

## BRIMBANK PLANNING SCHEME - AMENDMENT C157

## MELTON PLANNING SCHEME - AMENDMENT C143

### EXPLANATORY REPORT

#### Who is the planning authority?

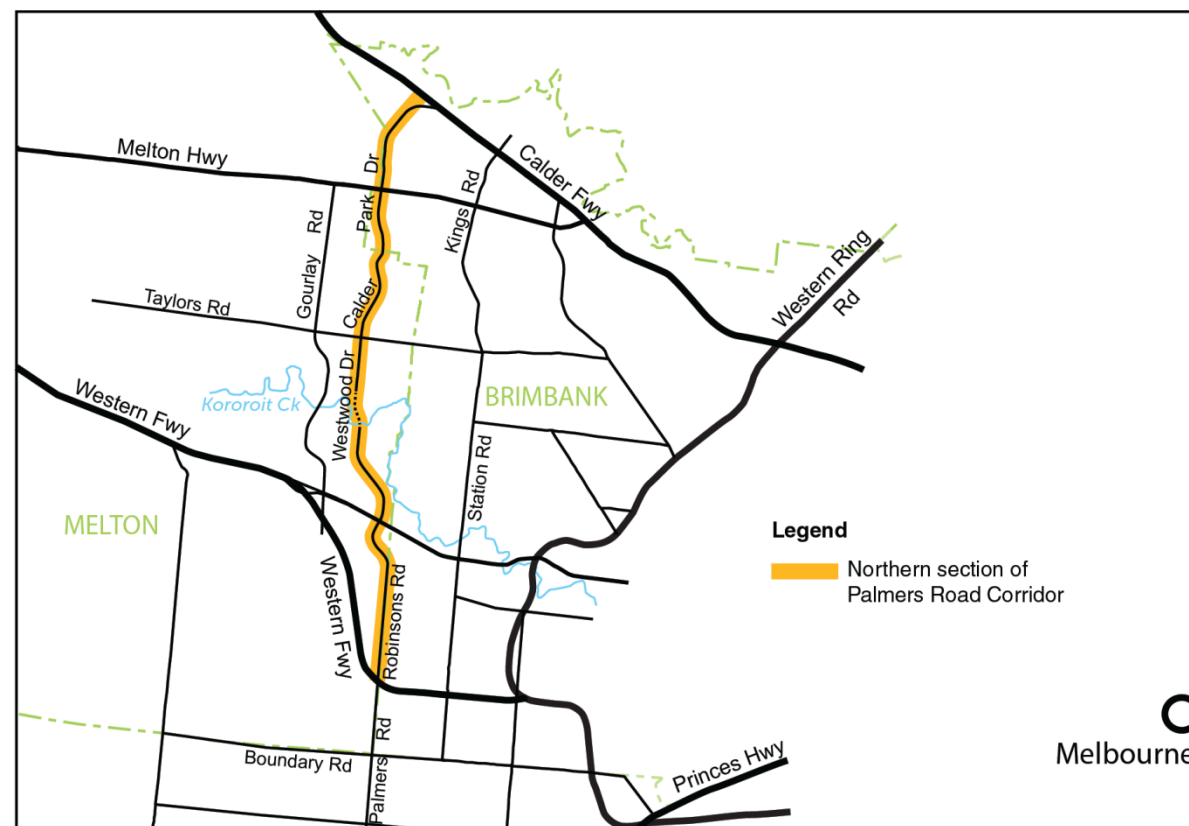
This amendment has been prepared by the Roads Corporation (trading as VicRoads), which is the planning authority for this amendment.

The amendment has been made at the request of the Minister for Roads.

#### Land affected by the amendments

The amendments apply to land for the Palmers Road Corridor upgrade between Western Freeway and Calder Freeway as shown in Figure 1 and referred to as the Project in this Explanatory Report. The proposed amendments apply to land abutting or near Robinsons Road, Westwood Drive and Calder Park Drive within the City of Brimbank and the City of Melton. The land required for acquisition is shown in more detail in the Public Acquisition Overlay maps associated with these amendments.

**Figure 1: Palmers Road Corridor Upgrade – Western Freeway to Calder Freeway**



#### What the amendments do

##### Brimbank Planning Scheme (Amendment C157)

The amendment:

- Amends Maps 1PAO and 7PAO to apply a Public Acquisition Overlay (PAO5) to land required for the upgrade of Calder Park Drive.
- Deletes the Public Acquisition Overlay (PAO5) from land no longer required for the proposed Calder Park Drive and Calder Freeway interchange.
- Amends the Schedules to Clause 52.03 and Clause 81.01 to insert the "Palmer's Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document", July 2015 to allow the land identified in the Incorporated Document to be used and developed for a major north south road subject to conditions.
- Amends the Schedule to Clause 61.01 to make the Minister for Planning the responsible authority for administering and enforcing the "Palmer's Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document", July 2015.

##### Melton Planning Scheme (Amendment C143)

The amendment:

- Amends Maps 10PAO and 14PAO to apply a Public Acquisition Overlay (PAO1) to land required for the upgrade of Robinsons Road, Westwood Drive and Calder Park Drive.
- Amends the Schedule to Clause 52.03 and Clause 81.01 to insert the "Palmer's Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document", July 2015 to allow the land identified in the Incorporated Document to be used and developed for a major north south road subject to conditions.
- Amends the Schedule to Clause 61.01 to make the Minister for Planning the responsible authority for administering and enforcing the "Palmer's Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document", July 2015.

