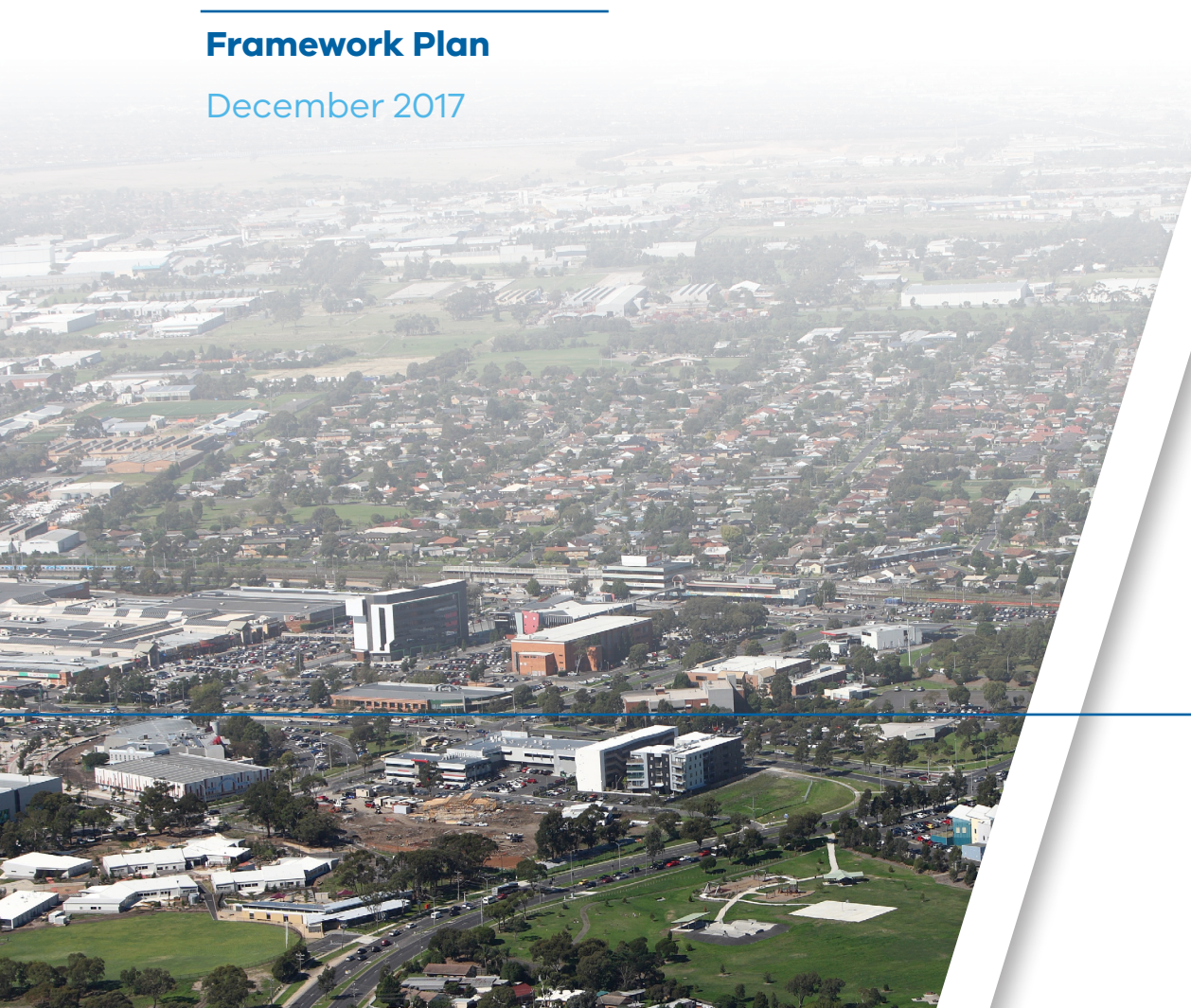


Greater Broadmeadows

Framework Plan

December 2017



Contents

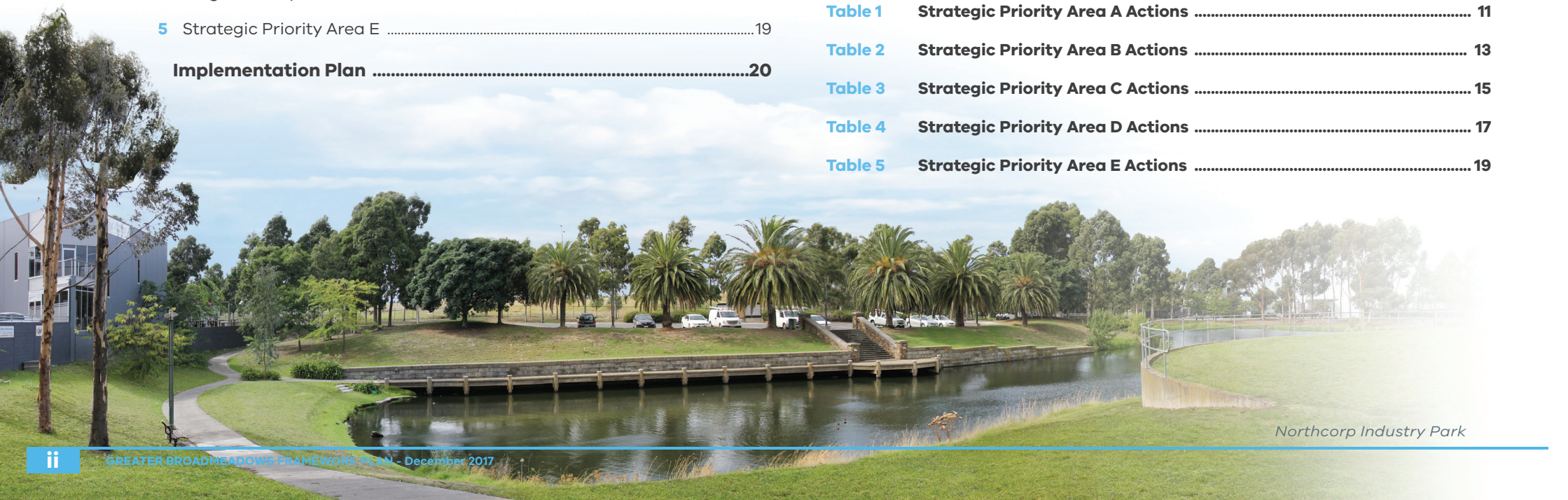
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Northcorp Industry Park

Executive Summary

RESHAPING BROADMEADOWS

Greater Broadmeadows is in transition. This framework plan will guide the urban renewal of brownfield industrial land, retain and diversify existing employment, encourage new and diverse infill housing and reinforce the importance of investment in the Broadmeadows Town Centre to deliver a vibrant Metropolitan Activity Centre.

Located at the gateway to the northern growth corridor of Melbourne, Broadmeadows and surrounding areas have strong strategic transport connections, being located 15 kilometres and a 30 minute train ride from Melbourne's CBD, 8 kilometres from the Melbourne International Airport and Essendon Airport, and adjacent to the M80 freeway and regional rail networks.

These locational advantages have not, however, led to significant private sector investment or business growth in the Greater Broadmeadows area. But current catalyst infrastructure projects by the Victorian State Government and Hume City Council are delivering a strong incentive for renewal and employment growth in the area.

This Plan seeks to promote the underlying potential of Greater Broadmeadows and the potential for infill renewal of large tracts of underdeveloped land, improving private sector awareness of the capacity of this area to accommodate the needs of Melbourne's growing population and economy.

