Melbourne Airport Link
to the future Outer Metropolitan Ring
and Bulla Bypass
Planning Study

Land Use Issues

George Ward Consulting Pty Ltd
28th December 2012
Including
Addendum 1 of February 2013
Addendum 2 of August 2013
Melbourne Airport Link to the future Outer Metropolitan Ring and Bulla Bypass Planning Study

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Acknowledgements

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John Karageorge  Hume City Council
Michael Sharp  Hume City Council
David Serpell  Melbourne Airport

Abbreviations

B1Z  Business 1 Zone
DSE  Department of Sustainability & Environment
DMNSC  Delivering Melbourne’s Newest Sustainable Communities
EES  Environment Effects Statement
EPBC  Environment Protection and Biodiversity Conservation Act 1999
ESO1  Environmental Significance Overlay Schedule 1
FFG  Flora and Fauna Guarantee Act 1988
FZ  Farming Zone
GAA  Growth Areas Authority
GAFP  Growth Area Framework Plan
GCP  Growth Corridor Plan
HIGAP  Sunbury Hume Integrated Growth Area Plan
HILATS  Hume Integrated Land and Transport Strategy
HO  Heritage Overlay
LSIO  Land Subject to Inundation Overlay
MAL  Melbourne Airport Link
MSS  Municipal Strategic Statement
OMR  Outer Metropolitan Ring / E6 Transport Corridor
PCRZ  Public Conservation and Resource Zone
PPRZ  Public Park and Recreation Zone
PAO  Public Acquisition Overlay
PUZ  Public Use Zone
RDZ1  Road Zone 1
R1Z  Residential 1 Zone
RRL  Regional Rail Link
SPPF  State Planning Policy Framework
SLA  Statistical Local Area
UGB  Urban Growth Boundary
UGZ  Urban Growth Zone
VPP  Victorian Planning Provisions
Disclaimer and Copyright

This report is prepared by George Ward Consulting Pty Ltd ABN 39 082 789 759, for the Victorian Roads Corporation. It is prepared to assist VicRoads in its Planning Study for the Melbourne Airport Link to the Outer Metropolitan Ring Road and Bulla Bypass in accordance with requirements set out in VicRoads contract PI C39410 issued January 2011. The document may only be used for the purposes for which it was commissioned and is subject to the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

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**ADDENDUM 1, 4TH FEBRUARY 2013**

This report was prepared and provided to VicRoads in December 2012 on the basis of objectives supplied by VicRoads and sub objectives agreed with VicRoads at the time. Since completion of the report some of the objectives have changed in part. The table below provides the final project objectives adopted by VicRoads and for comparison the equivalent objectives used in the assessment of route alignments in this land use report.

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<th>Objectives and sub objectives used in Land Use Report</th>
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<td>1</td>
<td>To effectively link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and employment in Metropolitan Melbourne</td>
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<td>1</td>
<td>Sub objective 1. To support the land use planning objectives for Metropolitan Melbourne</td>
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<td>To protect existing land uses and the character of significant landscapes, open space, recreational values, to the extent practicable</td>
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<tr>
<td>2</td>
<td>Sub objective 4. To minimise direct and indirect impacts on existing land use</td>
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<tr>
<td>3</td>
<td>To improve safety and functionality of the road network, including in Bulla township and surrounds</td>
</tr>
<tr>
<td>4</td>
<td>To protect and improve residents’ amenity and wellbeing, and minimise any dislocation or severance of communities, to the extent practicable</td>
</tr>
<tr>
<td>5</td>
<td>To minimise impacts on biodiversity, including catchment values/waterways</td>
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<tr>
<td>6</td>
<td>To minimise impacts on cultural heritage to the extent practicable</td>
</tr>
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<td>7</td>
<td>To support the long term objectives for the future development of Metropolitan Melbourne, including land use objectives for Sunbury</td>
</tr>
<tr>
<td>7</td>
<td>Sub objective 2. To support the land use planning objectives for Sunbury</td>
</tr>
<tr>
<td>7</td>
<td>Sub objective 3. To support the land use planning objectives for Bulla</td>
</tr>
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ADDENDUM 2, 22ND AUGUST 2013

In July 2013 VicRoads presented a further route alignment option referred to as Option BB5 for evaluation. (Refer to Figure in Appendix 2) It was agreed with the consultant that this option would be evaluated for land use issues and the final report of December 2012 would be amended by addendum. In other words all critical land use issues for the new alignment would be assessed and reported in the relevant section of the final report. However due to time constraints a complete re-investigation of all base information including population and land use data, policies and strategic planning context was not possible. Therefore the new option (BB5) was assessed against the base data as investigated in December 2012 when all original route options were assessed. Sections of this report not amended by this addendum include:

2 Assessment Methodology
3 Land Use and Development Context
   4.1 Hume Planning Scheme – Policy Framework
   4.5 Project Approval and Assessment Process
5 Additional and Emerging Policies and Plans
   5.1 Metropolitan Strategy and Growth Corridor Plans
   5.2 City of Hume Policies and Plans
   5.3 Melbourne Airport Master Plan 2008 (Amended 5 July 2010)
6.1 General description of the land use context
6.5 Effect of Mitigation on Ranking

A windscreen check survey of the new land area of the revised route option was conducted to confirm its current land use status but a complete review of the land use of the study area was not conducted.

Only those sections of the report that directly contribute to the assessment of the new route option are amended in this report. They are not separately identified within the report where changes from the final report of December 2012 are included but the relevant amended sections are:

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1 Introduction
   4.2 Support for State and Local Planning Policy
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7 Summary Land Use Objectives Assessment
8 Land Use Issues and Conclusions
EXECUTIVE SUMMARY

**Land Use and Development Context**

A primary influence on future traffic demand for the proposed link will be growth in the town of Sunbury. Revised urban growth boundaries through Amendment VC68 to the Hume Planning Scheme in August 2010 resulted in a substantial increase to the future urban area of Sunbury. In June 2012 the State Government adopted and published the Growth Corridor Plans for Melbourne's Growth corridors including the Sunbury/Diggers Rest Growth Corridor. These plans replace the Growth Area Framework Plans that are currently incorporated and referenced in the planning schemes. The Sunbury/Diggers Rest Growth Corridor Plan has adopted and reinforced the Urban Growth Boundary which was introduced in Amendment VC68.

Predictions of population increase for Sunbury take it from the current 38000 to almost 70000 in 2031. The additional urban land created by the recent increase to the Urban Growth Boundary give the town a population capacity of 110000 to 130000.

**Assessment Methodology**

VicRoads intends to apply an Objective Based Evaluation Method (OBEM) to assess project options. To ensure consistency it has adopted an overall set of project objectives. Those that are relevant to this land use assessment are shown in bold italics below. This report assesses project route options against these objectives using a set of sub objectives which have been developed from a review of the land use issues and relevant plans and policies. The adopted land use objectives and sub objectives are.

1. **To link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and to achieve the long term objectives for the future development of Metropolitan Melbourne**
   - Sub objective 1. To support the land use planning objectives for Victoria including Metropolitan Melbourne

2. **To support the land use objectives for the future development of Sunbury, including the ability to access employment in Metropolitan Melbourne**
   - Sub objective 2. To support the land use planning objectives for Sunbury
   - Sub objective 3. To support the land use planning objectives for Bulla

3. **To protect existing land uses and the character of landscapes, open space and recreational values**
   - Sub objective 4. To minimise direct and indirect impacts on existing land use and where predictable future land use

**Statutory Planning Provisions and Policy**

State planning policy provides guidance for assessment of the proposed project options at a high level in the areas of biodiversity, landscape impact and cultural heritage which will be applied in other specialist reports. Policies that are most relevant to the land use consideration include Clause 18.02-4 Management of the road system and Clause 18.04-1 which affords protection for the operation of Melbourne Airport. Review of all relevant policies reveals little to differentiate the project options in their support of State policy except that the Melbourne Airport Link could be seen to strongly support policy 18.04-1 for the use and development of Melbourne Airport. The upgrade of Oaklands Road would strongly support the policy 18.02-4 which requires planning actions to make the most of existing infrastructure.

Some aspects of Local planning policy as expressed in the Hume Planning Scheme are out-dated due to the introduction of amendment VC68. The only specific local policy which could be tested against the project options is the local townships policy Cl. 22.04 and in this case all options could be seen to support the policy intent because they have avoided routes through the township or its immediate environs.
**Hume Planning Scheme – Local Provisions**

No planning permits are required for any of the project options under the zone provisions of the planning scheme. Planning permits are required for works under the Public Acquisition Overlay (PAO2) along the west side of Oaklands Road and under the Heritage Overlay (HO276) if the proposed works impact the house or surrounds on the Ponderosa property. The Melbourne Airport Link through Woodlands Historic Park is prohibited under the Public Conservation and Resource Zone and would require suitably amended planning scheme provisions to facilitate its construction and use. Under the particular provisions all options could require planning permits for the removal of native vegetation if removal of native vegetation is required.

**Project approval and assessment process**

At this time it is not known what assessment and approval process will be applied to the project. The array of possible processes range from a single planning scheme amendment to an Environment Effects Statement (EES), Major Transport Projects Facilitation process and processes under Commonwealth EPBC Act or combination thereof. Whether or not the project is assessed under one of these high order processes it is likely that an amendment to the Hume Planning Scheme would be required to apply a Public Acquisition Overlay (PAO) for land acquisition purposes.

**Additional and Emerging Policies and Plans**

City of Hume recently adopted the Sunbury Hume Integrated Growth Area Plan (HIGAP) and the associated Draft Delivery and Infrastructure Strategy. The Strategy outlines the changes necessary in Sunbury to facilitate the sustainable growth of the area to the projected population growth of over 80,000 in 30 years and an ultimate capacity of over 100,000. Key among these changes are the construction of the Bulla Bypass and the Melbourne Airport link. The Strategy nominates short term timeframes (0-5 years) for the Bulla Bypass and OMR however the implementation of these projects will obviously depend on funding and approvals frameworks including consideration of priorities for allocation of resources by Government. The project is potentially very supportive of these council strategies for the corridor.

The Melbourne Airport Master Plan sets out the proposed future use and development for the Airport including an Ultimate Airport Development Concept. None of the Bulla Bypass options currently being considered will intrude into the Airport area. Several earlier options did cross Airport land at the northern end. The Melbourne Airport Link will pass through Airport land on the north east of the intersection of Sunbury Road and Oaklands Road and a proposed Sunbury Road on ramp to the Tullamarine Freeway will pass through Airport land on the eastern side of the Sunbury Road. This land which is within the Airport ownership but not within the active functional Airport area is designated “Conservation and Recreation” which implies an open and undeveloped function.

The Melbourne Airport Ground Transport Plan 2009 sets out a framework of recommendations for surface transport improvements for the Airport to serve its short and long term needs. The project and particularly the MAL is very supportive of the intention of the plan to emphasise the link between the Airport and the Outer Metropolitan Ring.

**Land Use and Development**

The land use analysis contained in this report suggests that the options that involve a northern alignment along Somerton Road (BB1North, BB2, BB3 and BB5) have a lower impact on land use than the southern option (BB1 South). This is because the BB1 South alignment will directly impact a number of existing dwellings (3 compared with 1 or nil) and be positioned closer to more dwellings (9 compared with 2 - 4) than the other options which have a northern alignment along Somerton Road.

While each of the Bypass options has similar overall impacts on other land uses including potential future use, they vary in the location of the impacts. Option BB1 North and to a lesser extent Option BB1 South has an impact on the small lifestyle lot containing a winery and olive grove and potential urban land at the end of Quartz Street (East of Deep Creek). West of the Creek Option BB1 North has a lesser impact on the land between the Creek and Sunbury Road because it bisects it into developable parcels. This option also has a high impact on the vacant site at the intersection of Loemans Road and
Sunbury Road but a much lesser impact on the proposed quarry land. Option BB1 South on the other hand has lesser impacts east of the Creek and higher impact on the future use potential of parcels west of the Creek.

Therefore the Bypass options are similar with assessed low - moderate impacts except for BB1 South which is assessed to have moderate impacts largely due to the removal of 3 dwellings and positioning closer to a number of other dwellings on Somerton Road. The difference between the four other options with northerly alignments on Somerton Road is associated with the impacts to the west of Green Street, the degree of severance of the Lochton Pastoral property and the impact on the lifestyle lot at Wildwood Road.

The Melbourne Airport Link is assessed as having moderate impacts on land use and development. This results from its direct removal of 5 dwellings, the effects on properties along Oaklands Road including two businesses and the severance of a number of rural and rural lifestyle properties into irregular parcels. This route also results in land use impacts at the intersection with Somerton Road where it is abutting several rural residential properties and the horse facility at 1290 Somerton Road. The intersection also abuts the property at 1285 Somerton Road which is used as a concrete business however it does not appear to remove any buildings or operating land area and subject to maintenance of suitable access this is not assessed as a significant land use impact.

The Oaklands Road Upgrade to a duplicated road is assessed as having low - moderate land use impact. Some land from the frontage of the rural residential lots on Oaklands Road will be required and this will result in the operating road lanes being situated closer to a number of the existing dwellings occupying these lots. Otherwise this proposal would be assessed as having low land use and development impacts.

**Mitigated Option BB1 North**

A review of the potential mitigation measures recommended in the detailed analysis tables shows that the simple northern Somerton Road alignment of BB1 North if combined with a more northerly alignment to the west of Green Street and through to the Sunbury Road connection could lead to a route that has a low overall land use impact.

### Land Use Objective-Based Assessment

An overall assessment against the nominated land use objectives and sub objectives has been carried out. The assessment which is summarised in Table S1, concludes that:

- The Bypass options and Melbourne Airport Link all provide strong support for land use planning objectives as set out in State and local planning policy of the Hume Planning Scheme, additional and emerging plans and policy for Sunbury and for the Master Plan of Melbourne Airport. Overall Option BB1 North is assessed as very supportive of land use policy even though it is potentially less supportive of the local policy for Bulla because of its alignment west of Sunbury Creek.
- The northerly alignment Bypass options exhibit lower land use impacts than the BB1S option and the Airport Link and are therefore a degree more supportive of the land use impact objective.
- Oaklands Road upgrade would also be supportive of the policy and land use impact objectives as it would provide an interim solution to a number of project options.

**End of Executive Summary**

*Table S1 “Project objective based assessment – Overall” follows this page*
Table S.1 Project objective based assessment – Overall

<table>
<thead>
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<th>Project Objectives / sub objectives</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
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<th>Oaklands Road Upgrade</th>
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<td><strong>Very Well</strong></td>
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<td><strong>Well</strong></td>
<td><strong>Mod Well</strong></td>
<td><strong>Well</strong></td>
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**KEY**

- **Very Well**: The project option strongly supports the objective
- **Well**: The project option supports the objective
- **Mod Well**: The project option partially supports the objective without distinct positive or negative impact on achievement
- **Poor**: The project option does not support the objective and has a negative impact on achievement
- **Very poor**: The project option does not support the objective and has a strong negative impact on achievement
1 INTRODUCTION

In August 2010 Amendment VC68 to the metropolitan planning schemes including Hume, introduced a number of changes including:

- An expanded Urban Growth Boundary (UGB)
- New zones for land brought inside the Urban Growth Boundary
- Public Acquisition Overlays (PAO) for the Regional Rail Link (RRL), Outer Metropolitan Ring / E6 Transport Corridor (OMR) and two grassland reserves.
- Provisions that remove the need for a planning permit for the construction of the Regional Rail Link
- New provisions in the Victoria Planning Provisions to:
  - Change the definition of metropolitan Melbourne (in planning schemes) to include the expanded area in the Shire of Mitchell; and
  - Introduce underlying planning provisions, specifically for the Outer Metropolitan Ring / E6 Transport Corridor.

In June 2012 the State Government published the Growth Area Plans for Melbourne’s Growth corridors including the Sunbury/Diggers Rest Growth Corridor. The plans will set the broad land use and development framework for the four metropolitan growth corridors including the Sunbury/Diggers Rest Growth corridor. While the June 2012 announcements by the Minister for Planning added further parcels of land to the 2010 UGB in other corridors no additional land has been added to the Sunbury/Diggers Rest corridor. The Sunbury/Diggers Rest Growth Corridor Plan has adopted and reinforced the Urban Growth Boundary which was introduced in Amendment VC68.

The existing population of 38000 for Sunbury/Diggers Rest is forecast to grow to almost 70000 in the period to 2031. In the long term the Growth Corridor Plans provide a capacity for growth of the corridor to between 110000 and 130000.

A primary objective of the OMR is to establish a high standard link to Melbourne Airport. In response to this objective an investigation area for the extension of the Tullamarine Freeway to the OMR was announced in June 2009. Sunbury Bulla Road is congested at peak periods through the township of Bulla and is constrained by steep grades and tight curves as the road crosses Deep Creek. The population of Sunbury is expected to increase rapidly as development takes advantage of substantial new areas within the UGB. Traffic on Sunbury Road can also be expected to experience rapid growth in response to this population growth.

VicRoads has commenced a planning study to look at options for linking the Tullamarine Freeway with the OMR and Sunbury township and also to address traffic congestion in Bulla township. This study looked at an initial range of 10 options which involved routes passing to the north and south of Bulla township as well as existing route upgrades that passed through the town. Following technical and environmental investigation and community consultation during 2011 and early 2012 VicRoads has narrowed the range of route options to four plus the link to the OMR and interim staging options. These revised investigations are focussed north of Bulla township and the routes and revised study area are shown in the figure below. (Refer to Figure 1.1)

The project route options being considered at this time are:

- Option BB1 South
- Option BB1 North
- Option BB2
- Option BB3
- Option BB5
- Melbourne Airport Link
- Oaklands Road Duplication
In its assessment of the route and connection options VicRoads will need to be aware of the land use and development implications of each. This report is prepared to assist VicRoads in assessing these land use and development issues, the policy context and to provide a guide to the statutory planning system as it applies. It is a revision of an extensive desk top land use assessment that was completed for the initial planning study options in 2011. (Refer to Appendix 1A for the scope of the Desk Top Land Use Review.)

The study scope as revised for this current stage of work is defined as requiring:

- A clear description of the land use and development features of the revised study area.
- Consideration of recent planning for Melbourne’s urban growth, in particular the future growth of Sunbury;
- An appraisal of any implications for the project arising from relevant Local, State and Commonwealth legislation or policy, including any permits and approvals required;
- An objective assessment of the potential impacts of the corridor options on land uses along the corridor;
- A description of any opportunities to avoid or mitigate these potential impacts through design or management prior to and during construction;
- An assessment of the likely resultant level of impacts if mitigation measures are adopted.

