Amendment C190
Hume Planning Scheme
Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring
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Bulla Bypass/Melbourne Airport Link to Outer Metropolitan Ring
Incorporated Document
Who is the planning authority?
This amendment has been prepared by the Roads Corporation (trading as VicRoads), which is the planning authority for this amendment.

Land affected by the amendment
The amendment applies to land, in the Hume City Council, required for the Bulla Bypass (yellow) and to the land required for the Melbourne Airport Link to connect to the future Outer Metropolitan Ring (pink), generally as shown in Figure 1.

Bulla Bypass begins east of Oaklands Road on Somerton Road in Greenvale and extends in a westerly direction, connecting with the Melbourne Airport Link west of Oaklands Road. The Bulla Bypass generally extends along Somerton Road with widening to the north, across Deep Creek valley, and connecting with Sunbury Road, west of Bulla.

The Melbourne Airport Link extends from the Tullamarine Freeway in a northerly direction, where it connects to the future proposed Outer Metropolitan Ring / E6 Transport Corridor (OMR). The amendment does not apply to the part of the Melbourne Airport Link located on Commonwealth land (blue) occupied by the Melbourne Airport.

The amendment includes three new access restoration roads associated with the Melbourne Airport Link from:
- Cemetery Lane in a northerly direction towards Somerton Road (approximately 760 metres long);
- St Johns Road in an easterly direction (approximately 810 metres long);
- Oaklands Road in a westerly direction (approximately 800 metres long).

The amendment includes an extension of Bulla-Diggers Rest Road and an extension of Somerton Road (Green Street) to connect with the Bulla Bypass.

What the amendment does
The amendment:
- Applies a public acquisition overlay to the land required for Bulla Bypass and the Melbourne Airport Link in the Hume Planning Scheme;
- Inserts a new incorporated document titled Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring, November 2014 into the Hume Planning Scheme;
- Makes the Minister for Planning the responsible authority for administering and enforcing the Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring Incorporated Document, November 2014.

The amendment proposes the following changes to the Hume Planning Scheme:
- Amends the schedules to Clause 52.03 and Clause 81.01 to include the new incorporated document titled Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring, November 2014, to exempt use and development associated with the project from the need for a planning permit;
- Amends the schedule to Clause 61.01 to identify the Minister for Planning as the responsible authority for administering and enforcing the Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring Incorporated Document, November 2014;
- Amends planning scheme maps 8PAO, 14PAO and 15PAO to apply a public acquisition overlay to land required for Bulla Bypass and Melbourne Airport Link in the Hume Planning Scheme.

Strategic assessment of the amendment
Why is the amendment required?
As a result of the expansion of the Urban Growth Boundary in August 2010, the outer northern and western suburbs of Melbourne will experience significant growth. This expansion places pressure on the existing road networks and must be supported by suitable transport infrastructure to ensure a high level of accessibility.

The amendment to the Hume Planning Scheme is required to reserve land for the Bulla Bypass and Melbourne Airport Link. This is necessary to allow VicRoads to acquire land needed for the future roads and to facilitate the construction process. The amendment also exempts the project from planning permit requirements under the Hume Planning Scheme via an incorporated document.

Once the land is reserved via a public acquisition overlay, VicRoads can acquire the land using compulsory acquisition powers under the Land Acquisition and Compensation Act 1986.

Bulla Bypass is required in the medium to long term. Melbourne Airport Link is a longer term strategy.

Bulla Bypass
As a result of changes to the Urban Growth Boundary at Sunbury in August 2010, Sunbury’s population is expected to rapidly expand as development proceeds. Increased traffic volumes on Sunbury Road/Bulla Road through the township of Bulla are anticipated as it is the main link to employment in the vicinity of Melbourne Airport and industrial areas in Melbourne’s north.
Figure 1 - Bulla Bypass and Melbourne Airport Link
The current two lane - two way road through the Deep Creek valley and the township of Bulla will not meet the future needs for the anticipated increase in transport demand. The existing route along Bulla Road is constrained by steep grades and tight curves as the road crosses Deep Creek.

Modelling of the future traffic demand in the Bulla corridor indicates that network congestion increases significantly in the long term and impacts all roads in the Bulla area as the Sunbury/ Diggers Rest Growth area develops. Traffic demand is forecast to grow through the township of Bulla by nearly 50% at 2046.

**Melbourne Airport Link**

The Melbourne Airport Link is a key component of the future road network to link residential and employment growth areas in the north and west of Melbourne and to improve access in this major employment corridor. The Melbourne Airport Link will be a high standard route which will also enhance connectivity between Melbourne Airport and other key international transport hubs.

The Bulla Bypass and Melbourne Airport Link are supported by the following strategic documents:

- **Plan Melbourne** - Metropolitan Planning Strategy, October 2013 represents the Government’s planning strategy for the next 40 years. The plan indicates that the Bulla Bypass/ Melbourne Airport Link are designated as forming part of the future freight network.

- **Victoria The Freight State** - The Victorian Freight and Logistics Plan, August 2013 indicates that Bulla Bypass/ Melbourne Airport Link are designated as forming part of the future freight network.

- **The Sunbury/Diggers Rest Growth Corridor Plan** - June 2012 and North Growth Corridor Plan, August 2012 produced by the then Growth Areas Authority (now Metropolitan Planning Authority (MPA)) support the requirement for the Bulla Bypass and Melbourne Airport Link. The plans identify the Bulla Bypass and Melbourne Airport Link as components of the Principal Freight Network.