The Greater Broadmeadows Framework Plan will guide investment and urban renewal to unlock this potential and support the revitalisation of Broadmeadows Metropolitan Activity Centre. It sets out a shared vision for the next three decades, outlining a range of actions required to achieve that vision, including:



- creating a vibrant heart for Broadmeadows Metropolitan Activity Centre
- facilitating a range of diverse housing opportunities, initially focussing on the Meadowlink strategic priority area
- planning for local job growth within the Broadmeadows Metropolitan Activity Centre and the Northern State-Significant Industrial Precinct (which includes Campbellfield, the Northcorp Industry Park and Ford's Upfield site)
- planning for the redevelopment of significant government surplus sites
- identifying and supporting improvements in public transport and local road, walking and cycling connectivity, creating 20 minute neighbourhoods within Greater Broadmeadows
- improving the public realm and encouraging both public and private sector development to incorporate long-term sustainability and resilience actions.

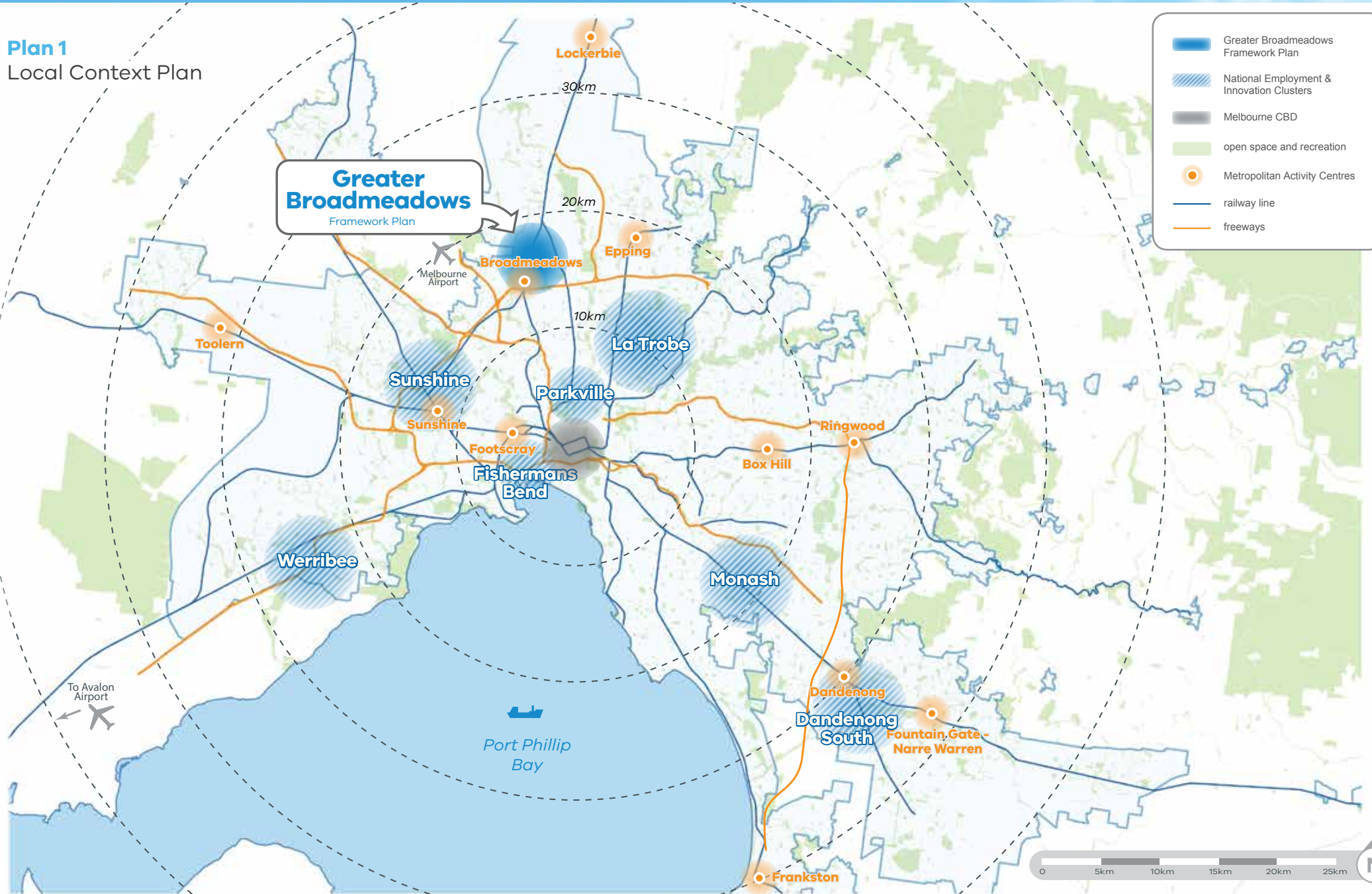
The Greater Broadmeadows Framework Plan is an important step forward in the implementation of the Victorian Government's metropolitan planning strategy, *Plan Melbourne 2017-2050*. It is an action plan to promote partnerships between the public and private sector and to guide the future detailed planning of the many development opportunities identified within Greater Broadmeadows.



Plan 1
Local Context Plan

**Greater
Broadmeadows**
Framework Plan

-  Greater Broadmeadows Framework Plan
-  National Employment & Innovation Clusters
-  Melbourne CBD
-  open space and recreation
-  Metropolitan Activity Centres
-  railway line
-  freeways



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Planning for Urban Renewal

Metropolitan Melbourne's population is forecast to grow to 8 million people by 2050 and it is imperative that we plan for a more populous city that is also more sustainable, productive and liveable.

Plan Melbourne 2017-2050, the Victorian Government's planning strategy, sets out the key directions to meet our future challenges and outlines the vision for Melbourne's growth over the next three decades.

A core principle of *Plan Melbourne 2017-2050* is to develop a 'city of centres linked to regional Victoria', with less reliance on the central city and providing larger numbers of suburban jobs and services closer to people's homes. To achieve this, *Plan Melbourne 2017-2050* promotes the creation of development opportunities within urban renewal precincts across Melbourne.

The Greater Broadmeadows area comprises more than 1300 hectares of land. It includes the southern part of Melbourne's Northern State-Significant Industrial Precinct, two rail lines, areas of underutilised and undeveloped land, significant waterways, surplus government sites and extensive residential areas that include a component of social housing. It also includes the Broadmeadows town centre, which is located in the Broadmeadows Metropolitan Activity Centre (MAC) as identified by *Plan Melbourne 2017-2050*. Under this metropolitan plan, the wider Greater Broadmeadows area is set to play a strategically important role in providing a diverse range of local jobs, activities, services and housing.

There has been substantial recent and on-going state and local government investment in education, transport and community infrastructure in Greater Broadmeadows, with further opportunities for new public and private sector investment identified in this Framework Plan.

Urban renewal in Greater Broadmeadows will strengthen the role of the MAC as a key place in the north of Melbourne, supporting the growing population of Hume and the wider region and harnessing greater economic activity by leveraging off existing businesses, which include:

- health and medical technology manufacturing
- technology businesses, including advanced and value adding manufacturing, and
- transport, defence and construction technologies.

Expanding the diversity of housing options available for current and future residents within Greater Broadmeadows can be achieved through actions ranging from small scale infill development within existing residential areas, to the master planned redevelopment of large sites (such as the Nicholas Street former school site and parts of Seabrook Reserve) and former industrial land to the north of Meadowlink.

Opportunities also exist immediately to the east of Broadmeadows Railway Station and in the regeneration of sites owned by the Department of Health and Human

Services. In the longer term, Broadmeadows MAC itself will provide the setting for residential redevelopment co-existing with commercial and community uses and providing a population to support the activities of the town centre of Broadmeadows.