(Refer to Appendix 1B for the scope of work for this land use report.)

This report presents the results of the study carried out in response to VicRoads brief. Assumptions, methodologies and limitations of the study are expressed in the report where appropriate.

(Figure 1.1 follows this page)
Figure 1.1  Investigation Area and Options

Source: VicRoads aerial photography and route plans, 2012
Note: More detail is available by enlarging the page when viewing in MS Word
2 ASSESSMENT METHODOLOGY

Objective based evaluation of project options
VicRoads intends to apply an Objective Based Evaluation Method (OBEM) to assess project options. To ensure consistency it has adopted an overall set of project objectives. Those that are relevant to this land use assessment are shown in bold italics below. This report will assess project route options against these objectives using a set of sub objectives which have been developed from a review of the land use issues and relevant plans and policies. The land use sub objectives are shown below in italics.

- **Objective 1. To link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and to achieve the long term objectives for the future development of Metropolitan Melbourne**
  - **Sub objective 1. To support the land use planning objectives for Victoria including Metropolitan Melbourne**

- **Objective 2. To support the land use objectives for the future development of Sunbury, including the ability to access employment in Metropolitan Melbourne**
  - **Sub objective 2. To support the land use planning objectives for Sunbury**
  - **Sub objective 3. To support the land use planning objectives for Bulla**

- **Objective 3. To protect existing land uses and the character of landscapes, open space and recreational values**
  - **Sub objective 4. To minimise direct and indirect impacts on existing land use and where predictable future land use**

Assessment criteria
To complete an assessment of the land use performance of the project options against the relevant project objectives and sub objectives it has been necessary to develop land use impact criteria. These are set out in section 6.3 of this report and used in the assessment of land use impacts which are displayed in table 6.3.

Assessment against objectives and rating
In accordance with VicRoads OBEM methodology for assessment of projects this report compares route options against the relevant land use objectives and sub objectives using a five level scale of support as follows:

<table>
<thead>
<tr>
<th>Rating</th>
<th>Defined Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Well</td>
<td>Best practice, strong level of compliance, major positive impact</td>
</tr>
<tr>
<td>Well</td>
<td>Improved practice, good policy compliance, positive impact</td>
</tr>
<tr>
<td>Moderately Well</td>
<td>Partial policy compliance, no distinct positive or negative impact</td>
</tr>
<tr>
<td>Poor</td>
<td>Policy non-compliance and negative impact</td>
</tr>
<tr>
<td>Very Poor</td>
<td>Major policy non-compliance and major negative impact</td>
</tr>
</tbody>
</table>
3 LAND USE AND DEVELOPMENT CONTEXT

3.1 Population and urban development context

A primary influence on traffic growth and demand for the proposed link will be the size and role of the town of Sunbury. (Refer to Figure 3.1) Beyond the metropolitan area the town of Riddells Creek will continue to grow in size but not at significant rates and with a minor influence on traffic through Sunbury. Sunbury as a peripheral town in the Melbourne metropolitan region is poised for significant growth. It has been in this situation for decades. As the subject of a variety of roles in metropolitan regional planning strategies over time it has been constrained by planning policy as much as by natural or other features. Over recent years State Government planning actions, notably the introduction in August 2010 of significant new areas of land into the Urban Growth Zone (UGZ), have removed the established policy constraint to significant urban development at Sunbury. These changes have come about with the introduction of Amendment VC68 to the metropolitan planning schemes including Hume Planning Scheme in which Sunbury is located. The release in June 2012 of a Government review of logical inclusions to the Urban Growth boundary has added significant areas to the UGB but not in the Sunbury growth area.

Figure 3.1 Locality Plan
Melbourne Metropolitan Strategy

The Department of Planning and Community Development (DPCD) is currently (Dec 2012) undertaking the preparation of a new metropolitan planning strategy for Melbourne. A final strategy is to be produced in 2013 and a Discussion Paper was released in October 2012.

Background papers to the strategy note that the population of Melbourne is expected grow from a current 4 million to over 6 million in the next 30-40 years, which is consistent with the projected figure of over 5 million population by 2031 from other Government sources. This would require the accommodation of over 1 million new households in the long term or between 550000 and 600000 new households by 2031.

In August 2010 the Government enacted amendment VC68 to the metropolitan planning schemes which put in place a number of the initiatives including the expansion of the Urban Growth Boundary (UGB), establishment of corridors for the Regional Rail Link and the Outer Metropolitan Ring/E6 Transport Corridor (OMR/E6). This expansion of the UGB included a substantial increase to the extent of the UGB at Sunbury and consequently an expanded area of Urban Growth Zone (UGZ).

In June 2012 the Victorian Government released the results of an inquiry into the “Logical Inclusions” to the Urban Growth Boundary. Although there were a number of land parcels in and around Sunbury considered as part of the inquiry by an appointed advisory committee, there were no new areas proposed to be added to the UGB at Sunbury. Therefore the capacity of the Sunbury area to accommodate significant additional urban population is not increased beyond the land added under Amendment VC 68. However it cannot be assumed that there is no further potential for land to be added to the UGB or its equivalent over time.

At the same time as releasing the Logical Inclusions outcomes, the Government also released through the Growth Areas Authority a series of growth area plans. The Sunbury Diggers Rest Growth Corridor Plan is shown in Figure 3.2 and it identifies the extent of land currently proposed for inclusion in the urban area of Sunbury as well as other major strategic elements including the investigation area for the Melbourne Airport link to the Airport. It is noted that the UGB in this plan is consistent with the boundary released under Amendment VC68.

(Figure 3.2 follows this page)
Figure 3.2 Sunbury Diggers Rest Growth Corridor Plan

Source: Growth Areas Authority, June 2012
Note: More detail is available by enlarging the page when viewing in MS Word
Sunbury population and urban growth area

The existing population of Sunbury as enumerated in the 2011 census 35162. The figure based on published forecasts by the Victorian Government is 36658 and demographic analysis by ID Consulting Pty Ltd for the City of Hume is 36386. The differences are accounted for by the census data providing the population counted on census night but not yet adjusted to give an estimated resident population by allowing for absentees and other anomalies.

Forecast or predicted of population for the Sunbury urban area over time is shown in Table 3.1. These forecasts and predictions are from two available sources being:

- *Victoria in Future 2012*, Department of Planning and Community Development, April 2012; and
- *Hume City Council Population Forecasts* (online), ID Consulting Pty Ltd, downloaded July 2012

It should be noted that the *Victoria in Future 2012* figures are population projections. They are qualified as follows:

*Victoria in Future 2012* population projections are not predictions of the future, nor are they targets. They analyse changing economic and social structures and other drivers of demographic trends to indicate possible future populations if the present identified demographic and social trends continue.

The ID Consulting figures are forecasts which also take into account demand and supply factors such as land availability in this and neighbouring areas to produce expected future population and other data.

<table>
<thead>
<tr>
<th>Table 3.1 Forecast and projected population – Sunbury</th>
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<tr>
<td></td>
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<tr>
<td><strong>Projected population</strong></td>
</tr>
<tr>
<td>Victoria in Future 2012</td>
</tr>
<tr>
<td>36658</td>
</tr>
<tr>
<td>40217</td>
</tr>
<tr>
<td>43577</td>
</tr>
<tr>
<td>48029</td>
</tr>
<tr>
<td>54453</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Forecast population</strong></td>
</tr>
<tr>
<td>ID Consulting P/L, July 2012</td>
</tr>
<tr>
<td>36386</td>
</tr>
<tr>
<td>38554</td>
</tr>
<tr>
<td>43319</td>
</tr>
<tr>
<td>51213</td>
</tr>
<tr>
<td>61157</td>
</tr>
</tbody>
</table>

Two important points should be noted in regard to the forecast and projected population figures.

- They are both based on the Sunbury Statistical Local Area (SLA) which does not include the area of Diggers Rest Township which is located on the south west side of the Calder Highway and adjacent to this area. The town is situated in the adjoining SLA and the Melton Shire and therefore it is not included in the existing or projected figures for Sunbury. Nevertheless the Diggers Rest area is part of the Sunbury Growth Corridor as designated by the State Government in recent zoning and strategic plans for the expanded UGB.
- The Sunbury Growth Corridor including Diggers Rest has a significantly greater urban development and population capacity than the projected and forecast populations for 2031.

Diggers Rest

The Sunbury/Diggers Rest Growth Corridor includes land in and adjacent to the currently small township of Diggers Rest. This is located on the west of the Calder Highway and within the Shire of Melton. For this reason population data including the above forecasts for Sunbury do not include Diggers Rest. Separate forecasts for Council by ID Consulting are shown in table 3.2.

<table>
<thead>
<tr>
<th>Table 3.2 Forecast population – Diggers Rest</th>
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</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Forecast population</strong></td>
</tr>
<tr>
<td>ID Consulting P/L, July 2012</td>
</tr>
<tr>
<td>2099</td>
</tr>
<tr>
<td>2563</td>
</tr>
<tr>
<td>4429</td>
</tr>
<tr>
<td>6261</td>
</tr>
<tr>
<td>8007</td>
</tr>
</tbody>
</table>
Therefore the forecast population for 2031 of Sunbury including Diggers Rest would be approximately 70,000 (69164) based on the combined ID Consulting forecasts.

The Growth Areas Authority has prepared a Precinct Structure Plan (PSP) for the area of Diggers Rest included in the Urban Growth Zone. This was approved by the Minister for Planning and included in the Melton Planning Scheme at the same time as the release of the Sunbury Growth Corridor Plan. Therefore the land is in a condition that planning permits may be issued for urban development subject to compliance with the provisions of the zone and the PSP. Development can be expected to commence in the PSP area over coming years thereby adding substantially to the capacity of the Diggers Rest area to contribute to the population growth and traffic generation of the Sunbury corridor.

**Population Capacity of Sunbury Growth Corridor**

As shown in Figure 3.2 the introduction of amendment VC68 has delivered the Sunbury area a substantial expansion to the UGB. As a consequence the town has a substantially increased urban development potential and population capacity. This additional capacity has been confirmed with the release of growth corridor plans by the Growth Areas Authority (GAA) in June 2012. The potential for the additional urban land to contribute to the growth of Sunbury will be realised with the incorporation of Precinct Structure Plans (PSP) into the Hume Planning Scheme and the consequent development of these areas over time. It is not known at this time how much the predicted population of Sunbury will change at future milestones such as those contained in the table 3.1. The forecasts for City of Hume by ID Consulting include assumptions about the additional land that will be available for development over the forecast period however these areas do not fully reflect the additional capacity which has been created within the Sunbury Growth Corridor Plan.

As noted by the City of Hume in the introduction to its submission to the Growth Areas Framework Plan process and identified in section 5.1 of this report, the new UGB (at Sunbury) has substantially increased population capacity by comparison with earlier plans. Therefore future reworked population forecasts for the population of Sunbury could be substantially higher in accordance with this increased urban capacity.

Figures published with the June 2012 release of the Growth Corridor Plans (*Growth Areas Authority, June 2012; Growth Corridor Plans – Managing Melbourne’s Growth;* p.8) reveal the potential additional capacity for urban growth and population that is provided in the expanded UGB at Sunbury. These confirm that an additional population capacity ranging from 71000 to 90000 depending on long term development efficiencies and other factors could be accommodated in the urban growth zoned land. The simple effect of this is that the total long term population capacity of Sunbury including Diggers Rest within the UGB is approximately 110,000 to 130,000 based on the additional capacity added to the existing (2011) population 36600 for Sunbury and 2100 for Diggers Rest.

When this potential capacity of the Sunbury Diggers Rest growth area is compared with the projections (Victoria in Future) and forecasts (City of Hume) of population of between 54000 and 61000 in 2031, it is apparent that the actual capacity is approximately double the currently predicted figures.

The effect that the additional development capacity will have on population growth over time will depend on a range of factors. It is to be expected that as this additional land is planned and brought into development it will cause an adjustment to the forecasts for population growth of Sunbury. Forecast population over time will take into account the increased capacity but will also take account of other factors including the take up rate of available land in Sunbury relative to growth in nearby corridors, market conditions, infrastructure availability and the underlying growth of the metropolitan area.
Population growth and traffic
The projected population growth and also the potential capacity for growth of Sunbury in the long term are clear indicators of the potential for corresponding growth in road traffic in the town and on the main connectors to the metropolitan road network. The two main southbound or city bound connectors from the future Sunbury Growth Corridor will be the Sunbury Road/Bulla Bypass and Calder Freeway. Each will attract traffic according to a range of factors which will be the subject of traffic modelling assumptions by others. In this regard it needs to be noted that the new urban growth areas at Sunbury include land at Diggers Rest on the south west side of the town adjacent to the Calder Highway. Therefore it is apparent that while the proposed Sunbury Road/Bulla Bypass will attract substantial traffic from the eastern and central development areas of the corridor substantial traffic from these other new growth areas on the west of Sunbury would be attracted to use the Calder Freeway.

3.2 Significant Development Projects

Major projects have the potential to significantly change travel patterns and road traffic volumes.

It is understood from information available to VicRoads that a planning permit application was lodged in 2010 for a hard rock quarry to be located on land at 525 Sunbury Road. This is the land adjacent to proposed OMR crossing to Sunbury Road. It is traversed by the OMR reservation and the Sunbury Road interchange reservation. The status of the permit application is that it has lapsed for want of requested information and the intentions of the applicant are unknown at this time. Development of the land for extractive industry would need to be carefully managed in relation to the land required for the OMR reservation and the timing of construction of the road.

If a quarry were to open at this location it would have traffic implications for the Sunbury Road and proposed link road. An increase in heavy vehicle transport on these routes would result. Whether this is significant in traffic terms will depend on a range of factors including the timing of the operation and whether the existing quarry is still operating at that time.
4 STATUTORY PLANNING PROVISIONS AND POLICY

The study area is covered by the statutory planning provisions of the Hume Planning Scheme administered by the Council of the City of Hume as responsible authority and planning authority.

4.1 Hume Planning Scheme – Policy Framework

Planning schemes in Victoria are all required to follow the prescribed format of the Victoria Planning Provisions (VPPs). The structure contains two strategic components (State Planning Policy Framework – SPPF and Local Planning Policy Framework – LPPF) and the local planning provisions (comprising zones, overlays, and detailed provisions). The planning scheme must be read in its entirety to ensure that the full application of the planning regime to a particular proposal or locality can be determined. The following analysis for the project options looks at these components in turn. In the case of the SPPF and LPPF only highly relevant provisions are covered in detail.

State Planning Policy Framework (SPPF)

The SPPF contains the overarching principles on which land use planning and management in Victoria is to be administered. The most relevant sections of the SPPF to the proposed road link are:

Clause 11.02-2 Planning for growth areas which has the objective:

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.

This objective is supported by strategies which include:

Deliver timely and adequate provision of public transport and local and regional infrastructure, in line with a preferred sequence of land release.

Newly zoned growth areas at Sunbury are based on the existing accessibility of the area to the metropolitan major road network and will depend on the road system being upgraded to meet future demand generated by the new zones and the proposed introduction of electrified rail services to Sunbury. Therefore the project would be supportive of the objective if provided in a timely manner in conjunction with adequate provision of public transport.

The policy guidelines under this clause require that planning must consider as relevant:

- Any relevant Growth Area Framework Plans (Department of Sustainability and Environment, 2006).
- Precinct Structure Planning Guidelines (Growth Areas Authority, 2009)

The Growth Area Framework Plans (GAFP) which are incorporated into the Hume Planning Scheme contain a Plan for the Hume corridor but not for Sunbury or the area between Sunbury and Melbourne Airport. Therefore the GAFP has no direct relevance to the project. The Sunbury Diggers Rest Growth Corridor Plan adopted by the Government in 2012 is the equivalent strategic plan which is not yet included in the planning scheme (refer to section 5.1).

The Precinct Structure Plan Guidelines (PSPG) set out the basis on which Precinct Structure Plans (PSP) are to be prepared and a key principle is that they are to conform with the GAFP. Land within the Urban Growth Zones (UGZ) may not have planning permits issued for development unless they comply with an approved PSP. A PSP for the Diggers Rest area has been approved by the Minister for Planning and included in the Melton Planning Scheme. (refer to section 3.1)
Clause 12.01 Biodiversity 12.01-1 Protection of habitat which has the objective to:

To assist the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.

Clause 12.04-2 Landscapes which has the objective to:

To protect landscapes and significant open spaces that contribute to character, identity and sustainable environments.

Clause 15.03 Heritage sub clause 15.03-1 Heritage conservation which has the objective to:

To ensure the conservation of places of heritage significance.

This objective is supported by strategies which include:

Encourage appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations.

Clause 15.03 Heritage sub clause 15.03-2 Aboriginal cultural heritage conservation which has the objective to:

To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

This objective is supported by strategies which include:

Ensure that permit approvals align with recommendations of a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.

These policies indicate key issues to be considered in the planning of infrastructure including new roads.

More specifically the SPPF addresses proposed road transport infrastructure in:

Clause 18.02-4 Management of the road system where its objective is:

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Implementation of this objective is to be through strategies which:

- Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.
- Make better use of roads for all road uses through such techniques as the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.
- Selectively expand and upgrade the road network to provide for:
  - High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
  - Upgrading of key freight routes.
  - Ongoing development in outer suburban areas.
  - Higher standards of on-road public transport.
The project is required to be consistent with and supportive of these strategies. If provided in a timely manner this project would support the objective and several of its strategies. The planning for the proposed links is supportive of the first strategy.

Clause 18.04-1 Melbourne Airport where the strategies include:

- Ensure the effective and competitive operation of Melbourne Airport at both national and international levels.
- Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.

The project has the potential to marginally affect land within Melbourne Airport and to contribute to the accessibility of the Airport to travellers between Sunbury and the Airport. It is therefore potentially very supportive of the objective.

Local Planning Policy Framework
The LPPF comprises the Council’s Municipal Strategic Statement (MSS) and its Local Policies which have been adopted and included in the planning scheme.