- **The Sunbury Hume Integrated Growth Area Plan (HiGAP)**, July 2012 prepared by Hume City Council identifies the link from Melbourne Airport to the OMR and a bypass of Bulla as key strategic planning requirements.

- **The Melbourne Airport Master Plan 2013** identifies Bulla Bypass and Melbourne Airport Link as components of the ground infrastructure that are required to support the aviation and business developments of Melbourne Airport into the future.

**How does the amendment implement the objectives of planning in Victoria?**

The amendment implements the objectives for planning in Victoria as set out in Section 4 of the Planning and Environment Act 1987. The following objectives are relevant to the amendment:

(a) **To provide for the fair, orderly, economic and sustainable use, and development of land**

Planning for the Bulla Bypass and Melbourne Airport Link has involved detailed environmental, social and cultural heritage assessments to ensure the alignments are equitable, economically viable and support land use and development. The Bulla Bypass and Melbourne Airport Link are key components of the future road network to link residential and employment growth areas in the north and west of Melbourne and to improve access in this major employment corridor.

(b) **To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity**

Environmental studies have been undertaken to assess the environmental impacts of Bulla Bypass and Melbourne Airport Link. The Bulla Bypass and Melbourne Airport Link alignments have been identified to ensure that the alignments protect and minimise impacts to the environment, to the extent practicable, and are consistent with this objective.

(c) **To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria**

The Bulla Bypass and Melbourne Airport Link will improve road safety, reduce congestion and enhance connectivity in the north and west of Melbourne. The project is consistent with the Sunbury/Diggers Rest Growth Corridor Plan, June 2012 and North Growth Corridor Plan, August 2012.

(d) **To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value**

VicRoads has considered the location of places of cultural value and adopted alignments that minimise potential impacts on the heritage and cultural values and features of the area. A Cultural Heritage Management Plan (CHMP) will be prepared prior to construction for the protection of these values.

(e) **To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community**

The amendment will put in place a Public Acquisition Overlay to enable the provision of new infrastructure for the benefit of the community.
(f) **To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e)**

The Bulla Bypass and Melbourne Airport Link are key components of the future road network in the north-west of Melbourne. The project will assist with longer term strategic directions of providing a major east-west road link between Sunbury and Melbourne Airport and a freeway connection between the Tullamarine Freeway and the Outer Metropolitan Ring / E6 Transport Corridor. The project will also provide certainty for land owners in relation to land use.

(g) **To balance the present and future interests of all Victorians.**

The Bulla Bypass and Melbourne Airport Link are key components of the future road network in the north-west of Melbourne. The project will assist with longer term strategic directions of providing a major east-west road link between Sunbury and Melbourne Airport and a freeway connection between the Tullamarine Freeway and the Outer Metropolitan Ring / E6 Transport Corridor. The project will also provide certainty for land owners in relation to land use.

How does the amendment address any environmental, social and economic effects?

Investigations have been carried out to assess the relevant environmental, social and economic effects of Bulla Bypass and Melbourne Airport Link. These are summarised below. The Project has been referred for assessment under the Environment Effects Act 1978 and it was determined that an Environment Effects Statement (EES) is not required.

Environmental Effects

**Native Vegetation, Flora and Fauna**

The Melbourne Airport Link does not require removal of any negative vegetation on land within the Hume Planning Scheme.

The Bulla Bypass may require the removal of 0.82 Habitat Hectares (2.843 hectares) of native vegetation and the removal of 12 scattered trees, 3 of which are large or very large.

Removal of native vegetation will be to the minimum extent necessary. It is a condition of the incorporated document that, prior to native vegetation removal, biodiversity impacts associated with the removal of native vegetation are required to be offset in accordance with the requirements of the Victorian Planning Provisions or related policy documents to the satisfaction of the Department of Environment and Primary Industries.

Potential impacts on the Growling Grass Frog may occur through removal or disturbance of habitat and potential impacts to water quality. Growling Grass Frog habitat could potentially be impacted by the crossing of the bridges over Deep Creek on the Bulla Bypass alignment. Potential impacts to water quality along Deep Creek and Moonee Ponds Creek could occur from pollutants and sediment in the runoff water and consequently indirectly impact on the Growling Grass Frog. Long spans are proposed for the bridge structure across Deep Creek which will span beyond the width of the creek channel and thus will reduce the risk to habitat removal. Water sensitive road design will be utilised to manage water quality impacts.

An Environment Protection and Biodiversity Conservation (EPBC) Referral will be submitted in relation to potential impacts on Growling Grass Frog.

Habitat suitable for the Flora and Fauna Guarantee Act (FFG) listed Victorian temperate woodland bird community was recorded on the slopes above Deep Creek. Some woodland birds that comprise this community were recorded but not enough to determine that the community is present. There is a likelihood that this bird community may be present. Bulla Bypass impacts on 0.306 hectares of habitat suitable for this FFG listed bird community.

A targeted survey was undertaken for the FFG Act listed Brown Toadlet. The toadlet was not found during the survey and therefore it is very unlikely to occur in the project area.

The necessary approvals will be obtained under the FFG Act.

**Water Environment**

Construction activities in the vicinity of waterways including the Deep Creek bridge crossing have the potential to impact on bank riparian vegetation and waterway health. The use of erosion and sediment control measures, avoiding works within the channel, and vegetation reinstatement would avoid and minimise these impacts.

A Water Sensitive Road Design Strategy will be implemented to manage potential impacts from stormwater runoff from roads entering waterways.

An identified contamination site may be disturbed during construction activities which has the potential to impact groundwater and water quality in Deep Creek as a result of run-off from the site. The contaminated soil will be classified in accordance with Environmental Protection Authority (EPA) requirements and appropriate mitigation measures put in place.