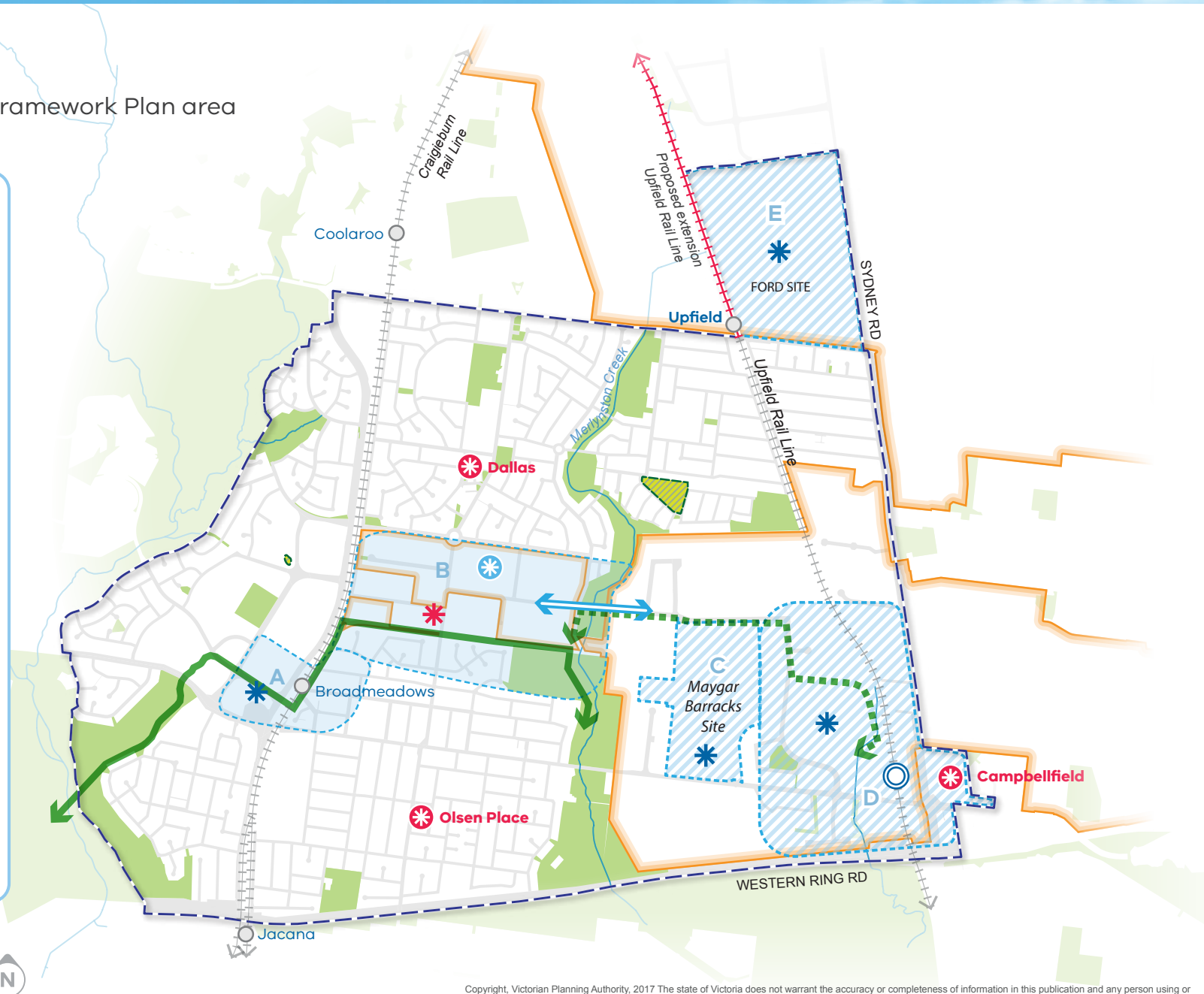
Growth and future development in Greater Broadmeadows will be informed by a number of existing planning policies and documents, including *Plan Melbourne 2017-2050* and the *Broadmeadows Activities Area Structure Plan (2012)*. The Structure Plan is a 20 year plan for development and renewal in Broadmeadows prepared by Hume City Council in conjunction with the then Department of Planning and Community Development and informed by the input of community, business and other key stakeholders.

The *Greater Broadmeadows Framework Plan* acknowledges the on-going role and implementation of the *Broadmeadows Activities Area Structure Plan (2012)* and extends the strategic planning framework to include the key strategic priority areas of Campbellfield, Maygar Barracks and the Upfield Ford site. These areas are included within the Northern State-Significant Industrial Precinct, and will be protected as a focus for major industrial development and employment.

The *Hume Planning Scheme* also includes specific policies and controls to support the revitalisation of Broadmeadows MAC and to more generally guide development within Greater Broadmeadows.

Plan 2 Greater Broadmeadows Framework Plan area

- greater broadmeadows framework plan boundary
- strategic priority area
 - A & B short-medium term
 - A - broadmeadows town centre
 - B - meadowlink
- strategic priority area
 - C, D & E medium-long term
 - C - maygar barracks site
 - D - campbellfield
 - E - ford site
- protected grassland
- existing open space
- State-Significant Industrial Precinct
- railway line and station (existing)
- rail line (proposed)
- committed meadowlink open space link
- proposed open space link extension
- potential merlynston creek road crossing
- ✱ focus for future employment growth
- ✱ future mixed use urban renewal
- potential future campbellfield railway station
- ✱ local activity centres (existing)
- ✱ local activity centres (proposed)



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The Framework Plan

The Greater Broadmeadows Framework Plan is a high-level strategy that:

- outlines the future vision and principles for land use and development in Greater Broadmeadows
- guides sustainable growth and development over the next three decades - the time frame adopted in *Plan Melbourne 2017-2050*
- builds on the previous *Broadmeadows Activities Area Structure Plan (2012)* and is aligned with both metropolitan and local policy
- identifies the steps needed to facilitate and manage growth
- creates opportunities for housing diversity
- defines key projects and infrastructure required to support sustainable growth and development
- provides an improved and more certain environment for making both public and private sector investment decisions

- will be used to coordinate, guide and inform the preparation and consideration of future, more detailed plans for development and re-development within the Greater Broadmeadows Framework Plan area
- identifies five strategic priority areas for development leveraging off existing and proposed investment by the public and private sector.

Through development of new mixed use areas in the Meadowlink strategic priority area, an increased residential presence in the Broadmeadows town centre and incremental growth in established residential areas, Greater Broadmeadows has the potential to accommodate a significant increase in population and employment.

Conservative estimates based on the Victorian Government's projection of population and households across the state, *Victoria In Future 2016*, suggest that the Greater Broadmeadows area has the potential to grow from 30,000 residents in 2016 to around 45,000 residents by 2050. Employment projections based on the Department of Economic Development, Jobs, Transport and Resources' *Victorian Integrated Transport Model*, suggest that the Broadmeadows, Campbellfield and Coolaroo areas could grow from 14,500 jobs in 2011 to around 27,500 jobs by 2050.

Vision

Greater Broadmeadows will become the powerhouse of Melbourne's north. Catalyst investments and actions will unlock development potential for growth in local employment and for diversified housing.

Greater Broadmeadows will be transformed into a series of connected 20 minute neighbourhoods with improved amenity and enhanced access to local jobs. The primary focus for new growth will be in five strategic priority areas: Broadmeadows town centre, Meadowlink, Maygar Barracks, Campbellfield and the Upfield Ford site.

At its heart, Broadmeadows will be a vibrant town centre offering a mix of retail and commercial uses, gathering places and higher density housing. Improved walking and cycling connections to the east will unlock the renewal potential of underutilised industrial land in the Meadowlink strategic priority area and connect this new mixed use and residential precinct with the town centre.

Development within Greater Broadmeadows will build on recent and current state and local government investment in key infrastructure such as the Broadmeadows Town Hall redevelopment, Meadowlink open space link, Broadmeadows Community Hub, Broadmeadows Schools Regeneration project and the Hume Global Learning Centre - Broadmeadows. Further upgrades to the Broadmeadows Railway Station will improve safety and enhance pedestrian access at this key transport interchange and will promote growth in the Metropolitan Activity Centre.