#### Strategic assessment of the amendments

##### Why are the amendments required?

The amendments are required to reserve land for the Project and to exempt it from planning permit requirements. It is a long term project to widen Robinsons Road, Westwood Drive and Calder Park Drive to 6 lanes with off road shared paths on both sides. Details of the Project are included in the reports associated with these amendments and summarised in the Incorporated Document.

The Project is supported by "Plan Melbourne" (Victorian Government, 2014), the "Western Melbourne Transport Strategy" (Lead West, Western Transport Alliance, AECOM, 2012), "Growth Corridor Plans Managing Melbourne's Growth (Victorian Government, 2012), the "Growth Area Framework Plans: Melton - Caroline Springs (Victorian Government, 2006), the "Melton East Strategy Plan" (Shire of Melton, 1997) and the "Outer Western Suburbs Transport Study" (Victorian Government, 2001). These reports and plans identified Palmers Road, Robinsons Road, Westwood Drive and Calder Park Drive as future arterial roads. Robinsons Road, Westwood Drive and Calder Park Drive are currently local roads designated as future arterial roads to provide an important north-south link from Western Freeway to Calder Freeway. The existing roads are two-lane undivided roads. Consequently, there is a need to upgrade Robinsons Road, Westwood Drive and Calder Park Drive in the future to provide more road capacity for these roads to function as arterial roads and reduce the need for traffic to travel through local roads.

There is currently a gap in the route at Westwood Drive near Kororoit Creek. It is proposed to construct two three-lane bridges, one of which will be built by the City of Melton. The PAO for Calder Park Drive and Calder Freeway interchange needs to be relocated further west to improve road safety.

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

The proposed planning scheme amendments are supportive of, and assist in the implementation of the planning objectives in Victoria as set out in Section 4 (1) of the *Planning and Environment Act 1987* by:

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

The Project forms part of a strategic north-south route for local and regional vehicle movements associated with residential, commercial and industrial development with minimal impact on the recreational environment. The road upgrade will improve the efficiency of the transport network, which will have economic benefits to businesses by the way of reduced travel time, improved journey reliability and improved access to markets.

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

Comprehensive assessments of the road upgrade and surrounding environment have been undertaken to identify potential impacts on fauna and flora, habitat, cultural heritage and social effects. Measures to avoid such impacts have been incorporated into the design and will be included within the construction phase of the Project.

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

There will be positive impacts for the local community and the western region by improving the safety and efficiency due to the Project. Access to employment and recreation will be improved by two new bridges over Kororoit Creek. Safety will be improved by the removal of two level crossings and an interchange at Calder Freeway.

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

VicRoads has considered the location of places of cultural value and adopted a road design that minimises potential impacts on the heritage and cultural values of the area. Mitigation measures are proposed to minimise potential effects on the heritage values and features of the area. A draft Cultural Heritage Management Plan (CHMP) has been prepared and will be submitted for approval after the Environment Effects Statement (EES) process is finalised.

(e) *To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; by facilitating the provision and coordination of a major public infrastructure asset for benefit to the community.*

The amendments will put in place a Public Acquisition Overlay (PAO) to enable the provision of new or relocated infrastructure for the benefit of the community. The PAO maps associated with the amendments determine the private properties that are directly affected by the Project. The long term planning for the area has ensured that land is available to support the Project and has therefore greatly minimised the need for property acquisition.

(f) *To facilitate development in accordance with the objectives set out in paragraphs (a)-(e)*

The Project will assist with longer term strategic directions of providing a major north-south connection from Princes Freeway (Laverton), Western Freeway (Ravenhall), Western Highway (Deer Park), Melton Highway (Taylor Lakes) and Calder Freeway (Calder Park).

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

The Project is a key component of the future road network in the west of Melbourne. The Project will assist with the longer term strategic directions of providing a major north-south road link from Western Freeway to Calder Freeway. The Public Acquisition Overlay will provide certainty to land owners regarding the land to be acquired.

#### **How do the amendments address any environmental, social and economic effects?**

The Project has been subject to assessment under the *Environmental Effects Act 1978*. Investigations have been carried out to assess the relevant environmental, social and economic effects of the Project and these are summarised in this Explanatory Report and outlined in more detail in the EES Report. Refer to the last page or the Notice as to where these documents are available for inspection.

#### **Environmental Effects**

A number of environmental studies have been prepared for VicRoads for the Project. The results of these recent studies are summarised below.

##### **(a) Aboriginal cultural heritage**

There are 12 sites registered as Aboriginal Cultural Heritage sites in the Project Area. Potential impacts on Aboriginal cultural heritage would be avoided where possible or otherwise mitigated through the use of a CHMP. The proposed mitigation measures contained in the CHMP have been agreed in consultation with the Wurundjeri, the Registered Aboriginal Party (RAP) for the section north of the Calder Freeway, and with the Office of Aboriginal Affairs Victoria and the RAP applicants for the southern section of the Project Area.