Potential risks in relation to the water environment will be managed via the Project Environmental Protection Strategy.

**Landscape and Soils**

Visual impacts are likely to be associated with the bridge structure within the Deep Creek valley from Sunbury Road and from private views from a collection of dwellings west of Deep Creek at Bulla. Trees and some dwellings will provide part screening of the structure for some dwellings.

Due to the deeply incised nature of the Deep Creek valley there is a potential impact on slope stability. Slope stability will be carefully evaluated when undertaking the foundation design for the bridge embankments.

The bridge structure across Deep Creek on the Bulla Bypass alignment passes over a contaminated site. A preliminary investigation of the contaminated site has been undertaken. Any material disturbed at the site will be managed in accordance with EPA requirements. Any material excavated for bridge supports that may be removed from the site will be classified and disposed of offsite in accordance with EPA requirements.
Air Quality

Air quality has been assessed in relation to the State Environment Protection Policy (Air Quality Management), December 2001. Generally air quality on Bulla Bypass and Melbourne Airport Link is within acceptable levels.

Noise

An Acoustic Report was undertaken to assess the potential noise impacts. Noise attenuation will be provided in accordance with VicRoads “Traffic Noise Reduction Policy” (or the policy that is current at the time of construction) to minimise amenity impacts on any affected properties. At this stage, the assessment identified three locations for installation of noise barriers along Melbourne Airport Link. No noise barriers are proposed along the Bulla Bypass alignment. The assessment identified a further five properties requiring off reservation treatment. Of these, three properties are adjacent to Bulla Bypass and two properties are adjacent to Melbourne Airport Link.

The need for any noise attenuation will be reassessed closer to construction.

Aboriginal Cultural Heritage

Bulla Bypass will impact on Aboriginal cultural heritage as the landform in the vicinity of Deep Creek is an area of cultural heritage sensitivity. The main area of potential impact is on the immediate east side of Deep Creek, where cultural material is numerous and in often well-preserved contexts. The proposed alignment has been selected as it avoids or minimises harm to significant sites located along the granitic spur. The Wurundjeri Tribe Land and Compensation Cultural Heritage Council (Wurundjeri) has agreed that the proposed alignment is an appropriate alignment across Deep Creek.

There is also potential impact to aboriginal cultural heritage near Moonee Ponds Creek associated with the Melbourne Airport Link.

All relevant works will comply with an approved Cultural Heritage Management Plan endorsed by the Wurundjeri which will incorporate mitigation measures to be adopted.

Historic Cultural Heritage

Two historic cultural heritage sites may be impacted. These are a small portion of the Woodlands Homestead and Stables and Outbuildings historical site, which is on the Victorian Heritage Register (H1612) and in a Heritage Overlay in the Hume Planning Scheme (HO25), and the Heritage Inventory site Oaklands Road paving (H7822-2308).

Works which may impact upon the historic cultural significance of places on the Heritage Register or the Heritage Inventory will comply with any requirements under the Heritage Act 1995.

Social Effects

The community will benefit from more accessible, efficient and safer travel connecting residential and employment precincts including greater access to developing residential and employment areas. Shared off-road pedestrian and bicycle paths are to be provided along the length of the alignments to enhance sustainable transport options in the community.

Land

The project will require land acquisition across thirty-four properties. Four dwellings are to be acquired for the Melbourne Airport Link but no dwellings are required for Bulla Bypass. Of the thirty-four properties that are impacted, eleven are fragmented by the project.

Public land over Deep Creek is required for Bulla Bypass.

A small portion of Woodlands Historic Park on the south-west side is within the Melbourne Airport Link alignment. The area of the park impacted is less than 2 hectares, which equates to less than 0.25 percent of the park. (Parks Victoria is not opposed to the alignment through the corner of Woodlands Historic Park). An amendment to the National Parks Act 1975 will be required to remove the impacted land from this Act.

A section of the Melbourne Airport Link is within Melbourne Airport on Commonwealth land. This land is not controlled by the Hume Planning Scheme.

Amenity

The Bulla Bypass and Melbourne Airport Link may result in a loss of amenity for residents adjacent to the alignments. The impact upon visual amenity associated with the Somerton Road interchange is likely to impact on households across the local area. Bulla Bypass will however improve amenity for residents living on Sunbury - Bulla Road, including residents of Bulla Township.

During construction, it is expected that there could be temporary impacts to residents in relation to dust, noise and visual impacts as well as disruption from changed traffic arrangements. These impacts will be managed in accordance with an environmental management plan.

Woodlands Historic Park is likely to experience a change in amenity. This impact may be diminished by the current exposure to airport noise. The project is also likely to draw additional traffic along Somerton Road east of Oaklands Road, diminishing the amenity of users at the northern end of Woodlands Historic Park.

Bulla Township

The Bulla Bypass is expected to significantly reduce traffic flows through the township of Bulla. As a result, benefits within the township include improving access for residents, removing through traffic including heavy vehicles through the township, reduced traffic noise and improved pedestrian safety.
Access Management

A number of properties will have access impacted that will need to be reinstated. Three new access roads are proposed to provide access to parcels of land fragmented by Melbourne Airport Link. The Melbourne Airport Link will impact on access to Woodlands Historic Park by necessitating a 3.3 kilometre detour from the current access off Oaklands Road.

Bulla Bypass will permit left-in left-out access that may require residents to travel slightly further to gain access to and from their properties on some trips.