Municipal Strategic Statement
The Hume MSS is notable for the fact that its strategic framework plan No 2 (Refer to Figure 4.1) as set out in Clause 21.01 is out of date and superseded by the release of expanded Urban Growth Zones, the June 2012 release of Growth Corridor Plans and UGB in amendment VC68 as discussed above. The Plan contains the previous extent of investigation areas at Sunbury and has no reference to the Outer Metropolitan Ring/E6 Transport Corridor.

In Clause 21.04 Infrastructure the MSS is similarly out-dated by the Government release of revised strategic statements for the Sunbury area through the Sunbury/Diggers Rest Growth Corridor Plan and the approval of amendment VC68 because there is no reference to the Outer Metropolitan Ring/E6 (OMR/E6) under the relevant sub clause 21.04-2 Freeways, Local Roads, Declared Arterial Roads.

(Figure 4.1 follows this page)
**Figure 4.1 Hume Strategic Framework Plan 2**

Clause 21.06 Local Areas sets out implementation strategies for particular local areas in the City of Hume. A Local implementation strategy for Sunbury is set out in **Clause 21.06-8 - Sunbury**. The strategy shares with the remainder of the MSS the impediment that it was prepared prior to the approval of amendment VC68. Consequently it contains statements such as the following that have been superseded by planning activity in response to Amendment VC68 and the release of the Sunbury/Diggers Rest Growth Corridor Plan.

**Objective**

To ensure that the future urban growth of Sunbury is contained within the confines of the Jackson Creek Valley, while retaining the strong rural image and ‘country style’ identity of the town, …

**Strategies**

Accommodate the long term and ongoing growth of Sunbury through the consolidation and intensification of land uses within designated urban areas.

**Location of Development**

Special Investigation Areas (as identified in the map at the end of this clause) are sites within the City that are in close proximity to existing settlements and recognised as having development potential, but which because of their prominent location and visual or environmental sensitivity, require detailed investigation.

**Source:** Hume Planning Scheme, Dec 2012

Note: More detail is available by enlarging the page when viewing in MS Word
Clause 21.06-8 – Sunbury also contains a structure plan (Refer to Figure 4.2) which is based on the urban extent of Sunbury under the previous UGB and investigation areas. It could be expected that Council as planning authority will amend this plan in due course to reflect the current UGB and growth areas. From the perspective of the proposed road link this plan anticipates significantly less population capacity in the future Sunbury urban area than will be possible under the revised UGB and its associated development areas in Sunbury.

Figure 4.2 Sunbury and Surrounds Structure Plan

Source: Hume Planning Scheme, Dec 2012
Note: More detail is available by enlarging the page when viewing in MS Word

Local Policies
The planning scheme contains local policies which deal with specific issues of planning significance. One is of relevance to the consideration of the project.

Clause 22.04 Townships Local Policy contains reference to the township of Bulla and in conjunction with the town of Kalkallo the policy notes:

The Bulla and Kalkallo townships were established in the pre-1851 squatting era and are excellent examples of early rural town settlements. They contain many natural and cultural heritage sites of significance, including churches, hotels, monuments, bridges, waterways and, in the case of Kalkallo, important grasslands. These sites, together with the town’s essentially subdivision grid layout, location on a main road and near creeks, predominance of low-rise building forms and surrounding rural landscape, contribute greatly to their historic ambience and character. It is important, therefore, that
new development in the towns is designed and sited in a manner sympathetic with these features and complements this ‘rural town’ character.

and

The protection of the unique character, heritage and environment of the townships of Bulla and Kalkallo, and encouraging the consolidation of allotments within the townships where necessary to achieve adequate on-site effluent disposal envelopes, are strategies of the MSS.

The policy includes objectives to:

To preserve and enhance significant natural and cultural heritage features that contribute positively to the character of the townships

and specific principles for Bulla that:

Within the Deep Creek valley:
- Access roads and service lines should follow contour lines as far as possible.
- Strong ‘architectural statements’ and buildings that are not residential in scale are avoided.
- Buildings are sited to maximise the retention of existing remnant vegetation.
- Single-storey or split-level buildings are preferred.

The clear policy intent for Bulla is that development (presumably all development including public infrastructure) should be of a scale and character that complements, protects and enhances the historic, "rural" town qualities of the old town. A substantially upgraded main road through town would conflict with these principles and it is noted that earlier route options through and adjacent to the town have been eliminated by VicRoads as part of the planning study.

It is appropriate to question whether any of the current options could conflict with the policy. This is unlikely. The alignment of the BB1 North option as it crosses Deep Creek could introduce a bridge structure into the wider environs of the township. However it is detached from the town proper and not within the immediate visual environment of the historic town core.

4.2 Support for State and Local Planning Policy

This section discusses and rates the project options and the degree to which they support State and Local policy as set out in the Hume Planning Scheme.

State Planning Policy Framework (SPPF)

The State planning policy framework provides guidance for assessment of the proposed project options at a high level in the areas of biodiversity, landscape impact and cultural heritage which will be applied in other specialist reports. Policies in the SPPF that are relevant to the land use consideration include Clause 11.02-2 Planning for growth areas which sets a broad interrelationship between urban growth and transport corridors, Clause 18.02-4 Management of the road system which sets out objectives for planning the state road network and Clause 18.04-1 which affords protection for the operation of Melbourne Airport. Review of these policies reveals little to differentiate the project options in their support of State policy. Upgrade of Oaklands Road as an option either in the long term or an interim phasing option has potential to support the policy 18.02-4 more strongly than others because its utilisation of the existing road is consistent with the objective: To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure. Depending on the degree to which the existing alignment of Somerton Road is utilised in the final design options BB1 North and BB1 South could be seen as marginally more supportive of this policy than others but it is ranked as supportive only at this time. When constructed the Melbourne Airport Link would support the activities of the Melbourne Airport as it will provide a direct freeway link to the OMR when completed and thus high standard road
access to a major portion of the northern metropolitan area and regional areas. It is therefore assessed as supporting very well the policy in clause 18.04-1.

Local Planning Policy Framework
Local Policy is generally out-dated because of the approval of Amendment VC68 and the release in 2012 of the Growth Corridor Plans as discussed in this report. Therefore all options support the policy framework but weakly and with less relevance than if the plans were current. The only specific local policy which could be tested against the project options is the local townships policy Cl. 22.04 and in this case all options could be seen to support the policy intent. This is due to the removal of options in the first phase of the planning study which were located either through or adjacent to Bulla township. The remaining bypass options being assessed in this phase all avoid the township by some distance. A possible marginal exception is option BB1 North which diverges to the south from the Somerton Road alignment to cross Deep Creek at the bend closest to town near Quartz Street. This means that it is more likely to be visible and prominent within the town environs and contribute to a loss of some of the rural town qualities that the policy seeks to protect.

The assessment of each proposed project route option in relation to state and local planning policy framework of the Hume Planning Scheme is set out in table 4.1 and an assessment of the project against the nominated project land use objectives is set out in table 4.2.
### Table 4.1  Project Assessment in relation to Hume Planning Scheme – Planning Policy Framework

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<thead>
<tr>
<th>Policies</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Planning Policy (SPPF)</strong></td>
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<td></td>
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<tr>
<td>11.02-2 Planning for Growth Areas</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
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<tr>
<td>12.01 Biodiversity</td>
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<td>15.03 Heritage conservation</td>
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<td>18.02-4 Management of road system</td>
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<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
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</tr>
<tr>
<td>18.04-1 Melbourne Airport</td>
<td>Well</td>
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<td>Well</td>
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<tr>
<td>21.06 Local Areas</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
</tr>
<tr>
<td>21.06-8 Sunbury</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
<td>Mod Well</td>
</tr>
<tr>
<td><strong>Local Policies</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22.04 Townships Local Policy</td>
<td>Mod Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
</tr>
</tbody>
</table>

**KEY**

- **Very Well**  
  The project option **strongly supports** the planning policy
- **Well**  
  The project option **supports** the planning policy
- **Mod Well**  
  The project option **partially supports** the planning policy without distinct positive or negative impact on policy achievement
- **Poor**  
  The project option **does not support** the planning policy and has a negative impact on policy achievement
- **Very poor**  
  The project option **does not support** the planning policy and has a strong negative impact on policy achievement
- **Refer**  
  This issue is being addressed by other specialist investigations. Reference should be made to these other studies.
### Table 4.2  Project objective based assessment - Hume Planning Scheme – State and Local Policy

<table>
<thead>
<tr>
<th>Project Objectives / sub objectives</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
</tr>
</thead>
</table>
| **Objective 1: To link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport** and to achieve long term objectives for the future development of Metropolitan Melbourne
| Sub objective 1. To support the land use planning objectives for Metropolitan Melbourne and Victoria including the role of Melbourne Airport |
| 11.02-2 Planning for Growth Areas | Well       | Well      | Well | Well | Well | Very Well             | Well                 |
| 12.01 Biodiversity                  |            |           |      |      |      |                       |                      |
| 12.04-2 Landscapes                 |            |           |      |      |      |                       |                      |
| 15.03 Heritage conservation         |            |           |      |      |      |                       |                      |
| 18.02-4 Management of road system  |            |           |      |      |      |                       |                      |
| 18.04-1 Melbourne Airport           |            |           |      |      |      |                       |                      |
| **Objective 2: To support the land use objectives for the future development of Sunbury, including the ability to access employment in Metropolitan Melbourne** |
| Sub objective 2. To support the land use planning objectives for Sunbury |
| 21.01 Framework Plan                | Mod Well   | Mod Well  | Mod Well | Mod Well | Mod Well | Mod Well | Mod Well            |
| 21.04 Infrastructure               |            |           |      |      |      |                       |                      |
| 21.06 Local Areas                  |            |           |      |      |      |                       |                      |
| 21.06-8 Sunbury                    |            |           |      |      |      |                       |                      |
| Sub objective 3. To support the land use planning objectives for Bulla |
| 22.04 Townships Local Policy       | Mod Well   | Well      | Well | Well | Well | Well | Well | Well |

**KEY**

- **Very Well**: The project option strongly supports the planning policy
- **Well**: The project option supports the planning policy
- **Mod Well**: The project option partially supports the planning policy without distinct positive or negative impact on policy achievement (without “strongly supports” without “does not support”)
- **Poor**: The project option does not support the planning policy and has a negative impact on policy achievement
- **Very poor**: The project option does not support the planning policy and has a strong negative impact on policy achievement

28/12/12 including addenda February and August 2013
4.3 **Hume Planning Scheme – Local Provisions**

Each of the project options traverse a variety of zones and overlays within the Hume Planning Scheme. The effect of these provisions in regulatory terms on the eventual development of the preferred link is not clear at this time because the method of approval of the project is not decided. In some or all cases existing zones and overlays may be amended as part of the approval process. However a brief review of the zones/overlays applying to the project options is appropriate because the provisions will be influential in the consideration of the project during assessment by the community, agencies and the Government.

Zones and overlays applying to the project route options are summarised in the table below. (Refer to table 4.3) and shown on Figures 4.3 and 4.4.

**Table 4.3**  **Hume Planning Scheme – Zones/Overlays applying to project options**

<table>
<thead>
<tr>
<th>Route Option</th>
<th>Zones</th>
<th>Overlays</th>
<th>Comments</th>
</tr>
</thead>
</table>
| BB1 North    | GWZ, RDZ1, RDZ2, TZ, PPRZ | ES01, HO 276, MAEO1, MAEO2, PAO2, PAO3 | No permit required to construct or use a road in zones and overlays, except:  
  • PAO2 Hume City Council could authorise VicRoads roadworks without need for permit.  
  • HO permit required if works affect (Ponderosa) house or surrounds. |
| BB1 South    | GWZ, RDZ1, RDZ2, TZ, PPRZ | ES01, HO 276, MAEO1, MAEO2, PAO2, PAO3 | No permit required to construct or use a road in zones and overlays, except:  
  • PAO2 Hume City Council could authorise VicRoads roadworks without need for permit.  
  • HO permit required if works affect (Ponderosa) house or surrounds. |
| BB2          | GWZ, RDZ1, RDZ2, | ES01, HO 276, MAEO1, MAEO2, PAO2, PAO3 | No permit required to construct or use a road in zones and overlays, except:  
  • PAO2 Hume City Council could authorise VicRoads roadworks without need for permit.  
  • HO permit required if works affect (Ponderosa) house or surrounds. |
| BB3          | GWZ, RDZ1, RDZ2, | ES01, HO 276, MAEO1, MAEO2, PAO2, PAO3 | No permit required to construct or use a road in zones and overlays, except:  
  • PAO2 Hume City Council could authorise VicRoads roadworks without need for permit.  
  • HO permit required if works affect (Ponderosa) house or surrounds. |
| BB5          | GWZ, RDZ1, RDZ2, | ES01, HO 276, MAEO1, MAEO2, PAO2, PAO3 | No permit required to construct or use a road in zones and overlays, except:  
  • PAO2 Hume City Council could authorise VicRoads roadworks without need for permit.  
  • HO permit required if works affect (Ponderosa) house or surrounds. |
| Melbourne Airport Link Freeway to Freeway | GWZ, RDZ1, RDZ2, PCRZ, CA | MAEO1, MAEO2, PAO1, PAO3 | No permit required to construct or use a road in zones and overlays, except:  
  • Under the PCRZ which covers Woodlands Homestead the use of land for a road is prohibited unless it is by or on behalf of the public land manager.  
  • Use and development of Commonwealth Area is subject to the requirements of the Commonwealth Government under the Airports Act. |
<p>| Oaklands Road | GWZ, RDZ1, RDZ2, CA | HO 26,27, MAEO1, | No permit required to construct or use a road in... |</p>
<table>
<thead>
<tr>
<th>Duplication</th>
<th>MAEO2, PAO1</th>
<th>zones and overlays, except:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>• Use and development of Commonwealth Area is subject to the requirements of the Commonwealth Government under the Airports Act.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• HO permit required if works affect listed items.</td>
</tr>
</tbody>
</table>

### Minor access restoration works

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Melbourne Airport Link</td>
<td>GWZ, RDZ2</td>
<td>MAEO1, RDZ2</td>
<td>No permit required to construct or use a road in zones and overlays. Under the PAO2 Hume City Council could authorise VicRoads roadworks without need for permit.</td>
</tr>
<tr>
<td>Oaklands Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BB1 N/S</td>
<td>GWZ</td>
<td>MAEO1</td>
<td>No permit required to construct or use a road in zones and overlays.</td>
</tr>
<tr>
<td>Blackwell Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OMR Link</td>
<td>GWZ, PUZ5</td>
<td>MAEO1, HO 208</td>
<td>No permit required to construct or use a road in zones and overlays. If works are required within the Bulla cemetery covered by HO208.</td>
</tr>
<tr>
<td>Cemetery Lane West</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Melbourne Airport Link</td>
<td>GWZ, RDZ1, PCRZ</td>
<td>MAEO1</td>
<td>No permit required to construct or use a road in zones and overlays, except:</td>
</tr>
<tr>
<td>Cemetery Lane East</td>
<td></td>
<td></td>
<td>• Under the PCRZ which covers Woodlands Homestead the use of land for a road is prohibited unless it is by or on behalf of the public land manager.</td>
</tr>
</tbody>
</table>

### Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GWZ</td>
<td>Green Wedge Zone</td>
</tr>
<tr>
<td>TZ</td>
<td>Township Zone</td>
</tr>
<tr>
<td>PUZ5</td>
<td>Public Use Zone Schedule 5</td>
</tr>
<tr>
<td>RDZ1</td>
<td>Road Zone Category 1</td>
</tr>
<tr>
<td>RDZ2</td>
<td>Road Zone Category 2</td>
</tr>
<tr>
<td>PPRZ</td>
<td>Public Park and Recreation Zone</td>
</tr>
<tr>
<td>PCRZ</td>
<td>Public Conservation and Resource Zone</td>
</tr>
<tr>
<td>CA</td>
<td>Commonwealth Area</td>
</tr>
<tr>
<td>ESO1</td>
<td>Environmental Significance Overlay Schedule 1</td>
</tr>
<tr>
<td>HO</td>
<td>Heritage Overlay</td>
</tr>
<tr>
<td>MAEO1</td>
<td>Melbourne Airport Environ Overlay Schedule 1</td>
</tr>
<tr>
<td>MAEO2</td>
<td>Melbourne Airport Environ Overlay Schedule 2</td>
</tr>
<tr>
<td>PAO1</td>
<td>Public Acquisition Overlay Schedule 1</td>
</tr>
<tr>
<td>PAO2</td>
<td>Public Acquisition Overlay Schedule 2</td>
</tr>
<tr>
<td>PAO3</td>
<td>Public Acquisition Overlay Schedule 3</td>
</tr>
</tbody>
</table>

### Other Provisions

The project could require the removal of native vegetation on any of the route options. Under the provisions of Cl. 52.17 of the Scheme this removal would require a planning permit. The removal of native vegetation in Victoria is assessed against the State policy *Victoria’s Native Vegetation Management – A Framework for Action* (Department of Natural Resources and Environment 2002). Under the policy the loss of native vegetation is assessed and the requirement for achievement of a net gain through the provision of offsets is determined.

Clause 52.29 of the planning scheme requires a permit for any development that alters or creates an access to a Road of category 1 status. While this is not intended to apply to VicRoads there is a legal argument to suggest that it could apply to VicRoads projects.

*Figures 4.3 and 4.4 follow this page*
Figure 4.3  Hume Planning Scheme Zones

Source: Planning Maps Online, Department of Planning and Community Development, July 2012
Note: More detail is available by enlarging the page when viewing in MS Word
Figure 4.4  Hume Planning Scheme Overlays

Source: Planning Maps Online, Department of Planning and Community Development, July 2012
Note: More detail is available by enlarging the page when viewing in MS Word
4.4 Implications of Hume Planning Scheme

The statutory planning provisions are relevant to the selection of preferred route option because all planning actions in Victoria are required to take account of both State and local policy as expressed in the applying planning scheme as discussed above. On the other hand the zones, overlays and particular provisions are more likely to be matters that will need to be addressed in the final structuring of the actual project approvals. For instance if the project requires a planning permit for native vegetation removal or under the Heritage Overlay, this will be written into the final approval either as a permit or as over-riding provisions in the amendment to the planning scheme. To ensure that these provisions are equitably applied, heritage and native vegetation issues will need to be carefully addressed in selection of the preferred route alignment.