##### **(b) Air quality**

An air quality assessment using the VicRoads Air Quality Screening Tool predicted that the concentrations of key air pollutants associated with vehicle emissions are within the requirements of the State Environment Protection Policy (Air Quality Management) using the predicted traffic volumes in 2046.

##### **(c) Historic cultural heritage**

There are no heritage overlays directly affecting the Project area and no heritage places of State cultural significance (VHR listed places) within the Project area. There are three sites listed on the Victorian Heritage Inventory within the Project area. Site H7822-0188 CS-H4 (Cobbled Road) is not deemed significant as there does not appear to be anything remaining of the part of this site that is located within the Project Area. Mitigation or management measures have been proposed for Ravenhall 2 Magazine and Storage Facility (H7822-0174) Robinsons Road, Ravenhall and the Drover's Hut (H7822-0160) north of Kororoit Creek.

##### **(d) Flora and fauna**

Matters of national environmental significance for this Project will be assessed by the Commonwealth via preliminary documentation through a separate process to this EES. The Project was considered a "controlled action" under the Commonwealth's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Project is not expected to have a significant impact on listed flora or fauna species in the Project area. The Project will require minimal removal of native vegetation. A general offset of 2.425 Biodiversity Equivalence Units is required to compensate for the removal of 2.64 habitat hectares of native vegetation and two scattered trees.

The Project has the potential to impact on ecological values within the Project area, such as through the loss of vegetation/ habitats, habitat fragmentation and edge effects, noise and dust pollution, increases in fauna mortality and aquatic disturbance. Impacts have been avoided and minimised on native vegetation, listed flora and fauna species and ecological communities throughout the planning and design process. The Project will be managed in accordance with a Contractor Environmental Management Plan (CEMP). Given that the Project area has been relatively disturbed and that mitigation measures and offset requirements would be implemented, adverse impacts would be limited.

#### **(e) Landscape and Urban Design**

The Project would not impact significantly upon the Organ Pipes National Park or on the main attractions in the Park including the Visitors Centre, Organ Pipes, Rosette Rock and Tessellated Pavement. Potential effects would be managed through mitigation measures such as retention of remnant vegetation, the use of planting to screen the interchange and other elements of the road. Planting adjacent to the Organ Pipes National Park will comprise species consistent with the ecological values of the Park.

The proposed bridge over Kororoit Creek and associated road infrastructure would impact on the Kororoit Creek valley and visual amenity, through the introduction of built infrastructure into a valley with natural and heritage values. These impacts can be mitigated somewhat by providing maximum open, light spaces beneath the bridge structures and planting indigenous vegetation on the embankments.

#### **(f) Traffic Noise**

For the large majority of residences along the Project, modelling of the 2-lane road (with Westwood Drive connection over Kororoit Creek) to a duplicated 6-lane road in 2046, showed that the traffic noise levels potentially change from -1 to +9dB(A). The noise increase for the majority of residences is predicted to experience an increase of between +1 to +3 dB(A). A 3 dB(A) change in road noise is just perceptible.

Consistent with VicRoads' Noise Attenuation Policy (2005) no noise attenuation measures are required for the project.

#### **(g) Waterways**

Waterway crossings would be designed in accordance with Melbourne Water requirements (channel profile, floodplain and revegetation) and construction would be undertaken in accordance with VicRoads Environmental Risk Management Guidelines (2012) and the State Environment Protection Policy (Waters of Victoria) requirements for receiving waterways. To further protect waterways and floodplain function appropriate design standards including Water Sensitive Road Design measures would be implemented. Melton City Council who is responsible for construction of the first three lane bridge over Kororoit Creek would need to comply with the Melbourne Water permit conditions and mitigation measures identified in their town planning permit application process.

#### **Social Effects**

The long term planning for the area has ensured that land is available to support the Project and has therefore greatly minimised the need for property acquisition. As a result, no residential dwellings would be acquired as part of the Project. No commercial buildings will be acquired. However, some businesses along Westwood Drive would be affected by property acquisition. This would be concentrated along the western side of Westwood Drive and affect land owned by businesses such as a petrol station, warehouses, a pool store and a truck driver education centre. Land is also required from the Calder Park Motor Sports Complex (situated on the western side of Calder Park Drive) and vacant industrial land (situated on the eastern side of Calder Park Drive).

Various social benefits arise from the Project. The community will gain a more accessible, efficient and safer north-south road link which provides greater access to developing residential and employment precincts in the area. Off-road shared paths are to be provided along the length of the road to enhance sustainable transport options for the community. The Social Impact Assessment concluded that the Project "will provide for improved traffic flow and road safety, with localised amenity impacts on adjacent properties resulting from increased traffic".

#### **Economic Effects**

The key economic outcomes of the Project are both short and long term. The short term direct benefits would be realised during construction activities, through the creation of jobs in the local area and multipliers associated with spending at local businesses.

The longer term benefits are reductions in traffic volumes in local streets and reduced congestion on major roads. These aspects translate into economic benefits to the broader community and businesses through reduced travel times, that subsequently result in greater fuel efficiency; and improved arterial access between freeways and residential and employment areas. Improved access may also encourage greater investment in the area. For instance, there is potential for increased industrial and office development near the Calder Freeway which is currently vacant land to the east of Calder Park Drive. Near the Western Freeway there is also vacant industrial land which would be developed and benefit from better north south access.