Economic Effects

The economic impacts of the Bulla Bypass and Melbourne Airport Link are possible short term employment generation and potential long term employment impacts. Short term impacts are associated with construction employment and the presence of a large number of construction workers in the area who may patronise local businesses for food, petrol and accommodation. Potential long term impacts are due to loss of highway exposure and/or poorer access arrangements to some businesses. Long term benefits include, the generation of additional employment in the region due to the increased competitiveness of Melbourne Airport, and the increased ease of access to labour markets in metropolitan Melbourne.

There is also potential for new business investment due to the improved quality of the road network connecting the Hume Corridor with Melbourne Airport, the Calder Corridor and beyond.

Does the amendment address relevant bushfire risk?

The amendment would facilitate the acquisition of land required for the Bulla Bypass and Melbourne Airport Link and is not expected to have a detrimental impact on the existing bushfire risk.

Providing improved road connectivity in this region will improve access for land managers and emergency services with bushfire responsibilities.

Does the amendment comply with the requirements of any Minister’s Direction applicable to the amendment?

The amendment complies with the following Ministerial Directions by the Minister for Planning:

- Ministerial Direction No.1 – Potentially Contaminated Land. Bulla Bypass may require material excavated for bridge supports within a pre-existing landfill. As this amendment does not involve the use of land for a ‘sensitive use’ as defined under Ministerial Direction No.1, the requirements under this Direction are not relevant to this amendment and no further assessment is required.

- Ministerial Direction No. 9 – Metropolitan Strategy. The amendment is consistent with the directions and policies of the metropolitan strategy and those included in Plan Melbourne, October 2013.

- Ministerial Direction No.11 – Strategic Assessment of Amendment. The purpose of this Direction is to provide a consistent framework for the evaluation of a proposed planning scheme amendment and the outcomes it produces. The Strategic Assessment Guidelines outlined in this Direction are incorporated into this Explanatory Report.

- Ministerial Direction No. 12 – Urban Growth Areas. The amendment is consistent with the Sunbury/ Diggers Rest Growth Corridor Plan, June 2013 and North Growth Corridor Plan, August 2012. The plans identify the Bulla Bypass and Melbourne Airport Link as components of the Principal Freight Network.

- Ministerial Direction No. 15 – The Planning Scheme Amendment Process. The amendment will have regard to the timeframes set in this Direction.

- The amendments are consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment supports and implements the State Planning Policy Framework. Clauses that are relevant to the amendment are as follows:

Clause 11 Settlement

Clause 11.02-2 Planning for growth areas – The amendment supports this clause by planning for infrastructure to support the expansion of the Sunbury growth area. The Bulla Bypass and Melbourne Airport Link are identified as components of the Principal Freight Network in the Sunbury/Diggers Rest Growth Corridor Plan, June 2013 and North Growth Corridor Plan, August 2012.

Clause 11.04-3 Employment Corridors – The amendment supports this clause by providing key components of the future road network to link residential, industrial and employment growth areas in the north and west of Melbourne and to improve access in this major employment corridor.

Clause 12 Environmental and Landscape Values

Clause 12.01-1 Protection of biodiversity – The proposed alignments for the Bulla Bypass and Melbourne Airport Link have been identified as having, on balance, minimal impact. A project Environmental Protection Strategy will be prepared which will include mitigation measures to minimise the impact on native vegetation and habitats and control of pest plants within the Public Acquisition Overlay. The Project will be referred for assessment under the Environment Protection and Biodiversity Conservation Act 1999 in relation to Growling Grass Frog and its habitat and agreed mitigation measures will be implemented.
Clause 12.01-2 Native vegetation management – An assessment has been undertaken to determine the native vegetation that may be impacted by the project. Prior to the commencement of works, native vegetation offsets will be identified, sourced and secured in accordance with current government clearing policy and to the satisfaction of the Department of Environment and Primary Industries.

Clause 12.04-2 Landscapes – The alignments for Bulla Bypass and Melbourne Airport Link have been identified as having, on balance, minimal impact, including assessment of impact on landscape and visual amenity.

Clause 13 Environmental Risk

Clause 13.04-1 Noise abatement – Noise attenuation, where required, will be provided for, in accordance with VicRoads Traffic Noise Reduction Policy (or other current policy at the time of construction) to minimise amenity impacts on affected properties.

Clause 13.04-2 Air quality – Generally air quality on Bulla Bypass and Melbourne Airport Link does not exceed the State Environment Protection Policy (Air Quality Management) criteria. Therefore, no further detailed air quality impact assessment is required for this planning investigation. During construction, air quality will be managed in accordance with the objectives identified in the Project Environmental Protection Strategy.

Clause 15 Built Environment and Heritage

Clause 15.03-1 Heritage conservation – Historic archaeological sites listed on the Heritage Register or the Heritage Inventory impacted by the project will require permits or consent from Heritage Victoria.

Clause 15.03-2 Aboriginal cultural heritage – The project will appropriately manage impacts on Aboriginal Cultural Heritage through the preparation and approval of a Cultural Heritage Management Plan (CHMP). The alignment of Bulla Bypass across the Deep Creek valley has been identified to minimise harm to the ridgeline east of Deep Creek on which two well-preserved sites of high or medium-high significance are situated.

Clause 18 Transport

Clause 18.01-1 Land use and transport planning – The amendment supports this clause by integrating land use and transport planning through the Sunbury/Diggers Rest Growth Corridor Plan, June 2012 and North Growth Corridor Plan, August 2012.