Greater Broadmeadows will have a network of lively town centres and revitalised neighbourhoods featuring a range of diverse housing options and easy access to public transport. Open spaces, neighbourhood based social and community infrastructure, gathering places and walking and cycling links, will be characteristics of Greater Broadmeadows.

Residents and workers of all ages and cultures will have access to community services and will be able to make connections and take part in a range of social, educational and recreational activities.

The Meadowlink area will accommodate a mix of uses, including local employment, community facilities, and new and diverse housing. Infrastructure improvements include the potential for a road bridge across the Merlynston Creek to better connect Meadowlink to Campbellfield.

Campbellfield will remain an important employment and activities hub. The future upgrading of the Upfield rail line and a potential future railway station at Campbellfield will expand public transport options and provide a catalyst for the longer term redevelopment of land at Maygar Barracks and the Upfield Ford site for employment purposes.



Key Principles

The overarching vision and potential for urban renewal in Greater Broadmeadows will be realised through application of the following urban renewal principles.



P1 Broadmeadows Metropolitan Activity Centre, supported by the Broadmeadows Railway Station, will be known as the heart of Greater Broadmeadows – an accessible place for business, services, health, education, culture, shopping and entertainment.



P2 New and diverse housing options offering a mix of public, private and social housing developed over time within Broadmeadows Town Centre and Meadowlink (strategic priority areas A and B) will deliver safe and welcoming new neighbourhoods each with their own focus of easily accessible services and community activity.



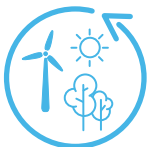
P3 New community and social infrastructure located together to enhance community access and deliver opportunities for all new and existing residents to meet and connect, thereby enhancing the liveability of Greater Broadmeadows.



P4 Expanded local and regional employment opportunities with protection of the Northern State-Significant Industrial Precinct (east of Merlynston Creek) and improved transport links between Broadmeadows Metropolitan Activity Centre, Campbellfield and other employment areas.



P5 A network of safe, accessible and connected spaces within Greater Broadmeadows, supported by improved public transport, enhanced walking and cycling connections, a high quality public realm and attractive open space links including to waterways.



P6 Environmental sustainability and integrated water management incorporated into the design, redevelopment and use of existing buildings, new buildings, infrastructure, the public realm, open spaces and waterways in Greater Broadmeadows.





Broadmeadows Festival 2016



Jemena Office development –
Meadowlink Strategic Priority Area



Broadmeadows Town Hall redevelopment – Hume Central



Hume Central Secondary College

Strategic Priority Areas

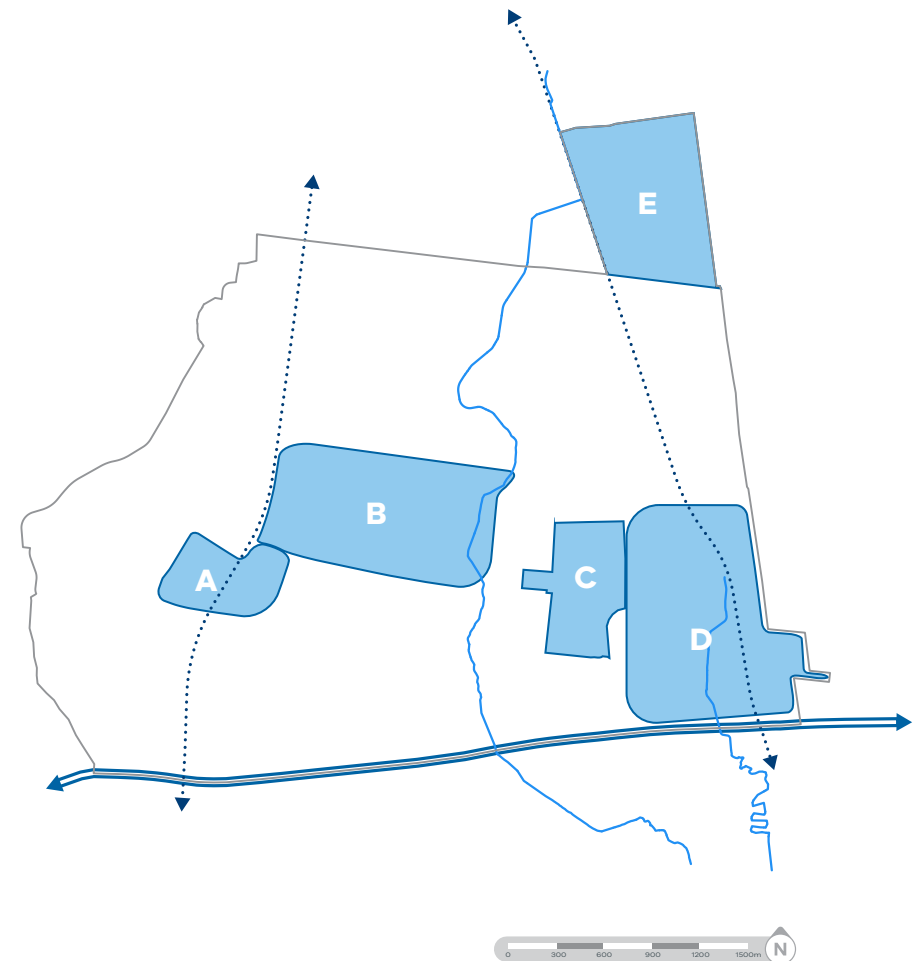
The Framework Plan identifies five strategic priority areas to unlock the potential for redevelopment within Greater Broadmeadows.

The five strategic priority areas are:

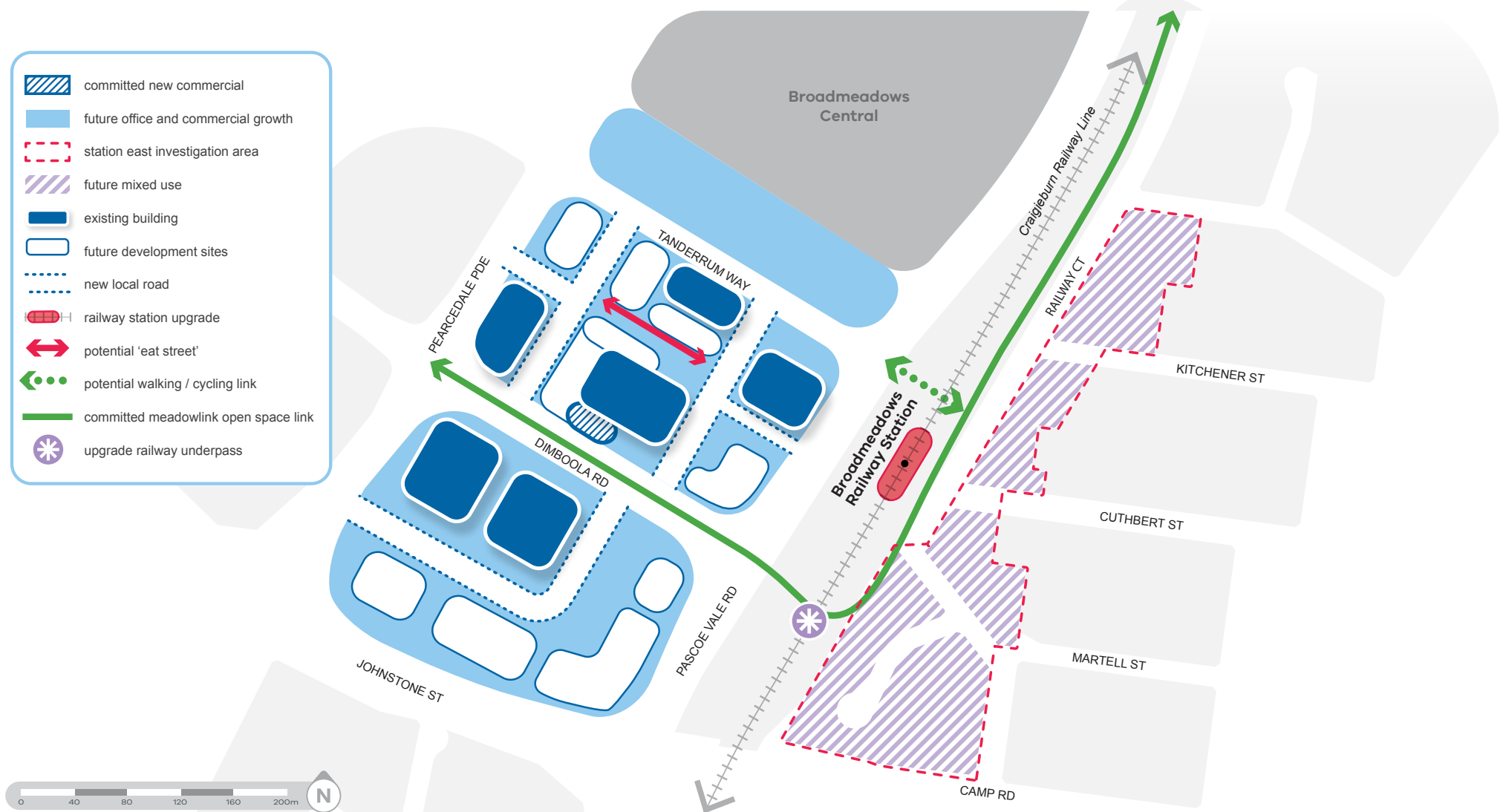
- A. Broadmeadows town centre
- B. Meadowlink
- C. Maygar Barracks
- D. Campbellfield, and
- E. the Upfield Ford site.