Robinsons Road, Westwood Drive and Calder Park Drive will be a major north-south transport route linking Western Freeway, Western Highway, Melton Highway and Calder Freeway. The Project will provide better links to Melbourne Airport and the growing employment and residential areas in the west of Melbourne. South east of the Project, there has been approval for East Werribee which is expected to eventually generate 58,000 jobs and have 7,000 homes.

#### **Do the amendments address relevant bushfire risk?**

The Project will not increase the bushfire risk of the surrounding area since it is an urbanised area serviced by two fire authorities, the CFA and the MFB.

Providing improved road connectivity, especially across Kororoit Creek and to Calder Freeway and Western Freeway, will improve access for emergency vehicles with bushfire responsibilities.

#### **Do the amendments comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendments comply with the following Ministerial Directions by the Minister for Planning:

- *Ministerial Direction No. 9 – Metropolitan Strategy.* The amendments are consistent with the directions and policies of the metropolitan strategy included in "Plan Melbourne" (Victorian Government, 2014).
- *Ministerial Direction No.11 – Strategic Assessment of Amendments.* The purpose of this Direction is to provide a consistent framework for the evaluation of proposed planning scheme amendments and the outcomes it produces. The Strategic Assessment Guidelines outlined in this Direction are incorporated into this Explanatory Report.
- *Ministerial Direction No. 12 – Urban Growth Areas.* A small section of the Project is outside the Urban Growth Boundary (UGB) near Calder Freeway. The amendments do not make any changes to the UGB, urban growth zones or precinct structure plans.
- *Ministerial Direction No. 15 – The Planning Scheme Amendment Process.* The amendments will comply with the current process for Planning Scheme Amendments.

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

## How do the amendments support or implement the State Planning Policy Framework and any adopted State policy?

The amendments support and implement the State Planning Policy Framework. Clauses that are relevant to the amendments are as follows:

### (a) Clause 11 Settlement

- *Clause 11.02-2 Planning for Growth Areas* – The Project links into the Principal Freight network south of Western Freeway as well as making the most of existing infrastructure.
- *Clause 11.02-3 Structure Planning* – The amendments facilitate orderly development of the western suburbs by providing certainty in relation to future road widening. The Project was identified as needed in structure plans since 1997 (Melton East Strategy Plan).
- *Clause 11.02-4 Sequencing of Development* – The Project will be built in stages with the Calder Freeway interchange and Kororoit Creek bridge to be built in the short term.

### (b) Clause 12 Environmental and Landscape Values

- *Clause 12.01-1 Protection of biodiversity* – A Conservation Management Plan will be prepared for the Palmers Road Corridor as part of the EPBC Act process (EPBC referral 2009/4867).
- *Clause 12.01-2 Native vegetation management* – Prior to the removal of native vegetation, an Offset Strategy will be prepared and offsets secured in accordance with current government policy.
- *Clause 12.04-1 Environmentally sensitive areas* – The Maribyrnong River has its source near the Organ Pipes National Park. The Project abuts the Organ Pipes National Park.
- *Clause 12.04-2 Landscapes* – Landscaping will be provided near the route as part of the Project, subject to meeting road safety requirements. Landscaping will be finalised closer to construction.

### (c) Clause 13 Environmental Risk

- *Clause 13.04-1 Noise abatement* – Noise attenuation, if required, will be provided for in accordance with *VicRoads Traffic Noise Reduction Policy 2005* (or other current policy at the time of construction).
- *Clause 13.04-2 Air quality* – It was determined that the estimated pollution levels would not exceed the State Environment Protection Policy (SEPP) Air Quality Management intervention levels for the worst case scenarios.

### (d) Clause 15 Built Environment and Heritage

- *Clause 15.03-1 Heritage conservation* – If the Project impacts on historic archaeological sites listed on the Victorian Heritage Inventory, consent will be required from Heritage Victoria.
- *Clause 15.03-2 Aboriginal cultural heritage* – Impacts on Aboriginal Heritage will be managed through the preparation and approval of a Cultural Heritage Management Plan (CHMP). The relevant Aboriginal groups have been consulted during the preparation of the CHMP.

### (f) Clause 18 Transport

- *Clause 18.01-1 Land use and transport planning* – The integration of land use and transport planning has been ongoing through Outline Development plans, the Growth Area Plans and the Precinct Structure Plans.
- *Clause 18.01-2 Transport system* – The application of the PAO, to reserve land for the Project, provides certainty about the future transport system.
- *Clause 18.02-1 Sustainable personal transport* – The Project incorporates off-road shared pedestrian and cycling paths on either side of the road.

- *Clause 18.02-2 Cycling* – The Project will eventually be part of the Principal Bike Network for Melbourne and connect with major trails along the Kororoit Creek and near the Organ Pipes National Park.
- *Clause 18.02-4 Management of the road system* – Robyns Road, Westwood Drive and Calder Park Drive are currently local roads under Council management. In the future, these roads will be managed by VicRoads and access will be consistent with “roads with restricted access” in accordance with the “Guide to Traffic Management Part 5 Road Management” (Austroads 2014).