Clause 18.01-2 Transport system – The application of the Public Acquisition Overlay to reserve land for the Bulla Bypass and Melbourne Airport Link supports this clause by providing certainty about the future road network.

Clause 18.02-1 Sustainable personal transport – The project supports the use of sustainable modes of transport by incorporating shared off-road pedestrian and bicycle paths.

Clause 18.02-2 Cycling – The project supports this clause by providing shared off-road pedestrian and bicycle paths. It is anticipated that there may be an opportunity for the shared path to connect to trails within Woodlands Historic Park.

Clause 18.02-4 Management of the road system - The project supports this clause by developing an efficient and safe road network, as well as utilising existing infrastructure, where practicable.

Clause 18.04-1 Melbourne Airport – When constructed the Melbourne Airport Link will strongly support the activities of Melbourne Airport as it will provide a direct freeway link from the airport to the Outer Metropolitan Ring / E6 Transport Corridor and thus provide high standard road access to a significant portion of the northern and western metropolitan area and beyond.

Clause 18.05-1 Develop Freight Links - The project supports this clause as Bulla Bypass and Melbourne Airport Link are designated as forming part of the future freight network in Victoria the Freight State, August 2013, Plan Melbourne, October 2013, the Sunbury/Diggers Rest Growth Corridor Plan, June 2012 and North Growth Corridor Plan, August 2012.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports and assists to implement the Local Planning Policy Framework for the Hume Planning Scheme through the following Clauses:

- Clause 21.01 Municipal Profile - identifies key influences on land use including ‘Ensuring infrastructure meets the need of the community’. The amendment supports this clause by integrating land use and transport planning through the Sunbury/Diggers Rest Growth Corridor Plan, June 2012 and North Growth Corridor Plan, August 2012. The plans identify Bulla Bypass and Melbourne Airport Link as components of the Principal Freight Network.

- Clause 21.03 Economy - identifies key issues including ‘Improving access to employment areas for residents’ and ‘Recognising the importance that the Melbourne airport has as an employment generator and hub for associated business investment.’ The Bulla Bypass and Melbourne Airport Link are key components of the future road network to link residential and employment growth areas in the north and west of Melbourne including Melbourne Airport. The Melbourne Airport Master Plan 2013 identifies Bulla Bypass and Melbourne Airport Link as components of the ground infrastructure that are required to support the aviation and business developments of Melbourne Airport into the future.
Clause 21.04 Infrastructure – seeks to “ensure the timely provision of road infrastructure in order to encourage economic development, ensure the well being for the community and protect the environment”. The amendment will put in place a Public Acquisition Overlay to enable the provision of new infrastructure for the benefit of the wider community. Timing of construction of the new infrastructure will be in the medium to long term and will be dependent upon priorities across the road network. The alignments for Bulla Bypass and Melbourne Airport Link have been identified on the overall least impact of the project.

Clause 22.04 Townships Local Policy – seeks to protect “the unique character, heritage and environment of the townships of Bulla”. The amendment will put in place a Public Acquisition Overlay which will enable through traffic to bypass the township of Bulla. The significant reduction in traffic will facilitate enhancement of the unique character, heritage and environment of the township.

The Sunbury Hume Integrated Growth Area Plan (HIGAP), July 2012 prepared by Hume City Council identifies a freeway link from Melbourne Airport to the OMR and a bypass of Bulla as key strategic planning requirements.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment addresses the following objectives and decision making principles in the Transport Integration Act 2010.

Division 2 - Transport system objectives

S8 Social and economic inclusion - The project has been designed to minimise barriers to access by providing facilities for a range of transport modes including walking and cycling.

S9 Economic prosperity - The Bulla Bypass and Melbourne Airport Link are key components of the future road network that will enable efficient and effective access to link employment and residential growth areas in the north and west of Melbourne including Melbourne Airport.

S10 Environmental sustainability - Comprehensive environmental investigations and assessments of the project alignment have resulted in a project which will minimise its impact on the natural environment and will enhance efficiency in the regional road network. Provision will also be made for sustainable modes of transport including walking and cycling.

S11 Integration of transport and land use - The amendment supports this objective by integrating land use and transport planning in accordance with the Sunbury/ Diggers Rest Growth Corridor Plan, June 2012 and North Growth Corridor Plan, August 2012. The plans identify the Bulla Bypass and Melbourne Airport Link as components of the Principal Freight Network.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendments make proper use of the Victoria Planning Provisions (VPP) by:

- Applying the PAO to reserve land needed for acquisition by VicRoads. Applying the PAO also requires mandatory referral of applications made within this land to VicRoads, ensuring that development does not occur that might increase the cost of the project. It also provides certainty to service providers, property owners and occupiers in the vicinity of the proposed amendment.

- Amending the Schedules to Clause 52.03 and 81.01 to include an incorporated document titled Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring, November 2014, in the Hume Planning Scheme. This provides planning approval for the future project in a coordinated and efficient way.

- Amending the Schedule to Clause 61.01 to identify the Minister for Planning the responsibility authority for administering and enforcing the incorporated document titled Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring, November 2014. This enables projects that are in the interests of the people of Victoria to be administered by the State Government.

How does the amendment address the views of any relevant agency?

The views of relevant agencies have been obtained through a consultation program throughout the planning study for Bulla Bypass and Melbourne Airport Link.