Local Provisions

The local provisions of the planning scheme require planning permits for the removal of native vegetation and most options will involve vegetation removal. Several of the project options affect or potentially affect sites of heritage significance which are included in a Heritage Overlay (HO) in the planning scheme. In the cases of options BB1 North, BB1 South, BB2, BB3, BB5 a permit would be required under the HO276 if the works on the north side of Somerton Road east of Oaklands Road were to intersect with the protected building or its values. Also the Oaklands Road upgrade would require a planning permit under the HO26 or HO27 if either of these features which are within or adjacent to the road reserve are affected by the proposed works.

Also a planning permit would be required for options BB1 North, BB1 South, BB2, BB3, BB5 which traverse the PAO2 which is a proposed road widening to the west side of Oaklands Road north of Somerton road. This is a local road widening for which the Council of the City of Hume is the designated land manager.

No planning permits are required under the zone provisions of the scheme because “road” is a permitted use under the provisions of clause 62.01 and “roadworks” are exempt from permit for buildings and works by the provisions of clause 62.02. However the use of land for a road in the PCRZ in Woodlands Historic Park is prohibited. This will need to be addressed in the approvals process for the project for the Melbourne Airport Link as these works are prohibited by the operation of that zone within Woodlands Park. Amendments to the Hume Planning Scheme as part of the project approvals will need to include either a change to the zone to Road Zone or another mechanism to overcome the prohibited status for the project in the PCRZ. This other mechanism would need to be some overriding provision that would allow the proposed road regardless of the prohibited use status under the PCRZ. Re-zoning of the land to Road Zone is not possible until the land has been acquired and so a special amendment mechanism would be required if this approach is to be taken.

A summary of the planning scheme compliance requirements for the various project options is contained in table 4.4.
### Table 4.4 Implications of Hume Planning Scheme Provisions

<table>
<thead>
<tr>
<th>Zones</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oakslands Road Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Provisions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Zones</td>
<td>No Permit</td>
<td>No Permit</td>
<td>No Permit</td>
<td>No Permit</td>
<td>No Permit</td>
<td>Prohibited</td>
<td>No Permit</td>
</tr>
<tr>
<td>Overlays</td>
<td>Permit (PAO,H0)</td>
<td>Permit (PAO,H0)</td>
<td>Permit (PAO,H0)</td>
<td>Permit (PAO,H0)</td>
<td>Permit (PAO,H0)</td>
<td>No Permit</td>
<td>Permit (HO)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Particular Provisions</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oakslands Road Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td>52.17 Native Vegetation</td>
<td>Permit (inpv)</td>
<td>Permit (inpv)</td>
<td>Permit (inpv)</td>
<td>Permit (inpv)</td>
<td>Permit (inpv)</td>
<td>Permit (inpv)</td>
<td>Permit (inpv)</td>
</tr>
</tbody>
</table>

**KEY**

- **No permit**: A planning permit is not required under the applying planning provisions
- **Permit**: A planning permit is potentially required because of the provisions shown in brackets. (HO – Heritage Overlay) (inpv – if native vegetation present)
- **Prohibited**: The proposed use is prohibited in the Public Conservation and Resource Zone
4.5 Project Approval and Assessment Process

The preceding discussion has addressed the current planning provisions that apply to project options and land in the investigation area. The process that is adopted for the project will be decided by Government. It cannot be predicted now with any certainty as the decision must be informed by a careful consideration of the locality, the significance of the issues, the extent of proposed works, community interest, the number of options to be assessed, possible Commonwealth involvement and procedural requirements.

To allow VicRoads to exercise its powers for compulsory acquisition of land required for the road, it will be necessary to reserve the alignment of the selected route. This would be achieved through the introduction of a Public Acquisition Overlay (PAO) into the Hume Planning Scheme. Thus a planning scheme amendment is required.

In addition to project approvals under the Hume Planning Scheme there could be requirements for statutory compliance under other statutory provisions including:

- Heritage Act 1995
- Aboriginal Heritage Act 2006
- Flora and Fauna Guarantee Act 1988
- Wildlife Act 1975
- Water Act 1989
- Catchment and Land Protection Act 1994
- Environment Effects Act 1978
- Environment Protection Act 1970
- Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

The approval process selected will need to include a coordinated approach to the planning scheme amendment and other statutory approvals. The broad options for an approval process include:

- a planning scheme amendment (PSA) or amendments coordinated with other approvals through administrative arrangements,
- an environment effects statement (EES) if called for by the Minister for Planning which would also be accompanied by the required PSA,
- an environment assessment process under the Commonwealth EPBC Act or under a Victorian assessment process by agreement with the Commonwealth Government,
- coordinated approvals process under the Major Transport Projects Facilitation Act 2009 (MTPF).

A decision about the required approval and assessment process incorporating one or a combination of the above will be made by Government in due course.
5 ADDITIONAL AND EMERGING POLICIES AND PLANS

Certain plans, policies and strategic statements that have not been produced under the statutory framework of the Victorian planning system or are yet to receive statutory force, apply to the Hume-Sunbury area and have direct relevance to the consideration of the Melbourne Airport Link and Bulla Bypass. They include the emerging Metropolitan Strategy and Growth Area Plans, strategies produced by the City of Hume and the plans for Melbourne Airport by the Airport owner/operator.

5.1 Metropolitan Strategy and Growth Corridor Plans

Metropolitan Strategy
As discussed in section 3 the Department of Planning and Community Development (DPCD) is currently (Dec 2012) undertaking the preparation of a new metropolitan planning strategy for Melbourne. A final strategy is to be produced in 2013. In October 2012 as part of the Metropolitan Strategy preparation process the Government released a Discussion Paper which is currently (Dec 2012) open for public comment. This report will not examine the Strategy Discussion Paper nor compare the proposed project route options with the Metropolitan Strategy because the principles and other contents of the Discussion Paper are draft and subject to public review.

Strategic Planning for Corridors and Growth Area Framework Plans
In 2005 the Victorian Government set out its intention to refocus the management of strategic planning in metropolitan growth areas by releasing substantial new land for urban development, establishing a Growth Areas Authority (GAA) and creating a process for managing the planning and release of new urban areas. It published a Hume Growth Area Plan that did not include Sunbury or contain reference to road connections between Sunbury and Melbourne Airport. The following year (2006) via Amendment VC41 the Government introduced reference to Growth Area Framework Plans (GAFP) into the State Policy section of the relevant planning schemes and an Incorporated Document setting out the GAFPs for five metropolitan growth areas including Hume. These GAFPs which are currently (April 2013) referenced in the planning schemes contain a Plan for the Hume corridor but not for Sunbury or the area between Sunbury and Melbourne Airport.

In 2008 the Government released a review of metropolitan strategy entitled Melbourne 2030: a planning update – Melbourne @ 5 million. This strategy signalled a review of nominated “investigation areas” for urban development outside the urban growth boundary (UGB). These included substantial areas of land around Sunbury including Diggers Rest.

In August 2010 the Government enacted amendment VC68 to the metropolitan planning schemes which put in place a number of the initiatives including the expansion of the UGB, establishment of corridors for the Regional Rail Link and the Outer Metropolitan Ring/E6 Transport Corridor (OMR/E6). This expansion of the UGB included a substantial increase to the extent of the UGB at Sunbury and consequently an expanded area of Urban Growth Zone (UGZ). At the same time the GAA invited submissions to the preparation of Growth Area Framework Plans (GAFP) for the land included in the UGB by amendment VC68.

In June 2012 the Victorian Government released the results of an inquiry into the “Logical Inclusions” to the Urban Growth Boundary. Although there were a number of land parcels in and around Sunbury considered as part of the inquiry by an appointed advisory committee, there were no new areas proposed to be added to the UGB at Sunbury.
Growth Corridor Plans
Coincident with the release of the “Logical Inclusions” report the Victorian Government released a series of Growth Corridor Plans (GCP). They are intended to “set out the strategic plan for the future development of Melbourne’s Growth Corridors over the next 30 to 40 years.” In this regard the broad purpose of the plans is the same as the Metropolitan Strategy, with the Plans comprising corridor planning input to the Strategy.

The Growth Corridor Plans (GCP) provide a broad land use framework that will guide the future planning and development of new precincts. Before development can commence, detailed planning for each precinct must occur in the form of individual Precinct Structure Plans (PSPs), which must be ‘generally in accordance’ with the Growth Corridor Plans (GCP).

The GCPs have thus replaced the incorporated GAFPs as the basis for the strategic planning and management of metropolitan growth corridors. The planning schemes still contain the outdated Growth Area Framework Plans as an Incorporated Document and references to the GAFP’s in state policy. It is intended to replace the GAFPs in the planning schemes with the adopted GCPs in the near future after completion of biodiversity approvals by the Commonwealth Government.

Sunbury/Diggers Rest Growth Corridor Plan
The Sunbury Diggers Rest Growth Corridor Plan which is shown in Figure 3.2 addresses a number of key issues that were identified for the future development of the corridor. These issues included among others:

The need to improve local transport links, including creek crossings and improved capacity on the main approach roads to the town,

The Plan identifies the investigation area for the Melbourne Airport Link and discusses the background and need for improved arterial connections without making commitments or recommendations. It is noted in the Plan that:

Sunbury is well located with respect to Metropolitan Melbourne, including proximity to Melbourne Airport, Broadmeadows and the wider Melbourne North Growth Corridor. However, parts of the freeway and arterial road network experience congestion, including the Calder Freeway and Bulla Road. The Growth Corridor Plan identifies an area of investigation for connection options between Sunbury and Craigieburn, which include a Bulla Bypass, as well as the possibility to utilize the OMR and an extended Tullamarine Freeway to provide the link.

Therefore the proposed upgrade of the road system to overcome existing constraints and serve the objective of improving access of Sunbury and Diggers Rest to the metropolitan area employment and major nodes such as Melbourne Airport is a key component of the Growth Corridor Plan.

5.2 City of Hume Policies and Plans
The plans and policies that are incorporated into the local planning policy framework of the Hume Planning Scheme and discussed in section 3.2 are out of date in some respects. They have been overtaken by change to strategic planning policy surrounding the redefinition of the metropolitan UGB through planning scheme amendment VC 68 in 2010 and the release of the Growth Corridor Plans in June 2012. In response to the changed strategic context and the responsibility it has to plan and manage the development of the municipality including Sunbury

1 p.6; Growth Areas Authority, June 2012, “Growth Corridor Plans, Managing Melbourne’s Growth”
2 p.98; Growth Areas Authority, June 2012, “Growth Corridor Plans, Managing Melbourne’s Growth”
3 p.109; Growth Areas Authority, June 2012, “Growth Corridor Plans, Managing Melbourne’s Growth”
and the Hume corridor, the City of Hume has produced an updated strategic statement of intent for the Sunbury growth area. This document titled Sunbury Hume Integrated Growth Area Plan (HIGAP) July 2012 and its contributing and complementary papers are published on the City of Hume website and discussed in this section. Their status is as adopted Council policy but not incorporated or referenced policy in the Hume Planning Scheme. They should be considered as seriously entertained council policies having been formally adopted by council after an extensive investigation and consultation process. Hume Council is proposing to incorporate elements of the plans into the Hume Planning Scheme in the near future.

Sunbury Hume Integrated Growth Area Plan (HIGAP)

City of Hume describes the Sunbury HIGAP as a Council project that will shape the future planning for the growth of Sunbury over the coming 30 years. It comprises:

- **Sunbury HIGAP Spatial Strategy,** and
- **Draft Delivery and Infrastructure Strategy.**

These strategies were adopted by Council on 9th July 2012 and outline what changes are necessary in Sunbury to facilitate the sustainable growth of the area in meeting the challenges created by the expansion of the urban growth capacity by the Government actions noted in section 3.1 of this report. These challenges are highlighted by the projected population growth to over 80,000 in 30 years and an ultimate capacity of over 100,000 for the Sunbury urban growth area.

**Sunbury HIGAP Spatial Strategy**

The Spatial Strategy and the supporting Delivery and Infrastructure Strategy will inform the future planning and investment decisions of Council and it's submissions to State and Federal Government, particularly forthcoming Precinct Structure Plans (PSP) and infrastructure funding bids. To update the Councils Local Planning Policy Framework (LPPF) elements of the Strategy will be incorporated into the LPPF of the Hume Planning Scheme.

In June 2012 the State Government approved the Growth Corridor Plans which defined the location and extent of future growth areas for the Sunbury and Diggers Rest Area. It also approved a Precinct Structure Plan for Diggers Rest. These are incorporated and form part of the Hume and Melton Planning Schemes. The City of Hume has ensured that the Spatial Strategy and the Growth Corridor Plan (refer Figure 3.2) align very closely

Under the heading “Separate, Self contained but Connected” the Strategy identifies a series of key connections that are critical to the achievement of the urban growth objectives inherent in the Governments Growth Area plans and the Hume Sunbury HIGAP Spatial Strategy. They are:

- An extension to the smart bus service to connect Sunbury to Melbourne Airport and Broadmeadows by a high frequency bus service;
- Provision of new train stations to increase accessibility to frequent train services to the inner areas of Melbourne and its CBD;
- **Construction of the Bulla Bypass and the upgrade to Sunbury Bulla Road to improve vehicular, public transport and cycle access to Melbourne Airport, Broadmeadows, Epping and the northern employment corridor;**
- **Construction of the OMR to provide links to the western and northern parts of Melbourne;**
- Construction of a road link from Sunbury to Craigieburn Road as an alternative to the OMR if the OMR is not pursued due to funding constraints;
- Provision of a high frequency bus service into the new employment areas of Toolern and western Melton; and
- **Construction of a metropolitan cycle link between Sunbury and Melbourne.**

(p. 13 Sunbury Hume HIGAP, July 2012)
These key connection initiatives are shown on the figure (Map 4.1) in the Strategy titled “Making Sunbury Separate but Connected”. (Refer to Figure 5.1)

**Draft Delivery and Infrastructure Strategy**

The Draft Delivery and Infrastructure Strategy adopted to support the Spatial Strategy takes these key transport connections and identifies among other things new large scale transport infrastructure that is required. In doing so it notes that:

*The most important and costly infrastructure for Sunbury is transport infrastructure. Without its delivery, new development will place a significant and unacceptable strain upon the existing road and public transport infrastructure and badly impact upon the liveability and sustainability of Sunbury.* (p. 7 Hume Sunbury, Draft Delivery and Infrastructure Strategy, City of Hume, July 2012)

The Strategy goes on to include as key projects:

**Bulla Bypass**

The proposed Bulla Bypass is an arterial road that is critical to relieving pressure on the Sunbury Bulla Road and improving connectivity between Sunbury and the existing and future employment nodes and service centres in the Northern Growth Corridor. It is important in the short-term to provide capacity along Sunbury-Bulla Road for future development in Sunbury’s East. (p. 7 Hume Sunbury, Draft Delivery and Infrastructure Strategy, City of Hume, July 2012)

**Outer Metropolitan Ring**

The proposed OMR is a major freeway and potential rail route that will connect the outer western port area of Melbourne, Geelong and Avalon Airport with the Hume Freeway. It has the potential to significantly enhance the accessibility of the Sunbury to these major transport hubs and could therefore make an important long term contribution to the marketability and viability of the Sunbury area as an employment area and node. It will also help improve accessibility to the future employment areas in the western and northern areas of Melbourne. (p. 8 Hume Sunbury, Draft Delivery and Infrastructure Strategy, City of Hume, July 2012)

It is noted that the Strategy nominates short term timeframes (0-5 years) for the Bulla Bypass and OMR however the implementation of these projects will obviously depend on funding and approvals frameworks including consideration of priorities for allocation of resources by Government.

*(Figure 5.1 follows this page)*
Hume Integrated Land Use and Transport Strategy

Hume City Council has also prepared and adopted the Hume Integrated Land Use and Transport Study (HILATS) to assist it in developing and implementing plans and policies that will achieve “more accessible, liveable and sustainable communities, giving residents full access to jobs, education, shopping and community facilities by expanding the range of transport choices and modes”. (HILATS, 2011, p 4)

The Strategy which has a 10 year implementation timeframe comprises six parts. Under Part 5 of the Strategy which covers Roads and Freight, Council in acknowledging that the State Government is responsible for many of the decisions relating to key road and transport corridors states that Council can influence this process by planning compatible land uses to protect regional and freight movements, and make public transport provision more viable. Specifically the first issue addressed under part 5 is:

5.1 Improve the Road Network in which Council notes:

The level of through traffic in Hume is a significant issue. Traffic volumes are particularly high on some routes giving rise to congestion hotspots and safety issues. A balance needs to be struck between through and local traffic needs, based on investigation of the current road hierarchy, network constraints and traffic routing, and current and future land use patterns.
The Strategy nominates Advocacy of a number of required road transport actions by State Government including:

- Advocate for duplication of Somerton Road (including signals at Magnolia Boulevard/ Ravenhill Boulevard, Aitken Boulevard/Kirkham Drive and Fleetwood Drive), and provide for an upgraded bus service between Mickleham Road and Roxburgh Park Station.
- Advocate for timely duplication of Craigieburn Road and signals at Hanson Road, Bridgewater Road and Dorchester Street and for dedicated bus provision from the Craigieburn Town Centre to Craigieburn Station.
- Advocate for duplication of Sunbury Road with bus priority measures to allow for future rapid public transport services.
- Advocate for duplication of Mickleham Road between Somerton Road and Donnybrook Road.
- Advocate for the Bulla By-pass/ Bulla section of the Outer Metropolitan Ring Road (OMR).

Council’s primary purpose in preparation of the study as stated is to facilitate the efficient and effective integration of land use and transport decision making and actions over the coming period. HILATS has provided input and basis for the preparation of the Sunbury HIGAP and will provide a platform for Council decisions and actions over time. It should ensure that the Bulla Bypass will be supported by related land use decisions over which Council does have control.

5.3 Melbourne Airport Master Plan 2008 (Amended 5 July 2010)

The Master Plan was prepared and published by Australia Pacific Airports (Melbourne) Pty. Ltd., the operator of Melbourne Airport in accordance with its obligations under Part 5 of the Airports Act 1996. It was approved by the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government on 10 November 2008. As part of its obligations under the Act, Melbourne Airport has commenced a review and preparation of a new Master Plan, which is scheduled for completion in 2013. Apart from brief guidelines and background material there are no outputs from this process as it is currently underway. Melbourne Airport land is owned by the Commonwealth of Australia and is not subject to the planning laws of the State of Victoria. Consequently the Master Plan is the most appropriate guide to the future use and development of land within the Airport boundary.