## How do the amendments support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendments support and help to implement the Local Planning Policy Framework for the Brimbank and Melton Planning Schemes as detailed below:

### Brimbank Planning Scheme

- *Clause 21.10-1 Sustainable Transport* – The Project incorporates off-road shared pedestrian and cycling paths on either side of the road.
- *Clause 21.10-2 Road Network* – This clause includes the specific objective to “Encourage development of the Calder Freeway interchanges at Kings Road, Sunshine Avenue and Calder Park Drive.” Currently, it is not been possible to turn right at Calder Freeway near Calder Park Drive to the City centre. The proposed PAO will provide for a new interchange at Calder Park Drive enabling east and west movement at Calder Park Drive near Calder Freeway. It is proposed to delete the existing PAO near Calder Freeway at Calder Park Drive in the Brimbank Planning Scheme since it is not in the safest location for the interchange. A new Calder Freeway interchange will significantly improve east west accessibility, especially to Melbourne Airport and the City.

### Melton Planning Scheme

- *Clause 22.07 Transport and Movement* – The upgrade of Robyns Road, Westwood Drive and Calder Park Drive to 6 lanes supports the objectives for transport and movement. The building of the Kororoit Creek bridges will significantly improve north south accessibility in the area.

## Do the amendments make proper use of the Victoria Planning Provisions?

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

- Applying the PAO to reserve land needed for acquisition by VicRoads. Applying the PAO also requires mandatory referral of applications made within this land to VicRoads, ensuring that development does not occur that might increase the cost of the Project. It also provides certainty to service providers, property owners and occupiers in the vicinity of the proposed amendments.
- Amending the Schedules to Clause 52.03 and 81.01 to include an *Incorporated Document*, in the Brimbank and Melton Schemes to allow the land identified in the Incorporated Document to be used and developed for a major north south road subject to conditions.

Amending the Schedule to Clause 61.01 to make the Minister for Planning the responsible authority for administering and enforcing the “Palmers Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document”, July 2015.



### How do the amendments address the views of any relevant agency?

The views of the following agencies have also been considered in the preparation of these amendments or the development of the concept design plan for the Project:

- Aboriginal groups (Wurundjeri, Boon Wurrung Foundation, Bunurong Land Council)
- Brimbank City Council
- City West Water
- Department of Justice and Regulation
- Department of Premier and Cabinet (Office of Aboriginal Affairs)
- Department of Economic Development, Jobs, Transport and Resources
- Department of Environment, Land, Water and Planning
- Department of the Environment (Commonwealth)
- EPA Victoria
- Heritage Victoria
- Melton City Council
- Melbourne Water
- Metropolitan Planning Authority
- Parks Victoria
- Public Transport Victoria
- Regional Rail Link Authority
- VicTrack

### Do the amendments address relevant requirements of the Transport Integration Act 2010?

#### *Division 2 - Transport system objectives*

The planning scheme amendments address these objectives by:

- **Social and economic inclusion** - The upgraded road will provide facilities for a range of transport modes, including drivers, pedestrians and cyclists.
- **Economic prosperity** - The proposed road upgrade will provide efficient access to employment, markets and services along the route and better access to Calder Freeway and Western Freeway to the wider region.
- **Environmental sustainability** - The Project has included comprehensive environmental investigations and assessments of the impact of the road upgrade. Where necessary these studies have recommended measures to minimise its impact on the natural environment.
- **Integration of transport and land use** - Transport and land use has been planned in advance through Precinct Structure Plans (e.g. Robinsons Road North Employment PSP), Strategy Plans (e.g. Melton East Strategy Plan 1997), Growth Area Plans (e.g. Melton-Caroline Springs 2006 in Planning Schemes) and Growth Corridor Plans (e.g. West Growth Corridor Plan 2012).
- **Efficiency, coordination and reliability** - The Project will provide efficient and reliable traffic movement across a variety of modes. It will result in reduced journey times.
- **Safety and health and wellbeing** - A high level of safety would be achieved for users of the corridor with separated carriageways, dedicated off road cycle and pedestrian paths and controlled crossing facilities at all signalised intersections. Two level crossings (with the Melbourne-Ballarat and Melbourne-Bendigo rail lines) would be removed.

### **Division 3 - Decision making principles**

The planning scheme amendments address these principles by:

- Ensuring coordination between VicRoads, Councils, other agencies and landowners.
- Considering the economic, environmental and social factors that affect the Project. The investigations and assessments undertaken for this Project satisfy the principles of triple bottom-line assessment and take account of economic, social and environmental costs and benefits.
- Ensuring equity for the existing and future community through the resolution of any access and amenity issues prior to construction.
- The Project will provide for a range of transport options.
- The precautionary principle has been followed in the development of the project design through careful evaluation to avoid serious or irreversible damage to the environment wherever practicable.
- Community and stakeholder consultation has been undertaken at various stages of the Project. The plans have been collaboratively developed with a range of stakeholders. Consultation will continue as part of the Panel Hearing process.
- There is transparency in relation to the Project as the road upgrade has been identified in the Melton Planning Scheme, the Brimbank Planning Scheme and in subdivision plans.

### **Resource and administrative costs**

#### **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The new planning provisions are not expected to have a significant impact on the resource and administrative costs of the responsible authorities.

The implementation of the amendments will have minimal resource and administrative costs for the two Councils. VicRoads, as the Planning Authority for the amendments and designated acquiring authority, will have the majority of resource and administrative costs.