Agencies consulted include:
- Melbourne Airport
- Hume City Council
- Heritage Victoria
- Office of Aboriginal Affairs Victoria
- Wurundjeri Tribe Land and Compensation Cultural Heritage Council
- Melbourne Water
- Environment Protection Authority
- Department of Environment and Primary Industries
- Department of Transport, Planning and Local infrastructure
- Federal Department of Environment
- Metropolitan Planning Authority
- Port Phillip and Westernport Catchment Management Authority
- Parks Victoria
Efficiency, coordination and reliability - The Bulla Bypass and Melbourne Airport Link are key components of the future road network to enhance connectivity and reliability in the north and west of Melbourne.

Safety and health and wellbeing - The community, including the Bulla community, will benefit from more accessible, efficient and safer travel connecting residential and employment precincts.

Division 3 - Decision making principles
The proposed road project and planning scheme amendment address these principles by:
- Ensuring coordination between VicRoads, Council and other government agencies (S.15)
- Considering the economic, environmental and social factors that affect the project. The investigations and assessments undertaken for this project satisfies the principles of triple bottom-line assessment which takes account of economic, social and environmental costs and benefits. (S.16)
- Ensuring equity for the existing and future community by identifying the alignments for the project with the overall least impact, including social impact.
- The community will benefit from more accessible, efficient and safer travel (S.18).
- The precautionary principle has been followed in the development of the project alignments through careful evaluation to avoid serious or irreversible damage to the environment wherever practicable (S.19).
- Community and stakeholder consultation has been undertaken at various stages of the project. The plans have been collaboratively developed with a range of stakeholders. This will continue as part of the planning scheme amendment process (S.20).
- Principles of transparency have been adopted in order to provide the public with clear and concise information, regular updates at key stages during the planning process, explanation of decisions made, and availability to respond to any queries from the public. All directly affected landowners and occupiers will be advised of the proposed amendment and are able to make a submission (S.21).

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?
The new planning provisions are not expected to have a significant impact on the resource and administrative costs of the responsible authorities. It is expected that the implementation of the amendments will have minimal resource and administrative costs for the Hume City Council.

Where you may inspect this Amendment
The amendment is available for public inspection, free of charge, during office hours at the following places:
- VicRoads
  Metro North West Region
  499 Ballarat Road
  Sunshine
- Hume City Council
  Customer Service Desk
  1079 Pascoe Vale Road
  Broadmeadows.
- Hume City Council
  Sunbury Customer Service Centre
  40 Macedon Street,
  Sunbury.

The amendment can also be inspected free of charge at the Department of Transport, Planning, and Local Infrastructure website at: http://www.dpcd.vic.gov.au/planning/publicinspection

The amendment can also be inspected free of charge at the VicRoads website at: www.vicroads.vic.gov.au

Submissions
Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by 19 December 2014. Please note that all submissions received are treated as public documents.

A submission must be sent to:
- VicRoads
  Director Planning, Land Acquisition and Survey
  Level 1,
  3 Prospect Hill Road
  Camberwell, Victoria 3124

Panel hearing dates
In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:
- Directions Hearing: to commence in the week of 26 January, 2015.
- Panel Hearing: to commence in the week of 23 February, 2015.
Planning and Environment Act 1987

HUME PLANNING SCHEME

AMENDMENT C190

INSTRUCTION SHEET

The planning authority for this amendment is VicRoads.

The Hume Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

Overlay Maps

1. Amend Planning Scheme Map Nos. PAO8, PAO14 and PAO15 in the manner shown on 3 attached maps marked "Hume Planning Scheme, Amendment C190".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In Particular Provisions – Clause 52.03, replace the schedule with a new schedule in the form of the attached document.

3. In General Provisions – Clause 61.01, replace the Schedule with a new Schedule in the form of the attached document.

4. In Incorporated Documents – Clause 81.01, replaces the schedule with a new schedule in the form of the attached document.