The Plan includes the following high-level actions for the strategic priority areas:

- identify key transport infrastructure investment required to support better connections within the Greater Broadmeadows urban renewal area
- address the social and community infrastructure needs of the future population
- promote opportunities for affordable housing in residential areas, and
- support improvements to the public realm and the promotion of liveability.



Plan 3 Broadmeadows Town Centre Strategic Priority Area A



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STRATEGIC PRIORITY AREA A:

BROADMEADOWS TOWN CENTRE - REVITALISATION AND INCREASED EMPLOYMENT OPPORTUNITIES

The Broadmeadows town centre is located at the heart of the Broadmeadows MAC. Broadmeadows MAC is the civic, commercial and retail core of Greater Broadmeadows. It has a potential catchment that extends to the northern industrial areas of Upfield and Somerton and into the rapidly developing northern growth corridor. (Refer to plan 3).

With the goal of realising a more dynamic and pedestrian friendly town centre, Hume City Council is facilitating the ongoing development of Hume Central, a new development project for the town centre. Previously under-utilised Council land in Hume Central will be developed to grow business employment with innovative new buildings and public spaces, including a new 'Eat Street'. The first of these revitalisation projects is the current redevelopment of the Broadmeadows Town Hall that will deliver a jobs and office hub with a multi-purpose venue for events and community use from 2019.

Together, these catalyst projects will create a vibrant town centre in Broadmeadows, transformed from an area dominated by car parking to take on the qualities of a mature city centre.

Investigation of options to unlock the development potential of Council's Hume Central landholdings and the Loop Road block (situated to the south of Dimboola Road) has been informed by the *Broadmeadows Structure Plan (2012)* goal of relocating car parking on Council's landholdings to the southern end of the town centre with easy access to the arterial road network.

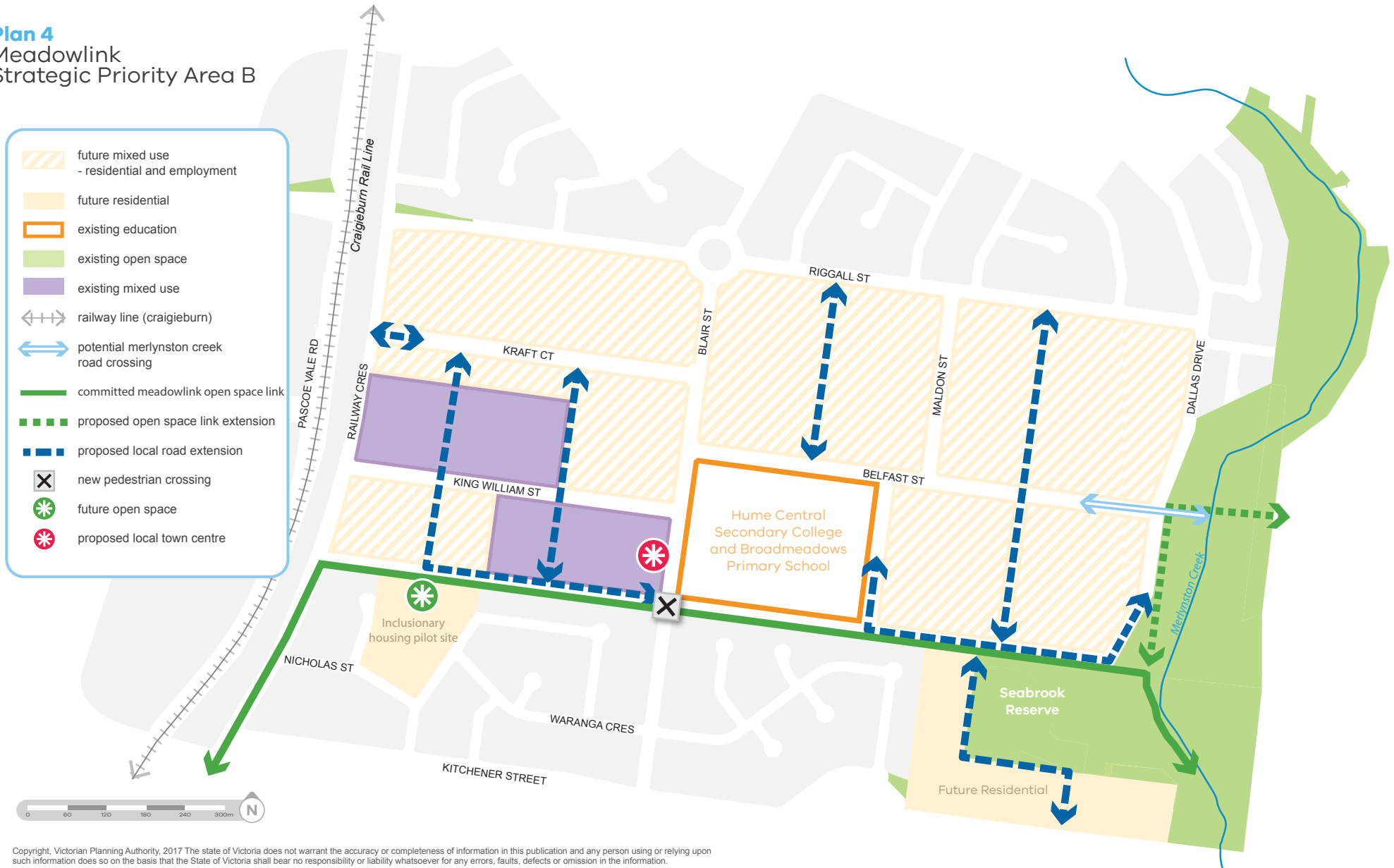
Other opportunities to increase activity in the town centre include improving walking and cycling connections between the town centre and the residential area east of the railway station. This will increase accessibility, unlock development opportunities east of the railway line, and support delivery of new and diverse housing options in the residential areas surrounding the town centre.

An improved passenger interchange at Broadmeadows Railway Station will enhance the locational advantages of the Broadmeadows town centre by improving the accessibility offered by the existing regional rail hub and bus services to Melbourne Airport.