The current Master Plan is a substantial document dealing with the existing and projected future building, infrastructure and operational requirements of the Airport, the need for protection of its functional integrity and its potential and actual impacts on surrounding land use. In respect to the assessment of options for the proposed link road the Master Plan raises a number of matters that should be considered.

Ultimate Airport Development Concept

This plan (Refer to Figure 5.2) outlines the ultimate development for the airport. None of the Bulla Bypass options currently being considered will intrude into the Airport area. Several earlier options did cross Airport land at the northern end. The Melbourne Airport Link will pass through Airport land on the north east of the intersection of Sunbury Road and Oaklands Road and a proposed Sunbury Road on ramp to the Tullamarine Freeway will pass through Airport land on the eastern side of the Sunbury Road.

This land which is within the Airport ownership but not within the active functional Airport area is designated “Conservation and Recreation” which implies an open and undeveloped function.

Land Zoning

The Master Plan establishes a set of zones for the Airport land which mirror the State provisions of local planning schemes. The Land Zoning plan is based on the Ultimate Airport Development Concept and shows the same three elements described in the above paragraph. It applies
zones to two of the elements but not to the local access road. The zone provisions indicate the intended future function of the land as follows:

Special Use Zone 2, “Airside”, applies to the remaining areas known as airside, which are essential to aircraft operations and are not accessible to the general public.
Special Use Zone 3, Park and Recreation”, applies to open space areas along Moonee Ponds Creek, Maribyrnong River, Deep Creek, the Golf Course, the Grey Box Forest area and retarding basins.

State Policy
The Master Plan draws attention to the SPPF as set out in the Hume Planning Scheme and in particular the policy in Clause 18.04 which was discussed in section 5.2 of this report namely:

- Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.

It is to be expected that the operator will wish to see the intent of this policy prosecuted in the adoption and design of road proposals on its periphery.

On the other hand the Airport has a key role to play in the economic development of the State through its passenger and freight functions and to do so it requires a high level of efficient road access to the metropolitan region and regional Victoria including links to the north beyond Bulla. In this sense the Airport is a primary beneficiary of the proposed link to the OMR and Bulla bypass. The State policy framework in the same Clause 18.04 includes the objective:

- Strengthen the role of Melbourne Airport as a key focal point within the State’s economic and transport infrastructure;

(Figure 5.2 follows this page)
Other Airport Planning Activity

Melbourne Airport as a major land user and economic and employment hub for Greater Melbourne is continuously engaged in planning and development of its infrastructure and facilities. Currently the Airport owner is completing an array of planning, design and management exercises some of which are to inform the coming exhibition and submittal of a revised Airport Master Plan. Related activities that are particularly relevant to the Melbourne Airport Bulla Bypass Planning Study are plans and actions for the improvement of ground surface access and transport functions.

While significant work is being carried out at present the key issues and direction for improvement is evidenced by the published Melbourne Airport Ground Transport Plan 2009. This plan sets out a framework of recommendations for surface transport improvements for the Airport to serve its short and long term needs. It identifies a series of improvement projects that will be required both on and off airport to cater to Airport growth and resolve current traffic and transport service issues. The Plan notes important road system improvements including:

37. Consideration of access to Melbourne Airport from the Outer Metropolitan Ring including bicycles

A package of other recommendations for both the Melbourne Airport owner/operator and external agencies aim to resolve current serious congestion at the Airport approaches and entries and to recognise long term growth of urban population in the northern and western quarters of Melbourne that are not well served by a road system oriented solely to the southerly
approach of the Tullamarine Freeway. More recent planning and project development within the Airport is expected to support and develop these recommendations of the Ground Transport Plan.

5.4 Discussion of Additional and Emerging Policies and Plans

Metropolitan planning strategy for Melbourne is emerging. A strategy is to be produced in 2013. A Growth Corridor Plan (GCP) for Sunbury and Diggers Rest which was adopted and released in 2012 and which will establish key elements of the metropolitan strategy for this corridor, places emphasis on road transport connection to metropolitan area employment including major employment and activity nodes such as Melbourne Airport. In status the GCP replaces the previous Growth Area Framework Plans and is adopted by Government as the basis for planning of metropolitan corridors. The Sunbury Diggers Rest Plan specifically identifies an investigation area for the Melbourne Airport Link and Bulla Bypass. Therefore the project is potentially very supportive of the Plan.

The City of Hume updated strategic statement of intent for the Sunbury growth area is the Sunbury Hume Integrated Growth Area Plan (HIGAP) July 2012 and the complementary papers Sunbury HIGAP Spatial Strategy and Draft Delivery and Infrastructure Strategy. It also adopted the previous year the Hume Integrated Land Use and Transport Study (HILATS). These plans and supporting documents should be seen as seriously entertained council policy. They present a coordinated and consistent land use and related transport structure for the corridor and explicitly highlight the importance of road connection of the corridor with the remainder of the Melbourne Metropolitan area. The construction of the OMR, the creation of the link from the OMR to Melbourne Airport and the construction of a bypass to Bulla township are all seen as key strategic planning requirements. Therefore the project is potentially very supportive of these council strategies for the corridor.

The current Melbourne Airport Master Plan prepared by the Airport operator contains a number of elements that should be considered in relation to the planning context of the project. The only potential infringement on internal existing or planned future land use within the Airport boundary by the project is within non-operational land on the north east side of Sunbury Road which is designated for conservation and recreation under the Ultimate Development Concept and also the current land zoning. State policies incorporated into the Plan require that the Airport’s use is not compromised and its State economic and transport role is supported. The project and particularly the MAL is consistent with these objectives.

*The Melbourne Airport Ground Transport Plan 2009* sets out a framework of recommendations for surface transport improvements for the Airport to serve its short and long term needs. The project and particularly the MAL is very supportive of the intention of the plan to emphasise the link between the Airport and the Outer Metropolitan Ring.

Assessment of performance of the project in relation to the various emerging policies and plans is summarised in table 5.1 and an assessment of the project against the nominated project land use objectives is set out in table 5.2.
### Table 5.1  Project assessment in relation to additional and emerging policies and plans

<table>
<thead>
<tr>
<th>Strategies Plans and Policies</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
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<tbody>
<tr>
<td><strong>Metropolitan Strategy and Growth Corridor Plans</strong></td>
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<tr>
<td>Sunbury Diggers Rest Growth Corridor Plan</td>
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<td>Very Well</td>
<td>Very Well</td>
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<tr>
<td>• Sunbury HIGAP Spatial Strategy</td>
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<td>• Draft Delivery and Infrastructure Strategy</td>
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<td>Melbourne Airport Ground Transport Plan 2009</td>
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<td>Well</td>
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**KEY**

<table>
<thead>
<tr>
<th>Rating</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Well</td>
<td>The project option <strong>strongly supports</strong> the planning policy</td>
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<tr>
<td>Well</td>
<td>The project option <strong>supports</strong> the planning policy</td>
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<tr>
<td>Mod Well</td>
<td>The project option <strong>partially supports</strong> the planning policy without distinct positive or negative impact on policy achievement</td>
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<tr>
<td>Poor</td>
<td>The project option <strong>does not support</strong> the planning policy and has a negative impact on policy achievement</td>
</tr>
<tr>
<td>Very Poor</td>
<td>The project option <strong>does not support</strong> the planning policy and has a strong negative impact on policy achievement</td>
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<tr>
<td>Refer</td>
<td>The issue is being addressed by other specialist investigations. Reference should be made to these other studies.</td>
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</tbody>
</table>

28/12/12 including addenda February and August 2013
### Table 5.2  Project objective based assessment – Additional and emerging policies and plans

<table>
<thead>
<tr>
<th>Project Objectives / sub objectives</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
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<tbody>
<tr>
<td><strong>Objective:</strong> To link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and to achieve long term objectives for the future development of Metropolitan Melbourne</td>
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<td><strong>Sub objective 1. To support the land use planning objectives for Metropolitan Melbourne and Victoria including the role of Melbourne Airport</strong></td>
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<tr>
<td>Sunbury Diggers Rest Growth Corridor Plan</td>
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<td>Melbourne Airport Master Plan 2008</td>
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<td><strong>To support the land use objectives for the future development of Sunbury, including the ability to access employment in Metropolitan Melbourne</strong></td>
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<td><strong>Sub objective 2. To support the land use planning objectives for Sunbury</strong></td>
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<td>Draft Delivery and Infrastructure Strategy</td>
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<td><strong>Sub objective 3. To support the land use planning objectives for Bulla</strong></td>
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<td>Sunbury Diggers Rest Growth Corridor Plan</td>
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<td>Draft Delivery and Infrastructure Strategy</td>
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<td>Hume Integrated Land Use &amp; Transport Strategy HILATS</td>
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**KEY**

- **Very Well**  The project option **strongly supports** the planning policy
- **Well**  The project option **supports** the planning policy
- **Mod Well**  The project option **partially supports** the planning policy without distinct positive or negative impact on policy achievement
- **Poor**  The project option **does not support** the planning policy and has a negative impact on policy achievement
- **Very poor**  The project option **does not support** the planning policy and has a strong negative impact on policy achievement
6 LAND USE AND DEVELOPMENT

6.1 General description of the land use context

The project investigation area originally occupied an area surrounding the township of Bulla, between the Melbourne Airport and the town of Sunbury. Several of the project options (C, D, H and I) passed through mainly rural land north of Bulla. Two others (A, B) passed through rural land south of the town. Options F and F/G skirted the town on the south side passing through rural residential land in close proximity to the urban residential functions of the town. Bulla Road realignment options (E, G) mainly passed through urban land use areas of the town. All town routes and those that passed to the south of the township were eliminated by VicRoads in the first phase of the planning study. The current study area and remaining options for the Bulla Bypass and Melbourne Airport Link affect only land north, east and west of the township.

Between the town of Bulla and Somerton Road land is developed for rural residential purposes with lots averaging between 2ha and 5ha in area. Many of these lots have been developed with a house and related buildings. While these properties are basically used for large lot, low density residential purposes some are used to run a few horses, sheep and other stock or grow fruit or olive trees and some lots are used for business purposes such as the storage of trucks, equipment and building materials. These properties are affected in part by the BB1 South, Oaklands Road Upgrade and Melbourne Airport Link. The BB1 North, BB2, BB3 and BB5 routes have a more minor and marginal effect on land on the south side of Somerton Road.

North of Somerton Road and east of Wildwood Road the broader rural portion of the investigation area is characterised by larger lots ranging from 5ha up to 20ha and over. These properties are mainly used for rural lifestyle and hobby farm activities and most run stock such as horses, cattle, sheep or goats. As in the rural residential areas some land parcels are used for business purposes including horse breeding and sales, rural produce storage and distribution and extractive industry. One or two full time commercial farms on substantially larger land parcels (>40ha) remain. These land uses are affected by the BB1 North, BB2, BB3, BB5 and Melbourne Airport Links. A winery is situated at the northern extremity of the investigation area and is traversed by the existing OMR reservation.

To the west of Deep Creek land is contained within a number of large parcels which are currently undeveloped and used for farming or non urban activities such as storage of plant and materials. All Bypass options interact in some measure with these properties including a large farming property which is proposed for quarry use which abuts the west side of Sunbury Road. This property is also traversed by the existing reservation for the OMR.

All bypass options except BB1 North cross Deep Creek in the vicinity of the bend in the creek which is at the projection of the alignment of Somerton Road. BB1 North crosses the creek 500m south of this bend. The Melbourne Airport Link doesn’t cross the Creek.

In summary all current project options interact mainly with the rural, rural residential and lifestyle land uses of the broader environs of Bulla to the north of the township. (Refer to Figure 6.1)

Future planning for the area as discussed in sections 3, 4 and 5 does not envisage this situation changing. In published strategic planning for the area Bulla is regarded as a small existing village set in a rural break (Green Wedge) between the continuous metropolitan area of Melbourne and the town of Sunbury. Therefore significant change to the land use context of the proposed Melbourne Airport and freeway link is not predicted.
Figure 6.1 Investigation Area - Land Use Context

Source: VicRoads aerial photography and route plans, 2012
Note: More detail is available by enlarging the page when viewing in MS Word


### 6.2 Land Ownership

In order to provide a broad appreciation of potential land ownership implications of the options the following table shows the impacts on private and public land in simple numerical terms. It compares the options impact on total private land titles or lots and on the total number of parcels or land ownerships. As the project planning study progresses VicRoads will assess the detailed impacts on each property by calculating the area of land to be acquired and the balance of land left after acquisition for the project. This level of land ownership impact is not assessed in this report. However the area of land removed from each land parcel is reflected in the qualitative ratings for land use impact provided in the section 6.3.

The impact of the proposed road options on property use and access by severance is an impact that is also reflected in the assessments of land use impact in section 6.3. Severance for the purpose of this report is the simple division into separate parts by the imposition of a new road reserve on an existing land ownership or property. To provide a broad comparison of the severance impacts of the options, the number of lots and ownerships that would be severed by each option is also shown in the table 6.1.

#### Table 6.1 Summary of Land Ownership impacts

<table>
<thead>
<tr>
<th></th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
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<tr>
<td>Private land</td>
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<tr>
<td>Lots severed</td>
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<td>8</td>
<td>8</td>
<td>9</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>Ownership/properties severed</td>
<td>3</td>
<td>6</td>
<td>4</td>
<td>5</td>
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<td>Melbourne Airport</td>
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<td>-</td>
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<td>-</td>
<td>yes</td>
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</table>

It is apparent from this analysis at an ownership/property and lot level that:

- The BB1 Options affect a higher number of lots and ownerships because they would require land from either side of Somerton Road,
- BB1 North affects a higher number than BB1 South because of its more southerly crossing of Deep Creek where it intersects with a cluster of lots at Quartz Street, however the potentially lesser effect of this impact on the use or occupation of the land is illustrated by the significantly lower severance numbers of this option,
- BB2 and BB3 affect a lesser number of land parcels principally because they divert north of Somerton Road and pass through several large rural properties,
- BB5 affects the least number of lots and ownerships because it also diverts north of Somerton Road and passes through a large rural property but avoids impacts on land beyond Sunbury Road. This option also affects two less lots east of Oaklands Road because of design refinements since the initial options assessment.
• Severance of land ownerships and lots is similar for the Bypass options except for the lower severance exhibited by option BB1 North.
• The Melbourne Airport Link exhibits a similar land ownership impact in terms of number of properties affected but will require significantly greater area of land and will cause greater severance of properties.
• The Melbourne Airport Link will also affect land in the Woodlands Historic Park and within the land owned by the Commonwealth Government for Melbourne Airport.

Severance of properties and reduced parcel balance
On each project route there are properties that would be impacted by the proposed road reservation in ways that would potentially affect their future use or development potential. These impacts are taken into account in a broad comparative sense in the land use impact analysis in section 6.3. It is normal practice that severed properties would be provided with replacement road access as part of the project. However from the analysis of the project route options it is noted that some land would be significantly affected by:
• isolation from other parts of the same property
• isolation from other land use, neighbourhood or community
• reduced parcel size to unusable dimensions or area

The most significant examples of these effects that would bear examination by VicRoads in fine tuning the reservation and eventually in negotiation to purchase land are:

**BB1N**
6 lots in Quartz Street area – reduced parcel size and isolated from other land use

**BB1S**
1 lot at Somerton Road and Wildwood Road – reduced parcel size
2 lots west side of Sunbury Road – isolated from other land use

**BB2 and BB3**
1 lot north side of Bulla Diggers Rest Road – reduced parcel size and isolated from other land use

**BB2, BB3, BB5**
All three routes have the effect of excising a significant parcel of land from the Lochton Pastoral farming property. While this parcel is sufficiently large to allow for future use it is functionally separated or severed from the main farm. This could result in operational inefficiencies and costs for the running of the property.

**BB2, BB3, BB5 and BB1 South**
These routes sever the ownership property between Deep Creek and Sunbury Road. The property which comprises 4 lots is split by these options in unequal parts resulting in the isolation of the smaller part from the balance. This could result in a less than optimum future development layout than would be the case for the land under a BB1 North route which creates more developable residual areas.

**Melbourne Airport Link**
2 lots minimum facing Oaklands Road – reduced parcel size and isolated from land use
2 lots severed from lots on Oaklands Road – reduced parcel size and isolated from land use

All parcels contain sufficient land for some form of future use or development subject to appropriate planning controls however because of their context they present potential issues as noted above.
Crown land
Various forms of public land are potentially impacted by the proposed road reservation for the project. Before being required for the project the land will need to be brought under the control of VicRoads in accordance with the Road Management Act 2004. The method for achieving this land tenure will depend on the type of public or crown land. Some land may be reserved or unreserved crown land and this will require procedures to be put in place to adjust its reserved status and to transfer control to VicRoads. Other public land may be in the form of local roads under control of the council and this will require procedures to declare the road for the purposes of the Act. Any freehold land that is publicly owned may be transferred in title to VicRoads and then declared. In respect to potential Commonwealth land under the control of the Airport, suitable arrangements will need to be negotiated with the Airport operator and the Commonwealth Government as the landlord.
6.3 Land use and development on project route alignments

This section addresses the detailed land use on the alignment of each project option. It also presents the immediately adjoining land use or development features that are likely to have an influence on the project design and will be impacted in some measure by the project. The land use for each option is presented in diagrammatic form (Figures 6.2 to 6.8) which describes the land use and development on the alignment as presented. It also identifies land use and development which abuts the optional alignment to the left (near left) and right (near right). The diagram commences at the western end where the various Bulla Bypass options connect with the existing Sunbury Road adjacent to the reserved interchange for the future OMR (between Melway Ref 176 G2 – J6) and progress easterly to the point where the options connect with the existing Somerton Road (Melway Ref 177 J6). The land use and development assessment also looks at the Melbourne Airport Link between the OMR and the Tullamarine Freeway commencing at the currently reserved interchange with the OMR (Melway Ref 177 F1) along a south easterly alignment to the point where it joins the Tullamarine Freeway adjacent to the Airport (Melway Ref 5 C3).

Land use on and adjacent to the project route options is shown in plan terms in figure 6.9.