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<tbody>
<tr>
<td>The Melbourne to Bendigo Railway shown on the project area maps for the Regional Fast Rail Project and the Fibre Optic Project in the incorporated document.</td>
<td>Rail Infrastructure Projects (comprising the Rail Gauge Standardisation Project, the Regional Fast Rail Project and the Fibre Optic Project), December 2002</td>
</tr>
<tr>
<td>Land within and adjacent to the north eastern rail corridor the general extent of which is shown on the project locality maps in the incorporated document.</td>
<td>Craigieburn Rail Project Planning Controls, 20 May 2004</td>
</tr>
<tr>
<td>Land adjacent to Melbourne Airport, generally south of (and including) Mansfield Road and west of (and including) McNabs Road and more particularly identified as the &quot;Subject Land&quot; (including the part of runway shown over the subject land) in the Melbourne Airport – Future Runway Development Plan, May 2007.</td>
<td>Melbourne Airport – Future Runway Development Plan, May 2007</td>
</tr>
<tr>
<td>Land located at 700 Hume Highway, Craigieburn described as the Amaroo Conservation Reserve.</td>
<td>Amaroo Conservation Reserve – 700 Hume Highway, Craigieburn, December 2007</td>
</tr>
<tr>
<td>Land located at 15 Donnybrook Road, Mickleham (Lot 2 on PS 602884B VOL 11042 FOL 481)</td>
<td>15 Donnybrook Road, Mickleham (Lot 2 on PS 602884B VOL 11042 FOL 481) Internally Illuminated Business Identification Panel Sign – June 2009</td>
</tr>
<tr>
<td>Part of land at 115 Watsons Road, Sunbury, identified in the incorporated document.</td>
<td>Part 115 Watsons Road, Sunbury, Holden Flora and Fauna Reserve, City of Hume, April 20 2009.</td>
</tr>
<tr>
<td>Part of land at 670 Donnybrook Road, Craigieburn, identified in the incorporated document.</td>
<td>Part 670 Donnybrook Road, Craigieburn, John Laffan Memorial Reserve, City of Hume, April 30 2009.</td>
</tr>
<tr>
<td>Part of land at 30 Cemetery Lane, Bulla, identified in the incorporated document.</td>
<td>Part 30 Cemetery Lane Bulla, Bulla Cemetery, City of Hume, April 30 2009.</td>
</tr>
<tr>
<td>Land within and adjacent to the railway reserve between Sunbury Railway Station and Watergardens Railway Station, the general extent of which is shown on the project locality maps in the incorporated document.</td>
<td>Sunbury Electrification Project Incorporated Document February 2010</td>
</tr>
<tr>
<td>Land at 100 Mt. Ridley Road, Mickleham (Lot 12 on PS 412510 VOL 10398 FOL 126)</td>
<td>Hume Anglican School, 100 Mt Ridley Road, Mickleham, April 2010</td>
</tr>
<tr>
<td>Land located at 182-200 Hume Highway, Somerton (Lot 1 on TP 618468P)</td>
<td>182-200 Hume Highway, Somerton (Lot 1 on TP 618468P) Honda MPE Australian Headquarters, March 2010</td>
</tr>
<tr>
<td>45 Mundy Road, Sunbury</td>
<td>Tourist Facility, 45 Mundy Road, Sunbury, June 2010 (Lot 1 PS 419963)</td>
</tr>
<tr>
<td>Land located at 650 Hume Highway, Craigieburn described as the Amaroo South Conservation Reserve</td>
<td>Amaroo South Conservation Reserve – 650 Hume Highway, Craigieburn, January 2010</td>
</tr>
<tr>
<td>Address of land</td>
<td>Title of incorporated document</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Land as shown at Appendix 1 to the incorporated document 'Broadmeadows Youth Foyer, July 2012' being part of the Kangan Batman TAFE, Broadmeadows Campus, otherwise known as Lot 1 on Plan of Subdivision S06756W.</td>
<td>Broadmeadows Youth Foyer, July 2012</td>
</tr>
<tr>
<td>Land required for Bulla Bypass and Melbourne Airport Link to Outer Metropolitan Ring as shown on the plan in Figure 1 of the Incorporated Document.</td>
<td>Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring, June 2015</td>
</tr>
</tbody>
</table>
 Schedule TO Clause 61.01

1.0

Responsible authority for administering and enforcing this scheme:

The Hume City Council is the responsible authority for administering and enforcing the scheme, except for matters specified in Clause 61.01-1 and matters listed in this schedule.

2.0

Responsible authority for administering and enforcing a provision of this scheme:

The Minister for Planning is responsible for administering and enforcing Schedule 6 to Clause 37.01 – Former Greenvale Hospital, Greenvale.

The Minister for Planning is the responsible authority for the former Broadmeadows Primary School Site at 2-16 Nicholas Street, Broadmeadows, for the purposes of:

- considering and determining permit applications for the use or development of the land, other than for the subdivision of the land, in accordance with Divisions 1, 1A, 2, and 3 of Part 4 of the Planning and Environment Act 1987;
- administering the scheme in accordance with Divisions 1 and 2 of Part 9 of the Planning and Environment Act 1987; and
- approving matters required by the scheme to be done to the satisfaction of the responsible authority.

The Minister for Planning is the responsible authority for administering and enforcing clause 52.03 of the scheme in respect of the “Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring. Incorporated Document, June 2015”.

3.0

Person or responsible authority for issuing planning certificates:

Minister for Planning

4.0

Responsible authority for VicSmart applications:

The Chief Executive Officer of the Hume City Council is the responsible authority for considering and determining VicSmart applications to which Clause 91 applies, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.
### SCHEDULE TO CLAUSE 81.01

