1. **INTRODUCTION**

This document is an incorporated document in the Hume Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987. The document has been incorporated by Amendment C190 to the Hume Planning Scheme.

The land identified in this document may be used and developed in accordance with the control in this document.

The control in this document prevails over any contrary or inconsistent provision in the Hume Planning Scheme.

2. **PURPOSE**

The purpose of the control in this document is to allow the use and development of land for the Bulla Bypass and Melbourne Airport Link to Outer Metropolitan Ring (the Project).

3. **PROJECT DESCRIPTION**

The Project includes but is not limited to the following uses and development:

- Three-lane, two-way divided carriageways and associated works.
- Interchanges along the routes.
- Bridges over waterways and roads.
- Shared off-road pedestrian and bicycle paths.
- Grade separated crossings.
- Access restoration works.

4. **LAND**

The control in this document applies to the land required for the construction and operation of the Project (excluding Commonwealth land), shown as the Project Area in Figure 1 of this document.

5. **CONTROL**

Despite any provision to the contrary or any inconsistent provision in the Hume Planning Scheme, no planning permit is required for, and nothing in the Hume Planning Scheme operates to prohibit or restrict, the use or development of land in the Project Area for a road. This includes:

- The removal, destruction and lopping of trees and the removal of vegetation, including native vegetation, to the minimum extent necessary for the Project.
- The demolition and removal of buildings and works.
- The creation or alteration of access to a road in a Road Zone, Category 1 or land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.

This control is subject to the conditions in clause 6 of this document.

The Project may proceed in stages. Each stage must comply with the conditions in clause 6 of this document.
6. CONDITIONS

6.1 Drainage

The Project must be designed and constructed to manage floodplain matters to the satisfaction of the relevant floodplain management authority under the Water Act 1989.

6.2 Historic Cultural Heritage

Works which may impact on areas of local historic significance under the Heritage Overlay must comply with the requirements of the responsible authority.

6.3 Native Vegetation

Prior to the removal of native vegetation, an Offset Strategy must be prepared in accordance with “Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines” (or such equivalent guideline or like document in effect at the time) to the satisfaction of the Department of Environment, Land, Water and Planning. The Offset Strategy and the provision of offsets may occur in stages in accord with the staging of the Project. Any offsets required for the Project must be secured within 12 months of vegetation removal.

6.4 Environment Management Plan

Prior to the commencement of works an Environment Management Plan (“EMP”) must be prepared to the satisfaction of the Department of Environment, Land, Water and Planning. The EMP:

6.4.1 will form part of the Roads Corporation Project Environment Protection Strategy (or equivalent document);

6.4.2 must address environmental issues of:

- erosion and sediment control;
- impacts and potential impacts on surface and ground water;
- management during construction of dust, air quality, noise and vibration;
- flora and fauna management; and
- weed and pest animal control.

6.5 Woodlands Historic Park

Prior to the commencement of any works, Roads Corporation must enter into an agreement with the relevant land manager requiring Roads Corporation to re-establish road access to the Woodlands Historic Park, maintaining access to Woodlands Homestead.

6.6 Melbourne Airport

Prior to the commencement of any works, the views of the Melbourne Airport Corporation must be sought and considered, including in relation to lighting, avoiding any protrusion into prescribed airspace, air emissions and landscaping.

7. EXPIRY

The control in this document expires if any of the following circumstances applies:

- The development allowed by the control is not started by 31 December 2040.
- The development allowed by the control is not completed by 31 December 2050.
- The use allowed by the control is not started by 31 December 2050.

The responsible authority may extend these periods if a request is made in writing before the expiry date or within three months afterwards.
Figure 1: Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring