

# 'TullaMick'

## Tullamarine-Mickleham TOD Corridor, Melbourne

### Project Type

Urban extension

### Date

2003-2008

### ESD Role

Lead Urban Design Consultant

### Project Size

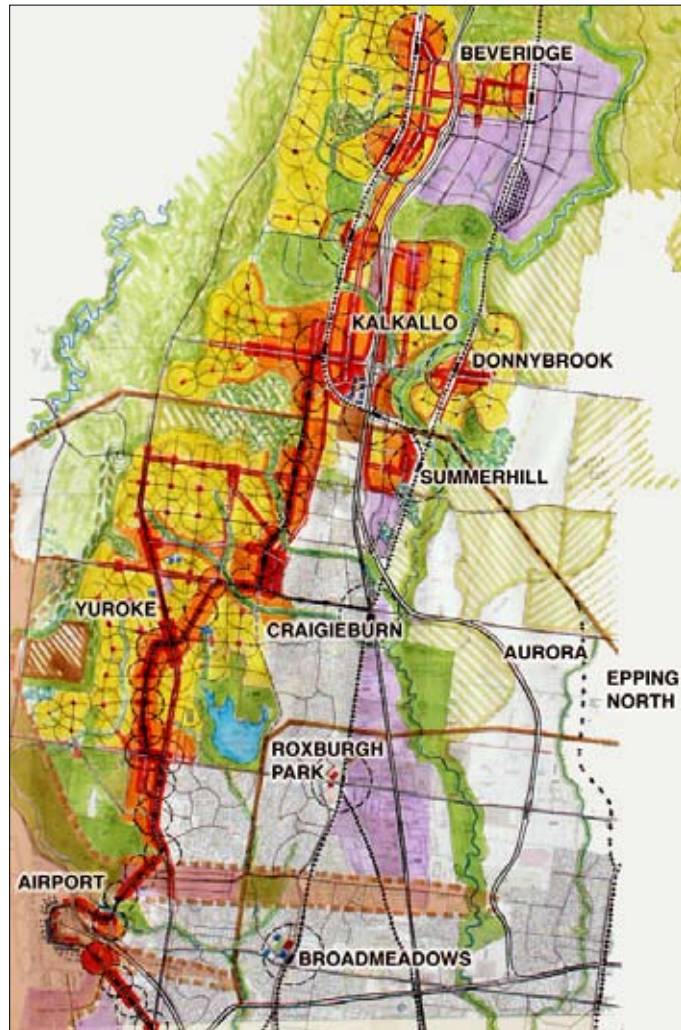
About 15 square kilometres, for a future population of about 120,000

### Client

Mickleham Landowners Group and now Multiplex

### Implementation Status

State Government has so far only approved a tiny portion of this site, Multiplex has now bought into some of the project



Long-term plan for the whole of the Northern Growth Corridor.



Public transport options for the corridor.



Upper reaches of Moonee Ponds Creek, along both sides of which development is proposed. Urban stormwater run-off quality would be required to exceed current conditions.

In 2003, on behalf of several large and strategic landholdings in Melbourne's Northern Growth Corridor, ESD submitted a proposal to the State Government for a Transit-Oriented Development (TOD) corridor for a population of at least 120,000, with about 50,000 jobs. This rural and relatively unconstrained land is about 3km wide and sits between the western edge of Craigieburn (Mickleham Road) and Melbourne Airport's northern noise corridor. About 21km from the CBD, this would be the closest and possibly the most feasible major new urban extension in any of Melbourne's growth corridors. However, it has not been included within Melbourne's Urban Growth Boundary.

Tram 59 currently terminates near Essendon Airport, about 5km from Melbourne Airport. This project extends Tram 59 up Melrose Drive, through the under-developed Tullamarine Business Corridor (to inspire higher development intensity there), then into the Airport and up through the 'Tullamick' corridor. Almost as many workers as travelers arrive daily to the Airport and the Business Corridor, making it Melbourne's second largest jobs concentration, and thus a major destination in its own right. Development of the land to the north is proposed to help fund this tram extension. Amsterdam's highly successful tram-based Schiphol Airport Business Corridor exemplifies what this proposal might become.

In the 2004 Urban Growth Boundary expansion, as part of *Melbourne 2030*, the State only approved a tiny fragment of this area for urbanisation. However the project retains inherent legitimacy and Multiplex has now bought into part of the area.