<table>
<thead>
<tr>
<th>Name of document</th>
<th>Introduced by:</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 Donnybrook Road, Mickleham (Lot 2 on PS 6028848B VOL 11042 FOL 481) Internally Illuminated Business Identification Panel Sign – June 2009</td>
<td>C114</td>
</tr>
<tr>
<td>182 – 200 Hume Highway, Somerton (Lot 1 on TP 618468P) Honda MPE Australian Headquarters, March 2010</td>
<td>C127</td>
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<tr>
<td>Amaroo Conservation Reserve – 700 Hume Highway, Craigieburn December 2007</td>
<td>C97</td>
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<tr>
<td>Amaroo South Conservation Reserve – 650 Hume Highway, Craigieburn January 2010</td>
<td>C111</td>
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<tr>
<td>Broadmeadows Youth Foyer, July 2012</td>
<td>C172</td>
</tr>
<tr>
<td>Bulla Restructure Plan dated 17 February 2000</td>
<td>NPS1</td>
</tr>
<tr>
<td>Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring, Incorporated Document, June 2015</td>
<td>C190</td>
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<tr>
<td>Craigieburn comprehensive development plan- G Adams Corporation-Silverton LTD, May 2001</td>
<td>C27</td>
</tr>
<tr>
<td>Craigieburn R2 Native Vegetation Precinct Plan (September 2010)</td>
<td>C120</td>
</tr>
<tr>
<td>Craigieburn R2 Precinct Development Contributions Plan (September 2010)</td>
<td>C120</td>
</tr>
<tr>
<td>Craigieburn R2 Precinct Structure Plan (March 2011)</td>
<td>C151</td>
</tr>
<tr>
<td>Craigieburn Rail Project Planning Controls dated 20 May 2004</td>
<td>C57</td>
</tr>
<tr>
<td>Drawing No. 551091 – Proposed works area for the Hume Freeway/Donnybrook Road Interchange</td>
<td>C11(Part 1)</td>
</tr>
<tr>
<td>Drawing No. VR2 – Proposed works area for the Hume Freeway upgrade between Donnybrook Road and Gunns Gully Road</td>
<td>C90(Part 1)</td>
</tr>
<tr>
<td>Drawing No. VR3 – Hume Highway Upgrade, Kalkallo to Beveridge – Proposed roadworks and bridgeworks near Yaldwyn Street, Kalkallo</td>
<td>C90(Part 1)</td>
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<tr>
<td>Folkstone Native Vegetation Precinct Plan</td>
<td>C98</td>
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<tr>
<td>Greenvale Central Precinct Structure Plan, November 2013 (Amended May 2014)</td>
<td>C180</td>
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<tr>
<td>Greenvale Central Development Contributions Plan, November 2013 (amended April 2014)</td>
<td>C182</td>
</tr>
<tr>
<td>Greenvale Lakes East Comprehensive Development Plan, June 2007</td>
<td>C75</td>
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<tr>
<td>Greenvale North (R1) - Precinct Structure Plan (Development Contributions Plan) January 2011</td>
<td>C119</td>
</tr>
<tr>
<td>Greenvale North (R1) - Precinct Structure Plan (Includes the Greenvale North Native Vegetation Precinct Plan) January 2011</td>
<td>C119</td>
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<tr>
<td>Greenvale West (R3) - Precinct Development Contributions Plan December 2010 (updated August 2011)</td>
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<tr>
<td>Greenvale West (R3) – Precinct Structure Plan (including the Greenvale West (R3) Native Vegetation Precinct Plan) December 2010 (Updated August 2011)</td>
<td>C157</td>
</tr>
<tr>
<td>Hume Anglican School, 100 Mt Ridley Road, Mickleham, April 2010</td>
<td>C139</td>
</tr>
<tr>
<td>Name of document</td>
<td>Introduced by:</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Hume City Council Prohibited Gaming Areas, November 2007</td>
<td>C100</td>
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<tr>
<td>Jacksons Hill Comprehensive Development Plan dated August 2001</td>
<td>C27</td>
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<tr>
<td>Kalkallo Restructure Plan dated December 2008</td>
<td>C90 (Part 1)</td>
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<tr>
<td>Lockerbie Development Contributions Plan (May 2012)</td>
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<tr>
<td>Lockerbie Native Vegetation Precinct Plan (May 2012)</td>
<td>C161</td>
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<tr>
<td>Lockerbie Precinct Structure Plan (May 2012)</td>
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<tr>
<td>Melbourne Airport – Future Runway Development Plan, May 2007</td>
<td>C95</td>
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<tr>
<td>Merrfield Comprehensive Development Plan, June 2012</td>
<td>C167</td>
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<tr>
<td>Merrfield West Development Contributions Plan (March 2012)</td>
<td>C162</td>
</tr>
<tr>
<td>Merrfield West Native Vegetation Precinct Plan (March 2012)</td>
<td>C162</td>
</tr>
<tr>
<td>Merrfield West Precinct Structure Plan (March 2012)</td>
<td>C162</td>
</tr>
<tr>
<td>Part 115 Watsons Road, Sunbury, Holden Flora and Fauna Reserve, April 2009</td>
<td>C109</td>
</tr>
<tr>
<td>Part 30 Cemetery Lane, Bulla, Bulla Cemetery, April 30 2009</td>
<td>C109</td>
</tr>
<tr>
<td>Part 670 Donnybrook Road, Craigieburn, John Laffan Memorial Reserve, April 30 2009</td>
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</tr>
<tr>
<td>Rail Infrastructure Projects (comprising the Rail Gauge Standardisation Project, the Regional Fast Rail Project and the Fibre Optic Project), December 2002</td>
<td>VC17</td>
</tr>
<tr>
<td>Rolling Meadows Comprehensive Development Plan dated August 2001</td>
<td>C27</td>
</tr>
<tr>
<td>Roxburgh Park Comprehensive Development Plan dated August 2001</td>
<td>C27</td>
</tr>
<tr>
<td>Small Lot Housing Code Standards for construction of a single Class 1 building and associated Class 10a buildings on an allotment (updated June 2013)</td>
<td>C154 (Part 1)</td>
</tr>
<tr>
<td>Statement of Underlying Provisions - Land reserved for the Outer Metropolitan Ring and the E6 Transport Corridor, July 2010 (updated May 2012)</td>
<td>C166</td>
</tr>
<tr>
<td>Sunbury Electrification Project Incorporated Document February 2010</td>
<td>C117</td>
</tr>
<tr>
<td>Tourist Facility, 45 Mundy Road, Sunbury, June 2010 (Lot 1 PS 419963)</td>
<td>C144</td>
</tr>
</tbody>
</table>
Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring

Incorporated Document
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 / 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

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.

Historic Cultural Heritage
Works on land covered by a Heritage Overlay must occur to the satisfaction of the responsible authority.
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.

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:
• will form part of the Roads Corporation Project Environment protection Strategy (or equivalent document);
• must address environmental issues of:
  • erosion and sediment control;
  • impacts and potential impact 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.

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.

Melbourne Airport
Prior to the commencement of any works the views of Australia Pacific Airports (Melbourne) Pty Ltd or its successor, must be sought and considered in respect of the detailed design, including in relation to:
• potential to impact airspace;
• avoiding protrusion of bridges and other structures into prescribed airspace;
• air emissions;
• landscaping; and
• lighting;

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.