### Where you may inspect the Amendments

The amendments are available for public inspection, free of charge, during office hours at the following places:

<b>Brimbank City Council Keilor Office</b> 704B Old Calder Highway Keilor, Victoria.	<b>Brimbank City Council Sunshine Customer Service Centre</b> 6-18 Alexandra Avenue Sunshine, Victoria.
<b>Brimbank City Council Watergardens Service Centre</b> Watergardens Town Centre (Located within the Sydenham Library) 1 Station Street, Taylors Lakes, Victoria.	
<b>Melton City Council Melton Civic Centre</b> 232 High Street Melton, Victoria.	<b>Melton City Council Caroline Springs Civic Centre/Library</b> 193-201 Caroline Springs Boulevard Caroline Springs, Victoria.
<b>VicRoads Metro North West Region</b> 499 Ballarat Road Sunshine, Victoria.	<b>State Library of Victoria</b> 328 Swanston Street Melbourne, Victoria.

The amendments can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.dtpli.vic.gov.au/publicinspection](http://www.dtpli.vic.gov.au/publicinspection).

### Submissions

Interested persons and organisations wishing to comment on the EES and the Amendments are invited to make written submissions by 5.00pm on **Monday 31 August 2015**. Submissions can be made online at: [www.delwp.vic.gov.au/palmers-road-corridor-ees](http://www.delwp.vic.gov.au/palmers-road-corridor-ees).

The online submission coversheet must be completed. Parties wishing to post in a written submission will need to contact Planning Panels Victoria on (03) 8392 6393 to obtain a hard copy of the submission coversheet.

### Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendments:

- **Directions hearing: week commencing 21 September 2015.**
- **Panel hearing: week commencing 19 October 2015.**

## Planning and Environment Act 1987

## BRIMBANK PLANNING SCHEME

## AMENDMENT C157

## INSTRUCTION SHEET

The planning authority for this amendment is the Roads Corporation trading as VicRoads.  
The Brimbank Planning Scheme is amended as follows:

**Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 2 attached map sheets.

**Overlay Maps**

1. Amend Planning Scheme Map Nos. 1PAO and 7PAO in the manner shown on the 2 attached maps marked "Brimbank Planning Scheme, Amendment C157".

**Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

2. In Particular Provisions – Clause 52.03, replace the Schedule with a new Schedule in the form of the attached document.
3. In General Provisions – Clause 61.01, replace the Schedule with a new Schedule in the form of the attached document.
4. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

21/05/2015  
DATE  
CG26C157

**SCHEDULE TO CLAUSE 52.03**

Address of land	Title of incorporated document
Land on the south side of Stenson Road, Kealba, generally north of the 55 metre contour described as Crown Allotment 6 and 7, Section A, Parish of Maribyrnong and Part Lot 7, LP220103, Malcolm Court, Kealba.	Stenson Road Subdivision – 22 June 1999
The Melbourne to Ballarat Railway shown on the project area maps for the Regional Fast Rail Project and the Fibre Optic Project in the incorporated document.	Rail Infrastructure Projects (comprising the Rail Gauge Standardisation Project, the Regional Fast Rail Project and the Fibre Optic Project), December 2002
Land within and adjacent to the railway reserve between Sunbury Railway Station and Watergardens Railway Station, the general extent of which is shown on the project locality maps in the incorporated document.	Sunbury Electrification Project Incorporated Document February 2010
The land required for the Regional Rail Link Project as identified in clause 3 of the incorporated document	Regional Rail Link Project Section 1 Incorporated Document, March 2015.
Land required for the Palmers Road and Robinsons Road upgrade as identified in clause 3 of the incorporated document.	Palmers Road and Robinsons Road Upgrade (Sayers Road to Western Freeway, Truganina) Incorporated Document, July 2012.
Land required for the Water for a Growing West Project as shown on the project plans included in the Incorporated Document	Water for a Growing West Project Incorporated Document, July 2014
Land required for the Main Road, St Albans Level Crossing Removal Project	Main Road, St Albans Level Crossing Removal Project Incorporated Document, May 2014.
<a href="#">Land required for the upgrade of Palmers Road Corridor (Western Freeway to Calder Freeway) as shown in figures 1 to 4 of the Incorporated Document.</a>	<a href="#">Palmers Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document, July 2015.</a>

[21/05/2015](#)  
[Date](#)  
[C157](#)

**SCHEDULE TO CLAUSE 61.01****1.0 Responsible authority for administering and enforcing this scheme:**

15/03/2011  
VC78

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

**2.0 Responsible authority for administering and enforcing a provision of this scheme**

21/05/2015  
GC26

The Minister for Planning is the responsible authority for the approval of the Development Plan and Environmental Management Plan required under Schedule 12 to the Development Plan Overlay and for planning permits required under the Heritage Overlay and Schedule 3 to the Design and Development Overlay which relate to the Melbourne Airport Rail Link project.