Table 1: Strategic Priority Area A Actions

A1	Undertake the planning to guide current and future upgrades of the Broadmeadows Railway Station, bus interchange and surrounds.
A2	Consolidate existing at-grade car parking in the town centre to unlock the development potential of underutilised public and private land.
A3	Prepare a development plan for the Dimboola Loop Road Block to inform any future development of the land and prepare a planning scheme amendment as required.
A4	Investigate the need for a rezoning of land to implement the Hume Central Vision Development Plan, to allow for more intense commercial and civic activity.
A5	Promote and facilitate affordable housing opportunities on government and privately owned land within Broadmeadows town centre and actively pursue renewal of existing ageing public housing in the areas surrounding the town centre (eg. Banksia Gardens).
A6	Undertake transport modelling to confirm and prioritise key transport infrastructure required to support urban renewal in the Broadmeadows town centre strategic priority area.
A7	Undertake a community and social infrastructure study for the Greater Broadmeadows area and identify key services needed to support future development and urban renewal in the Broadmeadows town centre.
A8	Secure the funds needed to support delivery of identified community and other infrastructure priorities in Broadmeadows town centre through the preparation of an Infrastructure Contributions Plan or equivalent.

Plan 4
Meadowlink
Strategic Priority Area B



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STRATEGIC PRIORITY AREA B:

MEADOWLINK - A THRIVING MIXED USE URBAN VILLAGE

The Meadowlink strategic priority area is located to the east of the Craigieburn railway line. It encompasses 60 hectares of employment land (Northmeadows and Eastmeadows) residential areas immediately south of the former Meadowlink rail corridor, Hume Central Secondary College and Broadmeadows Primary School and abuts the Merlynston Creek environs to the east (refer to Plan 4). While the area is currently within the Northern State-Significant Industrial Precinct, this will be revised through implementation of Plan Melbourne (Action 8) to support delivery of a mixed use area consistent with the adopted *Broadmeadows Activities Area Structure Plan (2012)*.

This is an area in transition having traditionally supplied local jobs in manufacturing and warehousing. However, the significance of the area for industrial uses has declined with the departure of major businesses (such as Yakka, Betta and Ericsson) and the recent rezoning of sites for mixed use development.

While protecting existing businesses and growing local employment opportunities in the area remains an important focus, the introduction of a new planning framework offers the opportunity to transform underdeveloped or vacant land into smaller parcels that can accommodate a mix of uses including new and diverse housing. Infrastructure improvements include the potential for a bus capable road bridge across the Merlynston Creek, subject to approval from Melbourne Water as the waterway authority.

The Meadowlink open space link will deliver a new linear park from Seabrook Reserve in the east to Railway Crescent in the west, providing increased amenity and connectivity for the existing neighbourhood and residential and mixed use redevelopment in this area. With construction commencing in 2019, Meadowlink will deliver new walking and cycling paths and space to meet, play or relax. The green spaces along Merlynston Creek will be enhanced, making an important contribution to the character of the area that should not be compromised by new development.

There are opportunities for the regeneration of existing social housing and the provision of new and diverse housing options. The Framework Plan identifies a number of potential sites, with the possibility of public/private partnerships being used to deliver affordable housing on surplus government land. This can build on the successful model of public/private partnerships already trialled in the Valley Park residential redevelopment.

New working and residential populations will increase patronage at the nearby Dallas and Olsen Place Neighbourhood Activity Centres while, in the longer term, development will deliver a new local activity centre and a possible community hub within the Meadowlink strategic priority area.

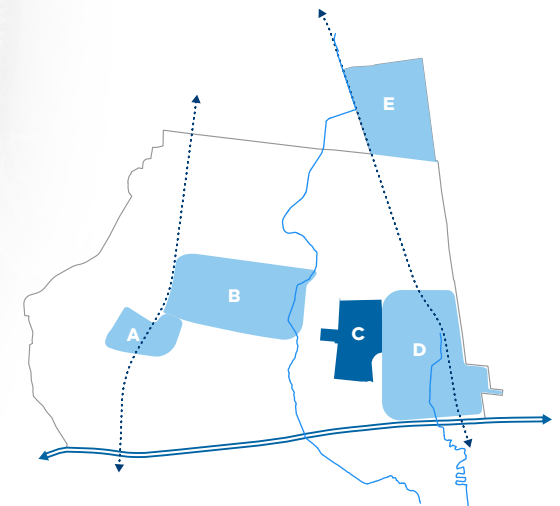
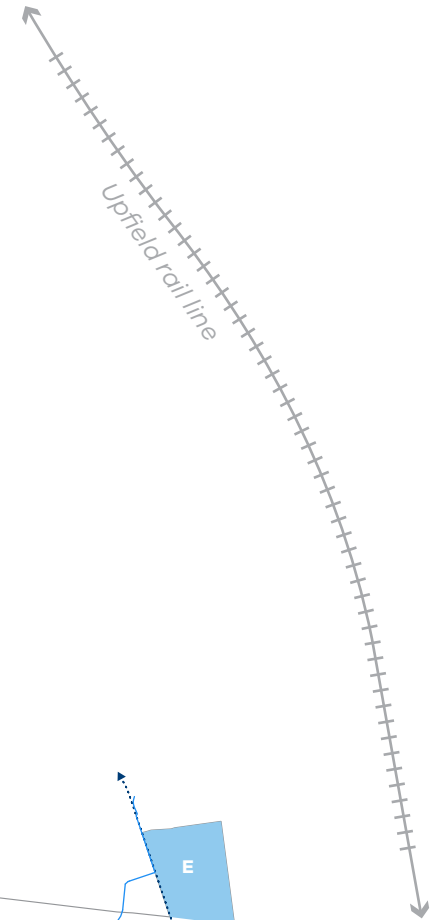
Together, this growth and other catalyst developments will contribute to reshaping Broadmeadows.

Table 2: Strategic Priority Area B Actions

B1	Prepare a development plan and zoning framework to facilitate the protection of employment land and the intensification of residential areas in the Meadowlink strategic priority area.
B2	Undertake transport modelling to confirm and prioritise key transport infrastructure required to support future development and urban renewal in the Meadowlink strategic priority area.
B3	Pursue the opportunity to construct a bus capable road bridge across Merlynston Creek and investigate options to connect that road link to a potential future railway station at Campbellfield.
B4	Construct the Meadowlink walking, cycling and open space link from Railway Crescent to Merlynston Creek, to promote increased connectivity and active open space.
B5	Promote and facilitate the renewal of ageing public housing stock, and encourage the provision of new and diverse housing options within the Meadowlink strategic priority area.
B6	Implement the Seabrook Reserve Design Framework and secure the rezoning and development of surplus Council land to deliver housing.
B7	Facilitate the rezoning of the former Broadmeadows (Nicholas Street) Primary School site as part of the inclusionary housing pilot.
B8	Undertake a community and social infrastructure study for Greater Broadmeadows and identify future requirements in the Meadowlink strategic priority area.
B9	Secure the funds needed to meet identified community and infrastructure priorities in the Meadowlink strategic priority area through the preparation of an Infrastructure Contributions Plan or equivalent.

Plan 5

Maygar Barracks Site
Strategic Priority Area C



STRATEGIC PRIORITY AREA C: THE MAYGAR BARRACKS SITE

The 40 hectare Maygar Army Barracks site is owned by the Commonwealth Government and is not subject to the Hume Planning Scheme. It was established as the training area for the Australian Light Horse Brigade during World War I. The Barracks was named after Victoria Cross winner Leslie Maygar, who received the award for his actions during the Second Boer War in 1901 and later assisted in establishing the base in 1914.

In the 1970's, the Maygar Barracks site became a holding camp for refugees and today is used as the Melbourne Immigration Transit Accommodation centre (MITA) and for defence logistics management and reserve training activities.