The assumptions and information on which the land use impact analysis is based are:

- Optional alignments are as provided by VicRoads in electronic pdf form (enlargeable) and therefore some interpretation has been necessary to determine if the alignment would impact land use features. Where necessary elevational details and other design information has been sought.
- The Bypass options as provided allow for an average reservation width of 40m (50m if footpaths are required) which would accommodate an eventual six lane divided arterial road. Because of the effects of topography the need for substantial cut, fill and bridge structures on some routes a greater reserve width could be required up to 240m in places. For the purposes of this land use assessment direct impacts on land use and development have been assessed based on an average alignment width 40m. Where an alignment may require a wider footprint due to either the provision of footpaths or cut/fill the direct impacts have been adjusted to take the additional footprint width into account. The analysis also identifies uses which may be subject to indirect impacts because they will abut the future road generally within 100m of the potential reservation.
- The brief called for a land use impact study. This report is based on field survey, assembled data from multiple sources and desk top analysis.

In each option an analysis is presented of the potential land use and development issues and impacts and suggested mitigation measures. The latter are presented where there is an apparent means of avoiding or reducing the identified land use impact. It usually takes the form of a recommended alignment modification. It should be noted that such modifications would not necessarily result in a more acceptable alignment in land use terms and they need to be assessed for impacts and compared with the original option.

For an explanation of terms used in the route diagrams refer to page 63 following the analysis.
### Figure 6.2 Option BB1 North

<table>
<thead>
<tr>
<th>Near left</th>
<th>Near right</th>
<th>On alignment west to east</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bullo Diggers Rest Road</td>
<td>Bullo Diggers Rest Road</td>
<td>Sunbury Road</td>
</tr>
<tr>
<td>Vacant rural site and large rural site - proposed quarry</td>
<td>Vacant rural site and large rural site - proposed quarry</td>
<td>Vacant rural site and large rural site - proposed quarry</td>
</tr>
<tr>
<td>Vacant rural site</td>
<td>Vacant rural site</td>
<td>Sunbury Road</td>
</tr>
<tr>
<td>Lifestyle lots and Crown Land</td>
<td>Vacant rural parcels 6 lots</td>
<td>Sheds and equipment storage in part</td>
</tr>
<tr>
<td>2 vacant rural parcels 6 lots</td>
<td>2 vacant rural parcels 6 lots</td>
<td>Sheds and equipment storage in part</td>
</tr>
<tr>
<td>Vacant urban zoned land</td>
<td>Vacant urban zoned land</td>
<td>Rural - grazing Lochton Pastoral</td>
</tr>
<tr>
<td>Rural - grazing Lochton Pastoral</td>
<td>Rural lifestyle lot and olive grove/winery</td>
<td>Rural lifestyle lot and olive grove/winery</td>
</tr>
<tr>
<td>Somerton Road</td>
<td>Somerton Road</td>
<td>Oaklands Road</td>
</tr>
<tr>
<td>Rural lifestyle lot</td>
<td>Rural lifestyle lot and olive grove/winery</td>
<td>Somerton Road and frontage to 4 lifestyle lots including Ponderosa pet boarding</td>
</tr>
<tr>
<td>Rural lifestyle 1 dwelling</td>
<td>Rural lifestyle 1 dwelling</td>
<td>Woodlands Historic Park</td>
</tr>
<tr>
<td>Rural lifestyle 1 dwelling</td>
<td>Rural lifestyle 1 dwelling</td>
<td>4 lifestyle lots including Ponderosa pet boarding and site owned by Congregational Church of Samoa</td>
</tr>
<tr>
<td>5 rural lifestyle lots</td>
<td>4 lifestyle lots</td>
<td>5 rural lifestyle lots and horse facility</td>
</tr>
<tr>
<td>4 dwellings and horse facility</td>
<td>5 rural lifestyle lots and horse facility</td>
<td>11 rural residential lots south side (marginal)</td>
</tr>
<tr>
<td>Somerton Road and 5 rural lifestyle lots and horse facility on north side</td>
<td>Somerton Road and 5 rural lifestyle lots and horse facility on north side</td>
<td>11 rural residential lots with 10 dwellings and concrete business at 1285 Somerton Road</td>
</tr>
<tr>
<td>11 rural residential lots south side (marginal)</td>
<td>11 rural residential lots south side (marginal)</td>
<td>tarpaulin business at 1355 Somerton Road</td>
</tr>
</tbody>
</table>

### Land Use and Development Issues

This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:

- Minimise impact on vacant rural property at Loemans and Sunbury Road.
- Minimise impact on vacant land between Deep Creek and Sunbury Road.
- Minimise impacts on vacant land zoned for urban development at Quartz Street.
- Minimise impact on dwelling and olive/winery at Green Street.

### Mitigation measures

- Adjust Bulla Diggers Rest link to reduce impact on vacant corner lots.
- Adjust route west of Deep Creek to more equally bisect property.
- Adjust route to the north through Quartz Street land.
- Adjust route north to reduce land take west of Green Street.
### Land Use and Development Issues

This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:

- Minimise impact on vacant land between Deep Creek and Sunbury Road
- Minimise impact on dwelling and olive grove/winery at Green Street
- Minimise impacts rural lifestyle lots between Wildwood and Green Street
- Minimise impact on dwellings and rural residential lots Wildwood to Oaklands

### Mitigation measures

- Adjust route west of Deep Creek to more equally bisect property
- Adjust route marginally to the north through Quartz Street land
- Adjust route north to reduce land take west of Green Street
- Adjust route to north between Green Street and Wildwood Road
- Adjust route to north between Wildwood and Oaklands Road.

---

#### Figure 6.3  Option BB1 South

<table>
<thead>
<tr>
<th>Near left</th>
<th>Rural - farming proposed quarry</th>
<th>Sunbury Road</th>
<th>Deep Creek</th>
<th>Rural - grazing Lochton Pastoral</th>
<th>Rural - grazing Lochton Pastoral</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bull - Diggers Rest Road</td>
<td>Rural - farming proposed quarry</td>
<td>Sunbury Road</td>
<td>Deep Creek</td>
<td>Rural - grazing Lochton Pastoral</td>
<td>Rural - grazing Lochton Pastoral</td>
</tr>
<tr>
<td>Near right</td>
<td>Vacant rural site and rural - farming proposed quarry</td>
<td>Sunbury Road</td>
<td>Deep Creek</td>
<td>Rural - grazing Lochton Pastoral</td>
<td>Rural - grazing Lochton Pastoral</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rural - grazing Lochton Pastoral</th>
<th>Rural - grazing Lochton Pastoral</th>
<th>Wildwood Road</th>
<th>Oaklands Road</th>
<th>Somerton Road</th>
<th>Merge into Somerton Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Somerton Road Rural lifestyle 1 dwelling</td>
<td>Somerton Road Rural lifestyle lot</td>
<td>Wildwood Road</td>
<td>Oaklands Road</td>
<td>Somerton Road and frontage to 4 lifestyle lots including Ponderosa pet boarding</td>
<td>Woodlands Historic Park</td>
</tr>
<tr>
<td>Rural lifestyle lot</td>
<td>Rural lifestyle 1 dwelling</td>
<td>Wildwood Road</td>
<td>Oaklands Road</td>
<td>Somerton Road and frontage to 4 lifestyle lots including Ponderosa pet boarding</td>
<td>Woodlands Historic Park</td>
</tr>
</tbody>
</table>

- 5 rural – lifestyle lots
- 4 dwellings and horse facility
- Somerton Road and 5 rural lifestyle lots and horse facility on north side
- 11 rural residential lots south side (2 dwellings affected)
- Concrete business at 1285 Somerton Road
- Tarpaulin business at 1355 Somerton Road
- 11 rural residential lots with 10 dwellings and concrete business at 1285 Somerton Road
- Tarpaulin business at 1355 Somerton Road
- Woodlands Historic Park
### Figure 6.4 Option BB2

#### Same as Existing PAO

- **Near left**
  - Rural – Quarry
  - Rejoins Sunbury Road
  - Rural proposed quarry

- **On alignment west to east**
  - Sunbury Road
  - Rural Proposed quarry

- **Near right**
  - Dwelling – contractor depot, Proposed quarry
  - Rejoins Sunbury Road
  - Rural proposed quarry

- **Sunbury Road**
  - 2 vacant rural parcels 6 lots
  - Sheds and equipment storage in part

- **Deep Creek**
  - Rural - grazing Lochton Pastoral

- **Rural proposed quarry**
  - 2 vacant rural parcels 6 lots
  - Sheds and equipment storage in part

#### Common route with Option BB3

- **Wildwood Road**
  - Rural - grazing Lochton Pastoral
  - Rural - grazing Lochton Pastoral

- **Rejoins Somerton Road**
  - Somerton Road plus 5 rural lifestyle lots
  - and horse facility on north side

- **Somerton Road**
  - 4 lifestyle lots including Ponderosa pet boarding
  - and site owned by Congregational Church of Samoa

- **Rural - grazing Lochton Pastoral**

- **Oaklands Road**
  - Somerton Road and frontage to 4 lifestyle lots
  - including Ponderosa pet boarding

- **Woodlands Historic Park**
  - Small residual parcel

#### Land Use and Development Issues

This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:

- Minimise impact on vacant land between Deep Creek and Sunbury Road
- Minimise impact on use of Lochton Pastoral property
- Minimise impact on lifestyle lot at Wildwood Road
- Minimise impacts rural lifestyle lots and dwellings between Wildwood and Oaklands Road

#### Mitigation measures

- Adjust route west of Deep Creek to more equally bisect property (difficult because of cut and geometry)
- Adjust route south through Lochton Pastoral property to closer to Somerton Road
- Adjust route marginally to the north through Quartz Street land
- Adjust route south on lifestyle lot at Wildwood Road to closer to Somerton
- Adjust route where possible between Wildwood Road and Oaklands Road to similar to BB1 North (ie at western end)
## Figure 6.5  Option BB3

### Land Use and Development Issues

This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:

- Minimise impact on vacant land between Deep Creek and Sunbury Road
- Minimise impact on use of Lochton Pastoral property
- Avoid dwelling minimise impact on lifestyle lot at Wildwood Road
- Minimise impacts rural lifestyle lots and dwellings between Wildwood and Oaklands Road

### Mitigation measures

- Adjust route west of Deep Creek to more equally bisect property (difficult because of cut and geometry)
- Adjust route south through Lochton Pastoral property to closer to Somerton Road
- Adjust route south on lifestyle lot at Wildwood Road to closer to Somerton Road (BB2 alignment)
- Adjust route south between Wildwood Road and Oaklands Road to similar to BB1 North
**Figure 6.6 Option BB5**

**Land Use and Development Issues**
This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:
- Minimise impact on vacant land between Deep Creek and Sunbury Road
- Minimise impact on use of Lochton Pastoral property

**Mitigation measures**
- Adjust route west of Deep Creek to more equally bisect property (difficult because of cut and geometry)
- Ensure that animal and vehicle access is available under proposed bridge east of Deep Creek

---

**Common route with Option BB2 BB3**

<table>
<thead>
<tr>
<th>Near left</th>
<th>Rural – Quarry</th>
<th>Rural proposed quarry</th>
<th>Sunbury Road</th>
<th>Rural - grazing Lochton Pastoral and homestead</th>
</tr>
</thead>
<tbody>
<tr>
<td>On alignment west to east</td>
<td>Sunbury Road</td>
<td>Rural Proposed quarry</td>
<td>Deep Creek</td>
<td>Rural – grazing Lochton Pastoral</td>
</tr>
<tr>
<td>Near right</td>
<td>Dwelling – contractor depot. Proposed quarry</td>
<td>Rural proposed quarry</td>
<td>Somerton Road and 5 rural lifestyle lots and horse facility on north side</td>
<td>Rural - grazing Lochton Pastoral</td>
</tr>
</tbody>
</table>

| 400m west of Wildwood Road | Rural - grazing Lochton Pastoral | Somerton Road and 5 rural lifestyle lots and horse facility on north side | 4 lifestyle lots including Ponderosa pet boarding and site owned by Congregational Church of Samoa |
| Wildwood Road | Rural lifestyle 1 dwelling | 11 rural residential lots south side (marginal) | Somerton Road and frontage to 4 lifestyle lots including Ponderosa pet boarding |
| Merge into Somerton Road | | | Woodlands Historic Park |

---

**Common route with Option BB1 N**
**Figure 6.7  Option Melbourne Airport Link**

<table>
<thead>
<tr>
<th>Near left</th>
<th>Wilwoood Road</th>
<th>Rural – lifestyle</th>
<th>Balance of vineyard</th>
<th>Balance of rural grazing and mixed farm</th>
<th>Balance of 2 rural lifestyle lots 1 vacant 1 wholesale fruit and vegetable business and dwelling</th>
</tr>
</thead>
<tbody>
<tr>
<td>On alignment north to south</td>
<td>St Johns Road</td>
<td>3 rural lifestyle lots 2 dwellings</td>
<td>3 rural lifestyle lots 3 dwellings Winery including house and sales</td>
<td>3 lots rural – grazing and Rural - mixed farm</td>
<td>2 rural lifestyle lots 1 vacant 1 wholesale fruit and vegetable business</td>
</tr>
<tr>
<td>Near right</td>
<td>Rural – lifestyle</td>
<td>Rural – lifestyle</td>
<td>rural - grazing</td>
<td>Balance of rural – grazing and mixed farm</td>
<td>Rural lifestyle lot with horse facility</td>
</tr>
</tbody>
</table>

### Also affected by Existing PAO

<table>
<thead>
<tr>
<th>5 rural residential lots – vacant horse paddock</th>
<th>5 rural residential lots, 2 dwellings</th>
<th>Small residual rural residential lot</th>
<th>Woodlands Historic Park</th>
<th>Woodlands Historic Park</th>
<th>Airport land – mainly vacant Airport runway markers at SE end</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 rural residential lots – vacant horse paddock</td>
<td>5 rural residential lots, 3 dwellings Trucking and storage business 105 Oaklands Road</td>
<td>2 rural residential lots, 2 dwellings and trucking business</td>
<td>Woodlands Historic Park</td>
<td>Woodlands Historic Park</td>
<td>Airport land – vacant</td>
</tr>
<tr>
<td>5 rural residential lots – vacant horse paddock</td>
<td>5 rural residential lots, 2 dwellings</td>
<td>2 rural residential lots, balance of trucking business</td>
<td>Oaklands Road</td>
<td>Sunbury Road</td>
<td></td>
</tr>
<tr>
<td>5 rural residential lots – vacant horse paddock</td>
<td>5 rural residential lots, 2 dwellings</td>
<td>2 rural residential lots, balance of trucking business</td>
<td>Woodlands Historic Park small residual parcel</td>
<td>Airport land – vacant St Mary’s Church heritage site</td>
<td>Melbourne Airport - Airside operations</td>
</tr>
</tbody>
</table>

### Land Use and Development Issues

This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:

- Minimise impacts on adjacent horse business in Somerton Road
- Minimise land take and severance impacts on rural residential lots in Oaklands Road
- Reduce impacts on dwellings and businesses in Oaklands Road
- Minimise disruption to Woodlands Historic Park entry and ambience

### Mitigation measures

- Adjust design and alignment of interchange at Somerton Road - if possible
- Adjust route through rural residential properties in Oaklands Road – if possible
- Adjust route at entry to Woodlands Historic Park – if possible
### Figure 6.8 Oaklands Road Upgrade – interim solution

<table>
<thead>
<tr>
<th>Near left</th>
<th>Oaklands Road and Pet boarding establishment</th>
<th>Woodlands Historic Park</th>
<th>Woodlands Historic Park and 2 Historic sites</th>
<th>Woodlands Historic Park</th>
<th>Airport land – vacant St Mary’s Church heritage site</th>
</tr>
</thead>
<tbody>
<tr>
<td>On alignment north to south</td>
<td>Oaklands Road and 1 rural lifestyle lot</td>
<td>Oaklands Road 5 rural residential lots – vacant horse paddock</td>
<td>Oaklands Road 5 rural residential lots, Trucking and storage business</td>
<td>Cemetery Lane</td>
<td>Oaklands Road 2 rural residential lots</td>
</tr>
<tr>
<td></td>
<td>Somerton Road</td>
<td></td>
<td></td>
<td></td>
<td>Oaklands Road Melbourne Airport – vacant land and viewing site</td>
</tr>
<tr>
<td>Near right</td>
<td>1 rural lifestyle lot</td>
<td>5 rural residential lots – vacant horse paddock</td>
<td>5 rural residential lots, 5 dwellings Trucking and storage business</td>
<td>2 rural residential lots, 2 dwellings and trucking business</td>
<td>Airport land – vacant land and viewing site</td>
</tr>
</tbody>
</table>

### Land Use and Development Issues

This option will interact with various items of public infrastructure and private land use. Key challenges for this option include:

- Minimise impacts on 2 adjacent dwellings at 115 and 135 Oaklands Road
- Minimise impacts on adjacent dwelling at 65 Oaklands Road
- Minimise impacts on businesses at 75 and 105 Oaklands Road
- Minimise disruption to Woodlands Historic Park entry

### Mitigation measures

- Explore design and access solutions to reduce impacts on close dwellings
- Consider truck access requirements for two properties in design
- Provide high standard entry to Woodlands Historic Park
# Explanation of terms and symbols used in land use analysis figures 6.2 to 6.8

<table>
<thead>
<tr>
<th>Term</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling</td>
<td>Occupied place of residence</td>
</tr>
<tr>
<td>??</td>
<td>Unable to clearly determine use at this desktop level of investigation</td>
</tr>
<tr>
<td>Melbourne Airport - Airside</td>
<td>Land designated for airside operational activities within Melbourne Airport Master Plan</td>
</tr>
<tr>
<td>Melbourne Airport – Recreation/Conservation</td>
<td>Land designated reserved for conservation or recreation use within Melbourne Airport Master Plan</td>
</tr>
<tr>
<td>Rural – vacant</td>
<td>Large rural land parcel with no apparent current use other than occasional stock or agistment</td>
</tr>
<tr>
<td>Rural – grazing</td>
<td>Large rural land parcel apparently used for broad acre grazing of stock</td>
</tr>
<tr>
<td>Rural – lifestyle</td>
<td>Rural land parcel of average size 4-5ha to &gt;20ha used primarily for residential purposes and the enjoyment of a rural lifestyle</td>
</tr>
<tr>
<td>Rural residential</td>
<td>Semi urban land parcel of 0.4ha – 4-5ha used as for residential purposes with additional space for a horse, animals, fruit trees or home occupation</td>
</tr>
</tbody>
</table>

## Colour key

- Direct Impact – high
- Direct Impact – moderate
- Direct Impact – low
- Indirect Impact – high
- Indirect Impact – moderate
- Indirect Impact – low
Access Restoration – Impacts on Land Use
Each of the proposed access restoration proposals which are required to support the various route options has been examined for land use impacts. These are set out below in Table 6.2 with a relative impact assessment for each using the same scale as for the main options.