The Minister for Planning is the responsible authority for administering and enforcing:

- Clause 52.03 of the scheme in respect of the “Regional Rail Link Project Section 1 Incorporated Document, March 2015”.
- Any other provision of the scheme as it applies to the use or development of land authorised by the Victorian Government for the Regional Rail Link Project.
- [Clause 52.03 of the scheme in respect of the “Palmer Road Corridor Upgrade \(Western Freeway to Calder Freeway\) Incorporated Document, July 2015.](#)

**3.0 Person or responsible authority for issuing planning certificates:**

15/03/2011  
VC78

Minister for Planning

**4.0 Responsible authority for VicSmart applications:**

19/09/2014  
VC114

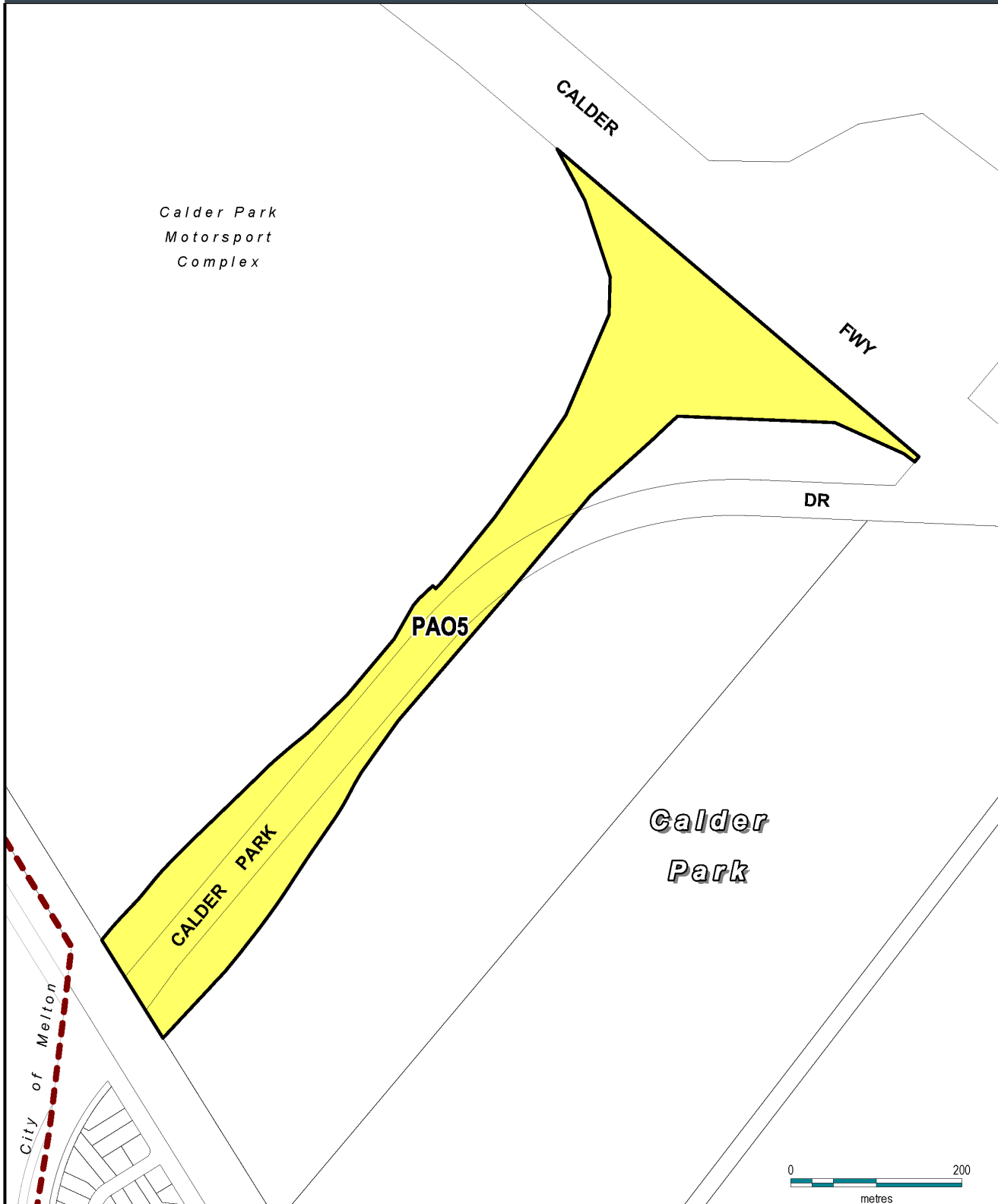
The Chief Executive Officer of the Brimbank City Council is the responsible authority for considering and determining VicSmart applications to which Clause 91 applies, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Act.

[21/05/2015](#)  
[Date](#)  
[GC26C157](#)