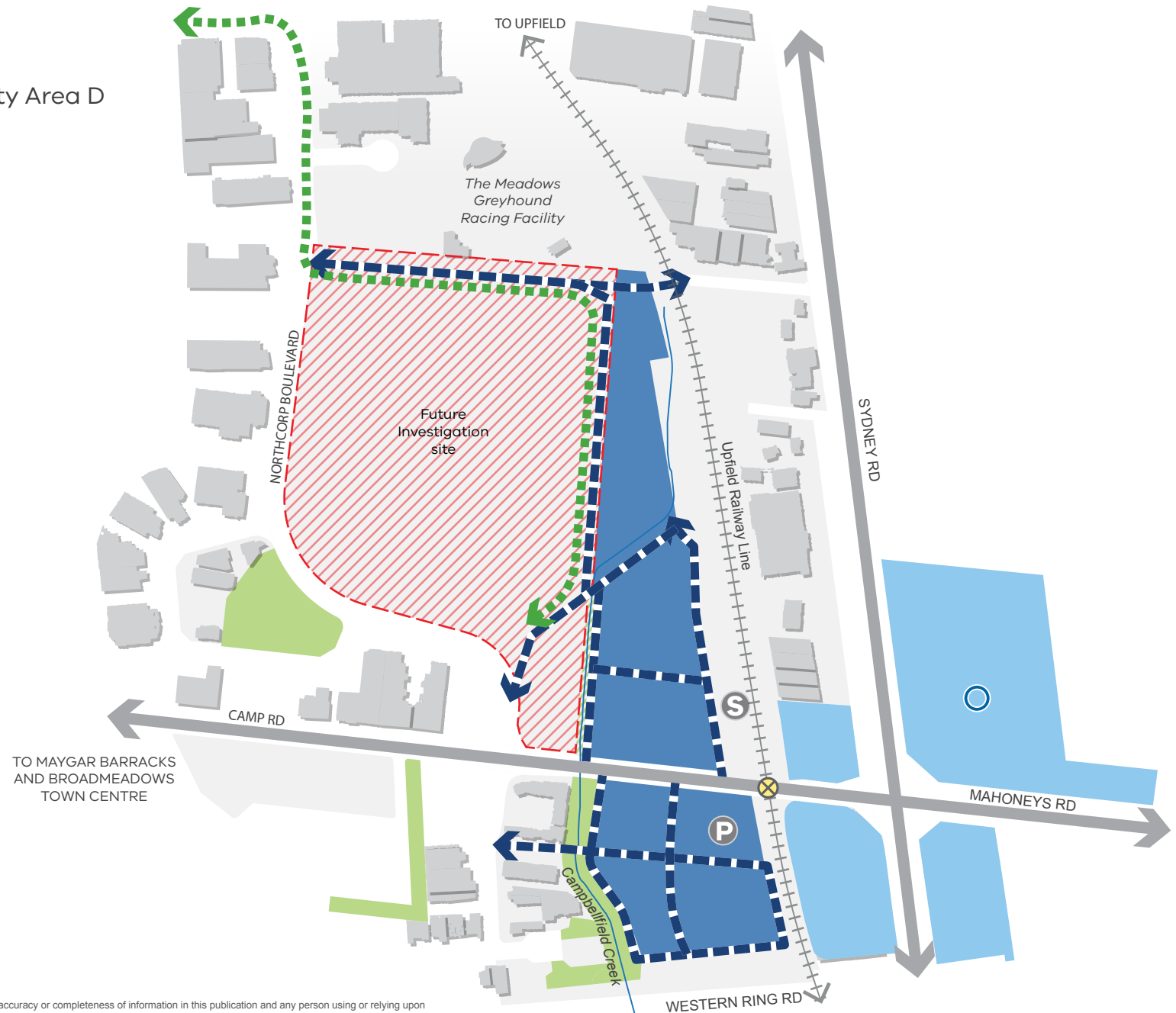
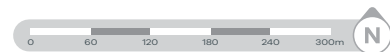
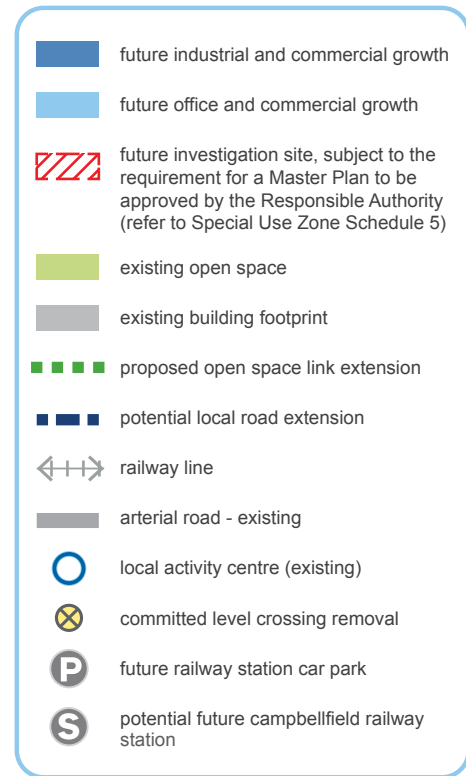
The Federal Government is investigating options relating to MITA and plans for the long term future of the Maygar Barracks site are yet to be determined. However, the site is located in the Northern State-Significant Industrial Precinct and is surrounded by Northcorp Industry Park and opposite CSL Behring (Australia's only plasma manufacturing facility) and any future change of use could see expanded industrial and employment related activities on the site. There are also opportunities for improved connections to a potential future Campbellfield railway station and the Meadowlink strategic priority area.

Table 3: Strategic Priority Area C Actions

- | | |
|-----------|--|
| C1 | Clarify the Commonwealth Government's long term intentions for the Maygar Barracks site and investigate potential options for its ultimate redevelopment for employment uses. |
| C2 | Undertake transport modelling to identify opportunities for enhanced connections from the Maygar Barracks site to surrounding areas, including to any future railway station at Campbellfield and to the Meadowlink strategic priority area. |
| C3 | In response to any future identification of the Maygar Barracks site for employment growth, secure the funds needed to deliver infrastructure priorities through the preparation of an Infrastructure Contributions Plan or equivalent. |



Plan 6
Campbellfield Strategic Priority Area D



STRATEGIC PRIORITY AREA D:

CAMPBELLFIELD - PROVIDING A BUSINESS HUB FOR MAJOR EMPLOYMENT AREAS

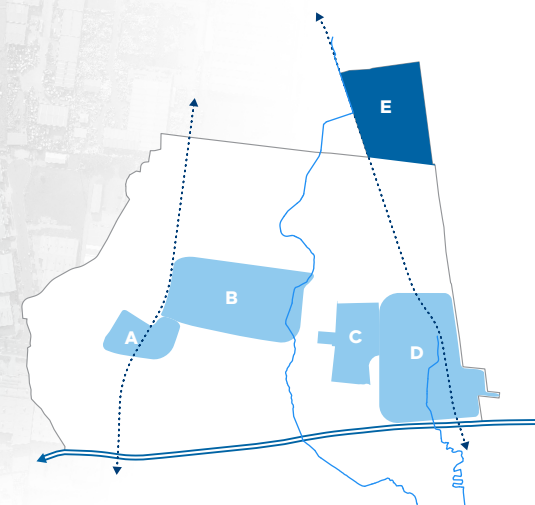
The Campbellfield strategic priority area is an important employment and activities precinct that includes the existing Campbellfield activity centre, part of the Northern State-Significant Industrial Precinct, the Northcorp Industry Park and substantial areas of underutilised land. (Refer to plan 6). The importance of retaining opportunities to grow employment related industrial land use will be central to future planning for this area.

Currently Campbellfield is characterised by a disconnected local road network with poor access to the Upfield rail line and minimal investment in, or appreciation of, the green spaces along Campbellfield Creek. However, infrastructure projects that include the current level crossing removal at Camp Road and future works that may include upgrade and duplication of the Upfield rail line and potential future investment in Campbellfield railway station, will improve access and allow Campbellfield to develop into a hub of activity serving the needs of businesses and workers as well as the surrounding residential population.