Table 6.2 Land use impacts of access restoration proposals

<table>
<thead>
<tr>
<th>Access Restoration Proposal</th>
<th>Land Use Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melbourne Airport Link - Oaklands Road link to winery</td>
<td>Low</td>
</tr>
<tr>
<td>Melbourne Airport Link – Woodlands Park Access</td>
<td>Low</td>
</tr>
<tr>
<td>Melbourne Airport Link – Cemetery Lane West</td>
<td>Low</td>
</tr>
<tr>
<td>Option BB1 South – Somerton east of Blackwell Lane</td>
<td>Low</td>
</tr>
</tbody>
</table>
Figure 6.9 Existing land use and development on project route options
6.4 Assessment of Land Use Impacts

The land use and development impacts of each project option as described above are based on a review of project options from preliminary design drawings supplied by VicRoads and field surveys to ascertain existing use and development of land on and adjacent to the prospective alignments. Where necessary secondary data has been scrutinised including review of aerial photography and interview data from other consultants. The assessed land use impacts are described in Section 6.3 above in graphical form. It should be noted that modification of the option by change to the alignment or by careful design could mitigate some or all of the identified impact and change this land use assessment.

The following is a summary of the land use and development impacts presented in this report. (Refer to Table 6.3) They are categorised as direct and indirect impacts. For the purposes of this report these terms mean:

**Direct** - impacts resulting in a direct contact between the project and the particular land use or development. These impacts could result in:
- complete or partial removal of an existing occupied dwelling;
- complete or partial removal of an existing non rural land use and associated development;
- conflict with or compromise of the use of land for rural or rural lifestyle purposes;
- complete or partial removal of a parcel of land including the severance of the land into less useful or accessible parcels;
- Compromise of the future use and development potential of the land

If an impacted use or development is of cultural, recreational or heritage significance this would add to its community value and hence its land use significance. This is taken into account in some measure in assigning a rating for impact on land use and development of particular route options but it is recognised that higher values may be assigned to such uses in separate social and cultural heritage assessments being carried out for the VicRoads planning study.

**Indirect** – impacts resulting from the abutment of the particular land use or development to the project option. This includes effects such as changed visual outlook, noise disturbance on adjacent sensitive (residential) uses as well as impacts of access restoration proposals.

The table presents an analysis of the type and level of impact on a simple scale of five from: Low, Low-mod, Mod, Mod-high to High. These are comparative ratings based on the relative impact of one option when compared with the others. However because the land use impacts of this proposal overall are considered to be low when compared with other major road proposals a rating of “high” impact has not been assigned to any of the options for any of the assessed impacts. Only in the case of impacts of the Melbourne Airport Link on non rural land use has a rating of “Mod-high” been assigned. Therefore the options are all generally assessed as exhibiting “low to mod” impacts for most issues with the differences between options usually being mostly minor to marginal rather than significant or extreme. Aggregated ratings for the Direct and Indirect impacts and for the overall impacts are derived by adding the ratings for each option using a simple value of 1-5 for the low-high ratings.

A sensitivity analysis of the assessment was carried out by applying a weighting to the criteria and comparing the ratings of each option with the unweighted assessment used in this report. This analysis demonstrated that the relative and actual rating of the project options is robust and did not change significantly using a weighted approach.
## Table 6.3 Summary land use and development impacts

<table>
<thead>
<tr>
<th></th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
<th>BB1 North mitigated</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Removal of existing dwellings</td>
<td>Low</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Future use and development</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Impacts on other non rural use</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Mod-high</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Impacts on rural and rural lifestyle use</td>
<td>Low</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Land parcel impact and severance</td>
<td>Low</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>mod</td>
<td>Low</td>
</tr>
<tr>
<td>Impact level (aggregated)</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low-mod</td>
<td>mod</td>
<td>Low</td>
<td>Low</td>
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<tr>
<td><strong>Indirect</strong></td>
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<tr>
<td>Amenity effect including visual noise on adjacent dwellings</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low</td>
</tr>
<tr>
<td>Access restoration impacts</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Impact level (aggregated)</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Overall impact level</strong></td>
<td>Low-mod</td>
<td>Mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low-mod</td>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>

**Explanation of Impact Rating**

Impacts are expressed on a scale of five from: Low, Low-mod, Mod, Mod-high to High. These are comparative ratings based on the relative impact of one option when compared with the others. However because the land use impacts of this proposal overall are considered to be low when compared with other major road proposals a rating of “high” impact has not been assigned to any of the options for any of the assessed impacts. Only in the case of impacts of the Melbourne Airport Link on non rural land use has a rating of “Mod-high” been assigned to some options. Therefore the options are all generally assessed as exhibiting “low to mod” impacts for most issues with the differences between options usually being mostly minor to marginal rather than significant or extreme. Aggregated ratings for the Direct and Indirect impacts and for the overall impacts are derived by adding the ratings for each option using a simple value of 1-5 for the low-high ratings.
This land use analysis suggests that the Bulla bypass options that involve a northern alignment along Somerton Road (BB1North, BB2, BB3 and BB5) have a lower impact on land use than the southern option (BB1 South). This is because the BB1 South alignment will directly impact a number of existing dwellings (3 compared with 1 or nil) and be positioned closer to more dwellings (9 compared with 2 - 4) than the other options which have a northern alignment along Somerton Road.

While each of the four Bypass options have similar overall impacts on other land uses including potential future use, they vary in the location of the impacts. Option BB1 North and to a lesser extent Option BB1 South has an impact on the small lifestyle lot containing a winery and olive grove and potential urban land at the end of Quartz Street (East of Deep Creek). West of the Creek Option BB1 North has a lesser (although not a minimum) impact on the land between the Creek and Sunbury Road because it bisects it into developable parcels. This option also has a high impact on the vacant site at the intersection of Loemans Road and Sunbury Road but a much lesser impact on the proposed quarry land. Option BB1 South on the other hand has lesser impacts east of the Creek and higher impact on the future use potential of parcels west of the Creek.

Because they diverge north from Somerton Road Options BB2, BB3 and BB5 have even lower impact on the existing sensitive uses along Somerton Road west of Wildwood. However they sever land from the rural grazing property of Lochton Pastoral. Option BB3 has significant impact on the rural lifestyle lot on the north east corner of Wildwood and takes a substantial parcel from the grazing property. Option BB5 has a reduced impact on Lochton Pastoral property than BB2 and BB3 but still has a significant impact due to the severance of a large parcel from the main property. West of the Creek BB2, BB3 and BB5 have a similar impact on the land between the Creek and Sunbury Road as BB1 South and this would result in a poor parcel size split. By picking up the existing intersection alignment of the OMR these two options also have a significant impact on the proposed quarry land. BB5 would have a similar impact in its ultimate connection to the OMR reservation but in the short term its connection to Sunbury Road avoids this impact.

Therefore the Bypass options are similar with assessed low - moderate impacts except for BB1 South which is assessed to have moderate impacts largely due to the removal of 3 dwellings and positioning closer to a significant number (9) of other dwellings on Somerton Road. The difference between the four other options with northerly alignments on Somerton Road is associated with the impacts to the west of Green Street including the Quartz Street area, the degree of severance of the Lochton Pastoral property and the impact on the lifestyle lot at Wildwood Road.

The Melbourne Airport Link is assessed as having moderate impacts on land use and development. This results from its direct removal of 5 dwellings, the effects on properties along Oaklands Road including two businesses and the severance of a number of rural and rural lifestyle properties into irregular parcels. This route also results in land use impacts at the intersection with Somerton Road where it is abutting several rural residential properties and the horse facility at 1290 Somerton Road. The intersection also abuts the property at 1285 Somerton Road which is used as a concrete business however it does not appear to remove any buildings or operating land area and subject to maintenance of suitable access this is not assessed as a significant land use impact.

The Oaklands Road Upgrade to a duplicated road is assessed as having low - moderate land use impact. Some land from the frontage of the rural residential lots on Oaklands Road will be required and this will result in the operating road lanes being situated closer to a number of the existing dwellings occupying these lots. Otherwise this proposal would be assessed as having low land use and development impacts.
6.5 Effect of Mitigation on Ranking
Where appropriate, mitigation of the impacts has been recommended, usually suggesting a change of alignment. It is possible that such a change of alignment could change the rating given to an option under this analysis.

BB1 North Mitigated
A review of the potential mitigation measures recommended in the detailed analysis tables shows that the simple northern Somerton Road alignment of BB1 North if combined with a more northerly alignment to the west of Green Street and through to the Sunbury Road connection could lead to a route that has a low overall land use impact. This segment could follow the alignment of the BB1 South route west of Green Street or a further modified alignment which curved south from BB1 South to intersect with the existing roundabout on Sunbury Road. If such an alignment is possible it would avoid the significant impacts of BB1 North east of the Creek (the Green Street lifestyle lot and the Quartz Street area) and improve on the residual land parcel configuration of the BB1 South route between the Creek and Sunbury Road. This mitigated option is assessed in table 6.3 to illustrate the potential for mitigation of land use impacts. This does not account for other potential impacts of such a modified route alignment. For example it does involve the removal of existing native vegetation.

6.6 Objective-based assessment of land use impacts
When the land use impact analysis results described in this section are applied to the nominated land use sub objective “to minimise direct and indirect impacts on existing land use and where predictable future land use” the outcomes reflect the relative impact rankings of project options.

The table 6.4 provides an assessment of the project route options against the relevant project objective and sub objective. It shows that the northerly alignment Bypass options maintain their superiority in avoiding land use impacts and thus supporting the objective. The Oaklands Road upgrade is also supportive of the objective. The BB1 South Bypass option is only moderately supportive because of the number of direct and indirect impacts on occupied dwellings as is the Melbourne Airport Link.

All of the options could be described as supporting the project objective in some measure due to the endeavour to avoid impacts through alignment design and the relatively low level of land use impacts for a major road project.
Table 6.4 Project objective-based assessment – Land use impacts

<table>
<thead>
<tr>
<th>Project Objectives / sub objectives</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective:</strong> To protect existing land uses and the character of landscapes, open space and recreational values</td>
<td></td>
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<tr>
<td><strong>Sub objective 4. To minimise direct and indirect impacts on existing land use and where predictable future land use</strong></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Direct impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Well</td>
<td>Well</td>
<td></td>
<td>Mod Well</td>
<td></td>
<td></td>
<td>Mod Well</td>
<td>Very Well</td>
</tr>
<tr>
<td>Indirect impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Well</td>
<td>Well</td>
<td>Mod Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Well</td>
<td>Mod Well</td>
</tr>
<tr>
<td>Overall</td>
<td>Well</td>
<td>Mod Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Mod Well</td>
<td>Well</td>
</tr>
</tbody>
</table>

**KEY**

- **Very Well**: The project option **strongly supports** the objective
- **Well**: The project option **supports** the objective
- **Mod Well**: The project option **partially supports** the objective without distinct positive or negative impact on achievement
- **Poor**: The project option **does not support** the objective and has a negative impact on achievement
- **Very poor**: The project option **does not support** the objective and has a strong negative impact on achievement
7 SUMMARY LAND USE OBJECTIVES ASSESSMENT

The overall objectives based assessment against the nominated land use objectives and sub objectives has been carried out based on the analyses set out in this report. A final aggregation has been made of the objective-based assessments of the two broad policy areas discussed in section 4 (Hume Planning Scheme Policy) and section 5 (Additional and Emerging Policy). The resulting objective-based comparison of the project options is shown in table 7.1. It shows that:

- The Bypass options and Melbourne Airport Link all provide strong support for land use planning objectives for Metropolitan Melbourne due to their key role in serving a metropolitan growth corridor, major distribution of population and employment and in particular the important Melbourne Airport employment, transport and activity node.
- The Bypass options and Melbourne Airport Link also provide strong support for land use planning objectives for the future development of Sunbury due to their future key role in providing high standard road access between the town and the wider metropolitan area. The strong support for policy derives from the importance placed on transport linkages and road infrastructure in the plans and policies prepared by Hume City Council for the Sunbury corridor.
- Land use planning objectives for the township of Bulla aimed at reducing the impact of traffic on the function, amenity and safety of the town are also strongly supported by the Bypass options and Airport Link with a minor qualification over the BB1 North alignment which intrudes marginally into the township environs.
- The northerly alignment Bypass options exhibit lower land use impacts than the BB1S option and the Airport Link and are therefore a degree more supportive of the land use impact objective.
- Oaklands Road upgrade would also be supportive of the policy and land use impact objectives as it would provide an interim solution to a number of project options.
Table 7.1 Project objective based assessment – Overall

<table>
<thead>
<tr>
<th>Project Objectives / sub objectives</th>
<th>BB1 North</th>
<th>BB1 South</th>
<th>BB2</th>
<th>BB3</th>
<th>BB5</th>
<th>Melbourne Airport Link</th>
<th>Oaklands Road Upgrade</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 1: To link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and to achieve long term objectives for the future development of Metropolitan Melbourne</strong></td>
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</tr>
<tr>
<td>Sub objective 1. To support the land use planning objectives for Metropolitan Melbourne and Victoria including the role of Melbourne Airport</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Well</td>
</tr>
<tr>
<td><strong>Objective 2: To support the land use objectives for the future development of Sunbury, including the ability to access employment in Metropolitan Melbourne</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Sub objective 2. To support the land use planning objectives for Sunbury</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Well</td>
</tr>
<tr>
<td>Sub objective 3. To support the land use planning objectives for Bulla</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Well</td>
</tr>
<tr>
<td><strong>Overall Objective 2</strong></td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Very Well</td>
<td>Well</td>
</tr>
<tr>
<td><strong>Objective 3: To protect existing land uses and the character of landscapes, open space and recreational values</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sub objective 4. To minimise direct and indirect impacts on existing land use and where predictable future land use</td>
<td>Well</td>
<td>Mod Well</td>
<td>Well</td>
<td>Well</td>
<td>Well</td>
<td>Mod Well</td>
<td>Well</td>
</tr>
</tbody>
</table>

**KEY**
- **Very Well**: The project option strongly supports the objective
- **Well**: The project option supports the objective
- **Mod Well**: The project option partially supports the objective without distinct positive or negative impact on achievement
- **Poor**: The project option does not support the objective and has a negative impact on achievement
- **Very poor**: The project option does not support the objective and has a strong negative impact on achievement
8 LAND USE ISSUES AND CONCLUSIONS

This report has considered the statutory planning, strategic policy and land use implications of the project options presented by VicRoads and shown in Figure 1.1. The conclusions reached from the examination of the options and their land use and policy context are as follows:

1. A primary influence on future traffic demand for the proposed link will be growth in the town of Sunbury. Revised urban growth boundaries through Amendment VC68 to the Hume Planning Scheme in August 2010 resulted in a substantial increase to the future urban area of Sunbury. In June 2012 the State Government published the Growth Area Plans for Melbourne’s Growth corridors including the Sunbury/Diggers Rest Growth Corridor. The Sunbury/Diggers Rest Growth Corridor Plan has adopted and reinforced the Urban Growth Boundary which was introduced in Amendment VC68 to the metropolitan planning schemes.

2. The existing population of 38000 for Sunbury/Diggers Rest is forecast to grow to almost 70000 in the period to 2031. In the long term the Growth Corridor Plans provide a capacity for growth of the corridor to between 110000 and 130000.

3. State planning policy gives some guidance for assessment of the proposed project options at a high level in the areas of biodiversity, landscape impact, cultural heritage, implementation of the road system and protection of the operations of Melbourne Airport. There is not much to differentiate the project options in their support of State policy except that the Melbourne Airport Link could be seen to strongly support policy 18.04-1 for the use and development of Melbourne Airport. The upgrade of Oaklands Road would strongly support the policy 18.02-4 which requires planning actions to make the most of existing infrastructure.

4. Some aspects of Local planning policy as expressed in the Hume Planning Scheme are outdated due to the introduction of amendment VC68. The only specific local policy which could be tested against the project options is the local townships policy Cl. 22.04 and in this case all options could be seen to strongly support the policy intent.

5. No planning permits are required for any of the project options under the zone provisions of the scheme. Planning permits are required for works under the Public Acquisition Overlay (PAO2) along the west side of Oaklands Road and under the Heritage Overlay (HO276) if the proposed works impact the house or surrounds on the Ponderosa property. The Melbourne Airport Link through Woodlands Historic Park is prohibited under the Public Conservation and Resource Zone and would require suitably amended planning scheme provisions to facilitate its construction and use. Under the particular provisions all options could require planning permits for the removal of native vegetation if removal of native vegetation is required.

6. City of Hume recently adopted the Sunbury Hume Integrated Growth Area Plan (HIGAP) and the associated Draft Delivery and Infrastructure Strategy. The Strategy outlines the changes necessary in Sunbury to facilitate the sustainable growth of the area to the projected population growth of over 80,000 in 30 years and an ultimate capacity of over 100,000. Key among these changes are the construction of the Bulla Bypass and the Melbourne Airport Link. It is noted that the Strategy nominates short term timeframes (0-5 years) for the Bulla Bypass and OMR however the implementation of these projects will obviously depend on funding and approvals frameworks including consideration of priorities for allocation of resources by Government. The project is potentially very supportive of these council strategies for the corridor.
7. The Melbourne Airport Master Plan sets out the proposed future use and development for the Airport including an Ultimate Airport Development Concept. None of the Bulla Bypass options currently being considered will intrude into the Airport area. Several earlier options did cross Airport land at the northern end. The Melbourne Airport Link will pass through Airport land on the north east of the intersection of Sunbury Road and Oaklands Road and a proposed Sunbury Road on ramp to the Tullamarine Freeway will pass through Airport land on the eastern side of the Sunbury Road. This land which is within the Airport ownership but not within the active functional Airport area is designated “Conservation and Recreation” which implies an open and undeveloped function.

8. The Melbourne Airport Ground Transport Plan 2009 sets out a framework of recommendations for surface transport improvements for the Airport to serve its short and long term needs. The project and particularly the MAL is very supportive of the intention of the plan to emphasise the link between the Airport and the Outer Metropolitan Ring.