With momentum for change growing in Campbellfield, the preparation of a Structure Plan to inform forward planning is recommended. This could include open space enhancements, improvements to the road, walking and cycling network and the potential for a Merlynston Creek crossing to link Campbellfield to the Meadowlink strategic priority area and provide an alternative connection to the Broadmeadows town centre. The green spaces along Campbellfield Creek will make an important contribution to the character of the area and should not be compromised by new development.

Table 4: Strategic Priority Area D Actions

D1	Prepare a structure plan for Campbellfield activity centre and capture development contributions through an Infrastructure Contributions Plan or equivalent to support urban renewal.
D2	Promote the future proofing of the potential future Campbellfield railway station site and ensure the provision of adequate pedestrian access and car parking.
D3	Undertake transport modelling to confirm and prioritise the key transport infrastructure required to support future development and urban renewal in the Campbellfield strategic priority area.
D4	Advocate for the extension of the walking/cycling trail (which currently terminates at Box Forest Road in Hadfield) north along the Upfield rail corridor through the Hume municipality.



Plan 7
Upfield Ford Site Strategic Priority Area E



STRATEGIC PRIORITY AREA E: REDEVELOPMENT OF THE UPFIELD FORD SITE

The approximately 40 hectare Upfield Ford site is located in the Northern State-Significant Industrial Precinct, adjacent the Upfield rail line and Sydney Road. (Refer to plan 7). The former Ford car factory operated from the site until manufacturing ceased in 2016. The site continues to be an important location for industrial use and employment. It presents a longer term redevelopment opportunity to meet future needs for growth in freight, logistics and manufacturing.

Potential rail upgrades in the area include the electrification of the Upfield line to Wallan as part of the Stage 4 plans outlined in Public Transport Victoria's *Network Development Plan (2012)*.

Planning for future employment use on the Ford site is a key action that should align with the proposed disposal of the site post 2018, after remediation has been undertaken.

Table 5: Strategic Priority Area E Actions

E1	Undertake detailed and collaborative planning for the Upfield Ford site, to respond to changing demands for employment land.
E2	Investigate the potential for the future redevelopment of land within the Upfield rail corridor in Greater Broadmeadows for appropriate industrial and employment uses.

Broadmeadows
Assembly Plant



Implementation Plan

Action		Timing ¹	Lead (Support) ²
STRATEGIC PRIORITY AREA A – BROADMEADOWS TOWN CENTRE			
A1	Undertake the planning to guide current and future upgrades of the Broadmeadows Railway Station, bus interchange and surrounds.	Short	TFV (HCC)
A2	Consolidate existing at-grade car parking in the town centre to unlock the development potential of underutilised public and private land.	Short-medium	HCC
A3	Prepare a development plan for the Dimboola Loop Road Block to inform any future development of the land and prepare a planning scheme amendment as required.	Short-medium	VPA (HCC)
A4	Investigate the need for a rezoning of land to implement the Hume Central Vision Development Plan, to allow for more intense commercial and civic activity.	Short	HCC
A5	Promote and facilitate affordable housing opportunities on government and privately owned land within Broadmeadows town centre and actively pursue renewal of existing ageing public housing in the areas surrounding the town centre (eg. Banksia Gardens).	Short-medium	HCC (DHHS)
A6	Undertake transport modelling to confirm and prioritise key transport infrastructure required to support urban renewal in the Broadmeadows town centre strategic priority area.	Short	HCC (TFV)
A7	Undertake a community and social infrastructure study for the Greater Broadmeadows area, and identify key services needed to support future development and urban renewal in the Broadmeadows town centre.	Short	HCC (VPA)
A8	Secure the funds needed to support delivery of identified community and other infrastructure priorities in Broadmeadows town centre through the preparation of an Infrastructure Contributions Plan or equivalent.	Short-medium	HCC

Action		Timing ¹	Lead (Support) ²
STRATEGIC PRIORITY AREA B – MEADOWLINK			
B1	Prepare a development plan and zoning framework to facilitate the protection of employment land and the intensification of residential areas in the Meadowlink strategic priority area.	Short	HCC (VPA)
B2	Undertake transport modelling to confirm and prioritise key transport infrastructure required to support future development and urban renewal in the Meadowlink strategic priority area.	Short	HCC (TFV)
B3	Pursue the opportunity to construct a bus capable road bridge across Merlynston Creek and investigate options to connect that road link to a potential future railway station at Campbellfield.	Long	HCC
B4	Construct the Meadowlink walking, cycling and open space link from Railway Crescent to Merlynston Creek, to promote increased connectivity and active open space.	Short	HCC
B5	Promote and facilitate the renewal of ageing public housing stock, and encourage the provision of new and diverse housing options within the Meadowlink strategic priority area.	Short	HCC (DHHS)
B6	Implement the Seabrook Reserve Design Framework and secure the rezoning and development of surplus Council land to deliver housing.	Short	HCC
B7	Facilitate the rezoning of the former Broadmeadows (Nicholas Street) Primary School site as part of the inclusionary housing pilot.	Short	DELWP (HCC)
B8	Undertake a community and social infrastructure study for Greater Broadmeadows and identify future requirements in the Meadowlink strategic priority area.	Short	HCC (VPA)
B9	Secure the funds needed to meet identified community and infrastructure priorities in the Meadowlink strategic priority area through the preparation of an Infrastructure Contributions Plan or equivalent.	Short	HCC

Action	Timing ¹	Lead (Support) ²
STRATEGIC PRIORITY AREA C – MAYGAR BARRACKS SITE		
C1 Clarify the Commonwealth Government's long term intentions for the Maygar Barracks site, and investigate potential options for its ultimate redevelopment for employment uses.	Medium	HCC
C2 Undertake transport modelling to identify opportunities for enhanced connections from the Maygar Barracks site to surrounding areas, including to any future station at Campbellfield and to the Meadowlink strategic priority area.	Medium	HCC
C3 In response to any future identification of the Maygar Barracks site for employment growth, secure the funds needed to deliver infrastructure priorities through the preparation of an Infrastructure Contributions Plan or equivalent.	Long	HCC
STRATEGIC PRIORITY AREA D – CAMPBELLFIELD		
D1 Prepare a structure plan for Campbellfield activity centre and capture development contributions through an Infrastructure Contributions Plan or equivalent to support urban renewal.	Short-medium	HCC
D2 Promote the future proofing of the potential future Campbellfield railway station site and ensure the provision of adequate pedestrian access and car parking.	Short-medium	HCC (TFV)
D3 Undertake transport modelling to confirm and prioritise the key transport infrastructure required to support future development and urban renewal in the Campbellfield strategic priority area.	Short-medium	HCC (TFV)
D4 Advocate for the extension of the walking/cycling trail (which currently terminates at Box Forest Road in Hadfield) north along the Upfield rail corridor through the Hume municipality.	Short-medium	HCC

Action	Timing ¹	Lead (Support) ²
STRATEGIC PRIORITY AREA E – UPFIELD FORD SITE		
E1 Undertake detailed and collaborative planning for the Upfield Ford site, to respond to changing demands for employment land.	Long	HCC (DEDJTR)
E2 Investigate the potential for the future redevelopment of land within the Upfield rail corridor in Greater Broadmeadows for appropriate industrial and employment uses.	Medium-long	HCC (DEDJTR)

Notes:

- Timing aligns with indicative timeframes for *Plan Melbourne 2017-2050* actions:
 - short term: 0-2 years
 - medium term: 2-5 years
 - long term: more than 5 years.
- DEDJTR – Department of Economic Development, Jobs, Transport and Resources
 DELWP – Department of Environment, Land, Water and Planning
 DHHS – Department of Health and Human Services
 HCC – Hume City Council
 PTV – Public Transport Victoria
 TFV – Transport for Victoria
 VPA – Victorian Planning Authority



Jack Roper Reserve



GREATER BROADMEADOWS FRAMEWORK PLAN - December 2017