9. At a broad land use level the project options are set within the green wedge land between metropolitan Melbourne and Sunbury. All Bulla Bypass options connect with the existing Sunbury Road in the vicinity of the proposed intersection of the OMR, cross the Deep Creek valley, join the Somerton Road alignment at various points, cross the proposed Melbourne Airport Link at a future intersection and continue the Somerton Road alignment across Oaklands Road. The general land use context of all routes is rural to the west of Deep Creek and through Lochton Pastoral property and rural lifestyle and rural residential along Somerton Road. The Melbourne Airport Link intersects with rural lifestyle uses at its intersection with the OMR reservation and generally traverses a number of rural properties until it passes through a denser group of rural residential lots south of Somerton Road. It then passes through the Woodland Historic Park property at its south western corner before re-joining the Sunbury Road/Tullamarine Freeway. All options avoid the denser urban settlement areas of the Bulla township and its immediate periphery.

10. A simple analysis of the land ownership pattern of the investigation area reveals that the BB2, BB3 and BB5 bypass options would intersect with a lower number of land parcels than the BB1 options which more closely follow Somerton Road.

11. The land use analysis suggests that the options that involve a northern alignment along Somerton Road (BB1North, BB2, BB3 and BB5) have a lower impact on land use than the southern option (BB1 South). This is because the BB1 South alignment will directly impact a number of existing dwellings and be positioned closer to more dwellings than the other options which have a northern alignment along Somerton Road.

12. Therefore the Bypass options are similar with assessed low - moderate impacts except for BB1 South which is assessed to have moderate impacts due in part to the removal of 3 dwellings and positioning closer to a number of other dwellings on Somerton Road. The difference between the four other options with northerly alignments on Somerton Road is associated with the impacts to the west of Green Street, the degree of severance of the Lochton Pastoral property and the impact on the lifestyle lot at Wildwood Road.

13. The Melbourne Airport Link is assessed as having moderate impacts on land use and development. This results from its direct removal of 5 dwellings, the effects on properties along Oaklands Road including two businesses, the severance of a number of rural and rural lifestyle properties into irregular parcels and land use impacts at the intersection with Somerton Road where it is abutting several rural residential properties and the horse facility at 1290 Somerton Road.

14. The Oaklands Road Upgrade to a duplicated road is assessed as having low - moderate land use impact. Some land from the frontage of the rural residential lots on Oaklands Road
will be required and this will result in the operating road lanes being situated closer to a number of the existing dwellings occupying these lots. Otherwise this proposal would be assessed as having low land use and development impacts.

15. A review of the potential mitigation measures recommended in the detailed analysis tables shows that the simple northern Somerton Road alignment of BB1 North if combined with a more northerly alignment to the west of Green Street and through to the Sunbury Road connection could lead to a route that has a low overall land use impact.

16. An overall assessment against the nominated land use objectives and sub objectives has been carried out. It concludes that:
   • The Bypass options and Melbourne Airport Link all provide strong support for land use planning objectives as set out in State and local panning policy of the Hume Planning Scheme, additional and emerging plans and policy for Sunbury and for the Master Plan of Melbourne Airport. Overall Option BB1North is assessed as very supportive of land use policy even though it is potentially less supportive of the local policy for Bulla because of its alignment west of Sunbury Creek.
   • The northerly alignment Bypass options exhibit lower land use impacts than the BB1S option and the Airport Link and are therefore a degree more supportive of the land use impact objective.
   • Oaklands Road upgrade would also be supportive of the policy and land use impact objectives as it would provide an interim solution to a number of project options.

(end of report)
APPENDIX 1 STUDY BRIEF

The Study Brief for the land use investigation comprises two parts, as follows:

1A  Scope of Work for Desk Top Land Use Report – 2011
1B  Scope for revision to Desk Top Land Use Report from proposal for variation – 23.03.12

1A  Scope of Work for Desk Top Land Use Report – 2011

(Follows on six pages)
THE ASSIGNMENT

DESKTOP LAND USE ASSESSMENT FOR OUTER METROPOLITAN RING LINK TO MELBOURNE
AIRPORT AND BULLA BYPASS

1. BACKGROUND:

This desktop review is to provide an overview of the study area for the Outer Metropolitan Ring link to Melbourne Airport and Bulla Bypass and assess the potential corridor options listed below. At this preliminary stage, field work will be confined to a drive by, if required, to confirm data obtained from the databases.

A major objective of the Outer Metropolitan Ring (OMR)/E6 Transport Corridor was to provide a high standard link to Melbourne Airport. A study area for the extension of the Tullamarine Freeway to the OMR was published in June 2009.

Sunbury/Bulla Road is already congested in peak periods through the township of Bulla and is constrained by steep grades and tight curves as the road crosses Deep Creek.

As a result of changes to the Metropolitan Sunbury’s Urban Growth Boundary in August 2010, Sunbury’s population will rapidly expand as development proceeds, resulting in increased traffic volumes on Sunbury Road as it is the main link to employment in the vicinity of Melbourne Airport and industrial areas to the north west. The current 2 lane, 2 way road will not be sufficient to cater for the anticipated growth in traffic demand.

The planning study will investigate options to link Melbourne Airport to the OMR/E6 Transport Corridor and Sunbury Township. Options include potential arterial road bypasses of Bulla Township to the south and north and a freeway to freeway link to the OMR/E6 Transport Corridor east of oaklands Road and the north of Somerton Road. An option to upgrade the road through Bulla to arterial road standard is also considered.

The study area lies in the City of Hume. Apart from Bulla township, zoned residential with a restructure overlay to the north of the town, the primary zoning is Green Wedge with PPRZ and PCRZ in the parkland/recreational facilities. Large areas of the surrounding countryside are covered by the Melbourne Airport Environ Overlay. Melbourne Airport is Commonwealth land. There is a wide Environment Significance Overlay along Jackson and Deep Creeks, with PPRZ along the banks of Deep Creek in the vicinity of Bulla township. There are a number of Heritage Overlay and a Public Acquisition Overlay for the Outer Metropolitan Ring (OMR)/E6 Transport Corridor and the widening of Oaklands Road.

The study area is bounded by the corridor options as shown on the attached plan. Melbourne Airport is to the south of the proposed options and west of Tullamarine Freeway, Woodlands Historic Park lies to the north of the freeway and east of Oaklands Road. Moonee Ponds Creek follows the park boundary.

The topography of the area is flat plains incised by deep gullies, including Deep Creek and Jacksons Creek. The confluence of Deep and Emu Creeks lies to the north of the study area. The township of Bulla is situated to the north of Deep Creek, centred about Bulla Road. However there is low density residential out to Somerton Road in the green wedge, with parkland and recreational facilities between Bulla and Somerton (Green Street) Roads.

Other activities include the Bulla Tip and Quarry on the north side of Sunbury Road to the west of Bulla and a proposed quarry on the south side. The Outer Metropolitan Ring Transport Corridor (alignment shown in green on the attached study area) bisects both operations.

The initial assessment will be of the following road alignment corridors of approximately 240 m width between Melbourne Airport to Sunbury Road:

- Option A Bulla Bypass (most southerly)
- Option B Bulla Bypass (south lower down Deep Creek Gully)
- Option C Somerton Road (link to OMR interchange)
- Option D Somerton Road (variation to north of interchange and lower down Deep Creek gully)
- Option E Bulla Road realigned to south of Option F
- Option F Bulla Road realigned to south of residential area
- Option G Upgrade of Bulla Road through town and west of Trap Street
- Option F/G Combination of Option G west of Trap Street and Option F south of Bulla
- Option H Somerton Road (variation to north of interchange and under OMR bridge no direct connection to OMR)
- Option I Tullamarine Freeway Link (shown in purple)

All options are common from Tullamarine Airport to just east of Oaklands Road. All options to the south and through Bulla...
common from just east of Oaklands Road and approximately Gate 4 on Sunbury Road (Melways map 177 E9).

The Tullamarine Freeway Link and Somerton Road options are common from just east of Oaklands Road to Somerton Road. Somerton Road is essentially one option: Option C with two variations Options D and H.

The Tullamarine Freeway Link assessment needs to include the freeway to freeway interchange and the OMR right of way between this interchange and the end of the Sunbury Road interchange as a possible shorter term option would be to build the southerly ramps and the south bound carriageways.

The north west limit of all options is the same location where the proposed realigned Sunbury Road meets the existing Sunbury Road north of Batey Court. Melway Ref 176 G2.

Some options include local access changes.

The Consultant shall attend the following meetings:

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Location</th>
<th>Duration</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft report feedback meeting</td>
<td>Camberwell offices</td>
<td>2 Hour approx</td>
<td>TBA</td>
</tr>
<tr>
<td>After the receipt of draft final report (if required)</td>
<td>Camberwell offices</td>
<td>1 Hour approx</td>
<td>TBA</td>
</tr>
</tbody>
</table>

VicRoads will provide copies of any previous relevant reports and other relevant information they hold to the Consultant at the commencement of the contract.

VicRoads will provide aerial photos and contour information (if required), plans and longitudinal sections of the options in dgn format and GIS files of the corridors.

No Properties are to be accessed in the study area for this desktop study.

2. CONTRACT OBJECTIVES:

The objective is to prepare a Desktop Land Use Assessment of the corridor for the OMR Tullamarine Freeway Link Planning Study as shown in Figure 1.

The survey outcomes by which the performance of this contract will be assessed are:

- A clear description of the land use in the area. This should be based on collated existing data and a drive through field investigation;
- Consideration of recent planning for Melbourne’s urban growth, in particular the future growth of Sunbury;
- An appraisal of any implications for the project arising from relevant Local, State and Commonwealth legislation or policy, including any permits and approvals required;
- An objective assessment of the potential impacts of the corridor options on land use values along the corridor;
- A description of any opportunities to avoid or mitigate these potential impacts through the design or management prior to and during construction;
- An assessment of the likely resultant level of impacts if mitigation measures are adopted.
3. METHODOLOGY:

3.1 Standard Requirements

a) Meeting Attendance

The provider shall attend all meetings, as instructed by the Superintendent.

It is expected that if held, meetings will be in the VicRoads, Camberwell Office, and be less than two hours duration.

b) Permits

The provider shall ensure that all necessary qualifications and permits are obtained for undertaking the investigations and that all work is carried out in accordance with these permits.

Copies of the relevant permits should be supplied with the provider’s proposal or, where this is not feasible, provided to VicRoads’ project manager prior to commencement of field surveys.

c) Site Inspection and Entry of Properties

The provider will undertake a drive through site inspection of the entire site but shall not be required to enter properties.

3.2 Assignment Tasks

The Assignment shall be undertaken primarily as a desktop study assessment, with drive through field inspections being undertaken where necessary to meet the objectives of the Assignment.

The provider shall undertake the following tasks:

a) Undertake research including a review of:
   - historic, current and predicted land use patterns;
   - Commonwealth, State and Local Government legislations;
   - Local Government strategies, policies and planning schemes (City of Hume);
   - any relevant census data and statistical information; and
   - any reports and literature that relate to land use within the Study Area, with particular reference to the future development of the Sunbury Growth Area.

b) Prepare a list of key contacts potentially affected or influenced by the Study Area. Liaise with key contacts as agreed with VicRoads;

c) Provide a map of the Study Area, clearly marking out land use areas of high, medium and low importance;

d) Provide summary maps showing the affected Planning Scheme zones and overlays.

e) Undertake a drive through site visit of the proposed Study Area

f) Consider current and future development patterns in the Study Area that are affected.

gh) Consider the wider context of recent planning for Melbourne’s urban growth, in particular the future growth of Sunbury.

h) Review the City of Hume State Planning Policy Framework (SPPF) and Local Planning Policy Framework (LPFF) (including Municipal Strategic Statement, Local Planning Policies, Zones, Overlays and Particular Provisions) and:
   - check the consistency of the project with local planning schemes and other relevant planning strategies;
   - check whether the construction of the new road and its use as a road would require permits under each element of the current Planning Scheme.

i) Assess how the proposed corridor meets the objectives of City of Hume policies, strategies, planning controls and future development;

j) Assess the potential for local and regional land use change as a result of the proposed project;

k) Identify opportunities to avoid or mitigate identified land use impacts through design or management;
k) Attend meetings as instructed by the Superintendent;
l) Produce draft and final reports based on the results of task a) to l). In addition, the report shall include:

- an executive summary;
- the project brief as an appendix;
- a detailed and clear description of land use of the Study Area;
- a summary/table of whether road use and road construction is permitted under the current zones and overlays;
- a summary of the changes to the Planning Scheme(s) required to implement the project without requiring further permits. Include all zones and overlays within the study area and other parts of the planning scheme;
- an evaluation of the potential impact of the project on current and future land use patterns;
- an outline of any appropriate comments that may have arisen through discussion with key contacts;
- an outline of opportunities to avoid or mitigate these potential impacts through design or management;
- an assessment of the likely resultant level of impacts if mitigation measures are adopted;
- any recommendations for further work which is required, including an indication of the scope and timing;
- discussion on any limitations to the study or details of any obstacles encountered in completing the assessment; and
- maps as specified or required to complement the text.

4. REPORTING:

A draft report will be required for VicRoads’ review by 15 March 2011. This report must be in the form specified by Item 3.2 of The Assignment.

One bound and one onbound copy of the draft report shall be presented to VicRoads for comment. The draft report will be reviewed by VicRoads. The consultant may be asked to make changes based on the reviewer’s comments before the report is finalised. Where the consultant has concerns about any of the review comments these are to be resolved with the Project Manager prior to the completion of the report.

A final report will be submitted 2 weeks after receipt of comments on the draft report.

One onbound and three bound copies of the final report (including colour figures and plates) should be presented to VicRoads. An electronic copy of all reports should also be provided to VicRoads on a disc in Microsoft Word (doc) and Adobe Portable Document File (pdf) formats, with maps showing the Study Area, areas identifying land use areas of high, medium and low importance, areas of potential land use significance and areas where further investigations are recommended.

Note that, colour plans should also be capable of being reproduced in black and white.

5. LIAISON WITH VICROADS:

The Provider shall liaise with VicRoads through the Superintendent or the Superintendent’s Representative.

The VicRoads Superintendent’s Representative for the assignment will be Ms Joan Gilmer. The contact details are as follows:

Phone: (03) 9811 8163
Email: joan.gilmer@roads.vic.gov.au

The Provider shall immediately notify VicRoads of any issues that should be brought to VicRoads’ notice regarding fieldwork or any other matters.
6. DELIVERABLES:

All reports shall conform to the following requirements:

- Margins:
  - Binding margin: 25mm
  - Open margin: 10mm (NB. In practical terms, provide the 25mm margin on both sides of each page so that VicRoads can produce double-sided documents.)
  - Top margin: 10mm
  - Bottom margin: 10mm

- Fonts:
  - Fonts to be generally no smaller than 12 point.

- Layout:
  - Start each section on the right hand page.
  - Start Chapter 1 on the right hand page. Start all other chapters as they occur.
  - First page of Chapter 1 is Page 1.
  - All preceding pages to be in Roman numerals.
  - Odd numbered pages to be right hand pages.

- Content:
  - Colour figures (including plans) should be capable of being reproduced in black and white.
  - Supply clean artwork (not photography).
  - Supply unfolded plans if greater than A4 size.
  - Supply loose photographic prints.
  - Where continuous alignment drawings are broken down to A3 size drawings, all annotation and text shown on the continuous alignment drawings must be self-contained within each A3 drawing.

- Maps should be provided in ArcGIS format as well as hard copy.
- All reports shall contain an executive summary which includes the key findings and recommendations.
- All reports shall contain a copy of the Consultant Task Brief as an Appendix.
1B Scope for revision to Desk Top Land Use Report from proposal for variation – 23 March 2012

Appreciation of the Assignment
As I understand the requirement it is for a final land use impact report for the refined options which now remain after VicRoads elimination process. My desk top land use impact report for the 10 route options across three corridors that were previously assessed is to form the basis of the required land use report.

In addition to developing the Melbourne Airport Link to OMR, VicRoads has refined the number of corridors. This resulted in the elimination of the southern and inner Bulla corridors, with the northern corridor taken forward for further investigation. The northern corridor is essentially the study area which contains four options for the Bulla Bypass. The Bulla Bypass will ultimately be a six lane arterial road. The 4 new options to be investigated in the land use report are:

- BB1 (north and south)
- BB2
- BB3

Interim staging options for the Bulla Bypass to be further considered include:
- a two lane, two way arterial road;
- as a four lane divided arterial as per the ultimate six lane facility; or
- Melbourne Airport Link route to Somerton Road replaced with four lane duplication of Oaklands Road.

Also, assessment is required for the Oaklands Road Duplication

Oaklands Road Duplication will travel along Oaklands Road from Sunbury Road to Somerton Road. This is a distance of about 1.5km. This component may be undertaken as an interim arrangement in conjunction with the Bulla Bypass.

The assessment is also to retain and update the desk top review of the OMR Link.

While the assignment assumes that this is an update of the existing desk top land use report long sections of the alignments to be assessed are new or modified from those previously assessed. So much so that it is anticipated that most of the data for each of the new alignments will have to be verified again from aerial photography and ground survey even though the new alignments are close to the original alignments C, D and H.

Also there are impacts of the staging and Oaklands Road duplication to address. Essentially this will involve a fairly significant re-write of the existing report and because it is a full land use study required data will need to be carefully checked.

Finally it is expected that the population and land use context Statutory provisions and policy and non statutory plans sections will need to be checked and updated.
Methodology and Scope

Based on the above understanding of the project and discussions with VicRoads, the following scope of work for this assignment is offered.

Initial Tasks

1. Meet and review the project details or other requirements with VicRoads and obtain any relevant reports or documentation. Review these documents and the project details. In particular obtain precise details of every property to be affected by project routes.
2. Liaise with the social and economic consultants to obtain information and to refine impact assessment to avoid duplication.
3. Carry out necessary supplementary field survey to update data from previous work and which can not be obtained from other consultants.
4. Prepare a draft land use report which will take into account the desk top report.
5. Review VicRoads comments and make any necessary amendments as requested. If necessary attend one meeting at VicRoads to resolve items.
6. Revise draft and prepare final land use report and submit.
7. Attend one follow up meeting with VicRoads if necessary.

It is assumed that the tasks can be completed without the need to consult other parties including land owners and Council.

This scope may be adjusted in consultation with the project manager.