**SCHEDULE TO CLAUSE 81.01**

Name of document	Introduced by:
Australian Standard AS2021-2000, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, Standards Australia International Ltd, 2000	<b>VC11</b>
Keilor Cemetery Incorporated Plan, November 2007	<b>C84(Part1)</b>
Keilor Reserve Incorporated Plan, November 2007	<b>C84(Part1)</b>
Main Road, St Albans Level Crossing Removal Project Incorporated Document, May 2014	<b>C160</b>
Maribyrnong River Valley Design Guidelines, April 2010	<b>C141</b>
Overnewton Anglican Community College Keilor Campus Master Plan, March 2006	<b>C81</b>
Palmer Road and Robinsons Road Upgrade (Sayers Road to Western Freeway, Truganina) Incorporated Document, July 2012	<b>C152</b>
<a href="#">Palmer Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document, July 2015</a>	<b>C157</b>
Rail Infrastructure Projects (comprising the Rail Gauge Standardisation Project, the Regional Fast Rail Project and the Fibre Optic Project), December 2002	<b>VC17</b>
Regional Rail Link Project Section 1 Incorporated Document, March 2015	<b>GC26</b>
Sunbury Electrification Project Incorporated Document February 2010	<b>C132</b>
Sydenham Regional Activity Centre Structure Plan, April 1999 (Revised March 2009)	<b>C117</b>
Water for a Growing West Project Incorporated Document, July 2014	<b>GC18</b>
Watergardens Town Centre Framework Plan, March 2009	<b>C117</b>

BRIMBANK PLANNING SCHEME



**LEGEND**  
**PA05** Public Acquisition Overlay 5 - VicRoads for Road purposes

Part of Planning Scheme Map 1PAO

**AMENDMENT C157**

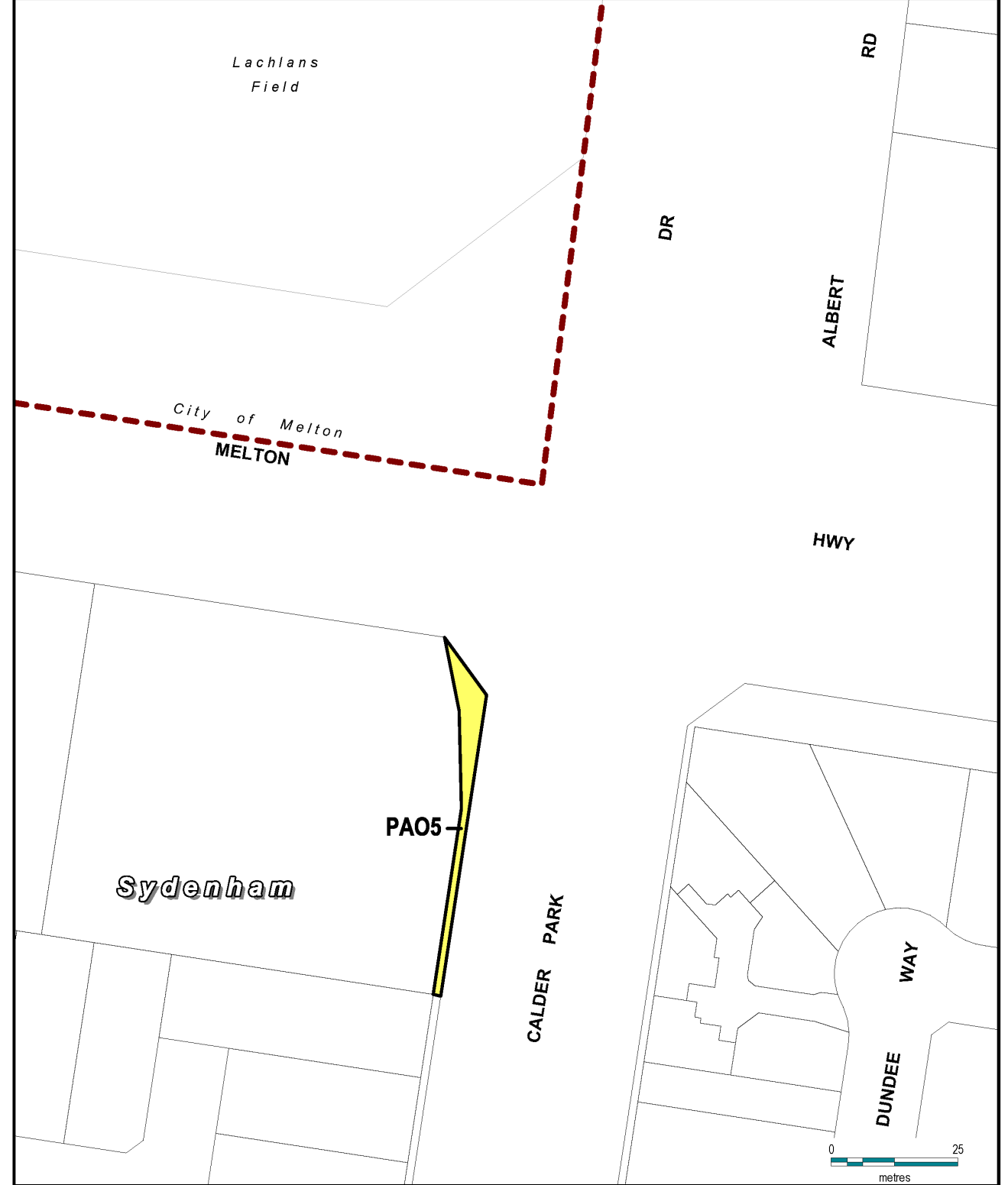
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 | Planning Information Services |  
 | Planning |



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BRIMBANK PLANNING SCHEME



**LEGEND**  
**PA05** Public Acquisition Overlay 5 - VicRoads for Road purposes

Part of Planning Scheme Map 1PAO

**AMENDMENT C157**

| Planning Mapping Services |  
 | Planning Information Services |  
 | Planning |

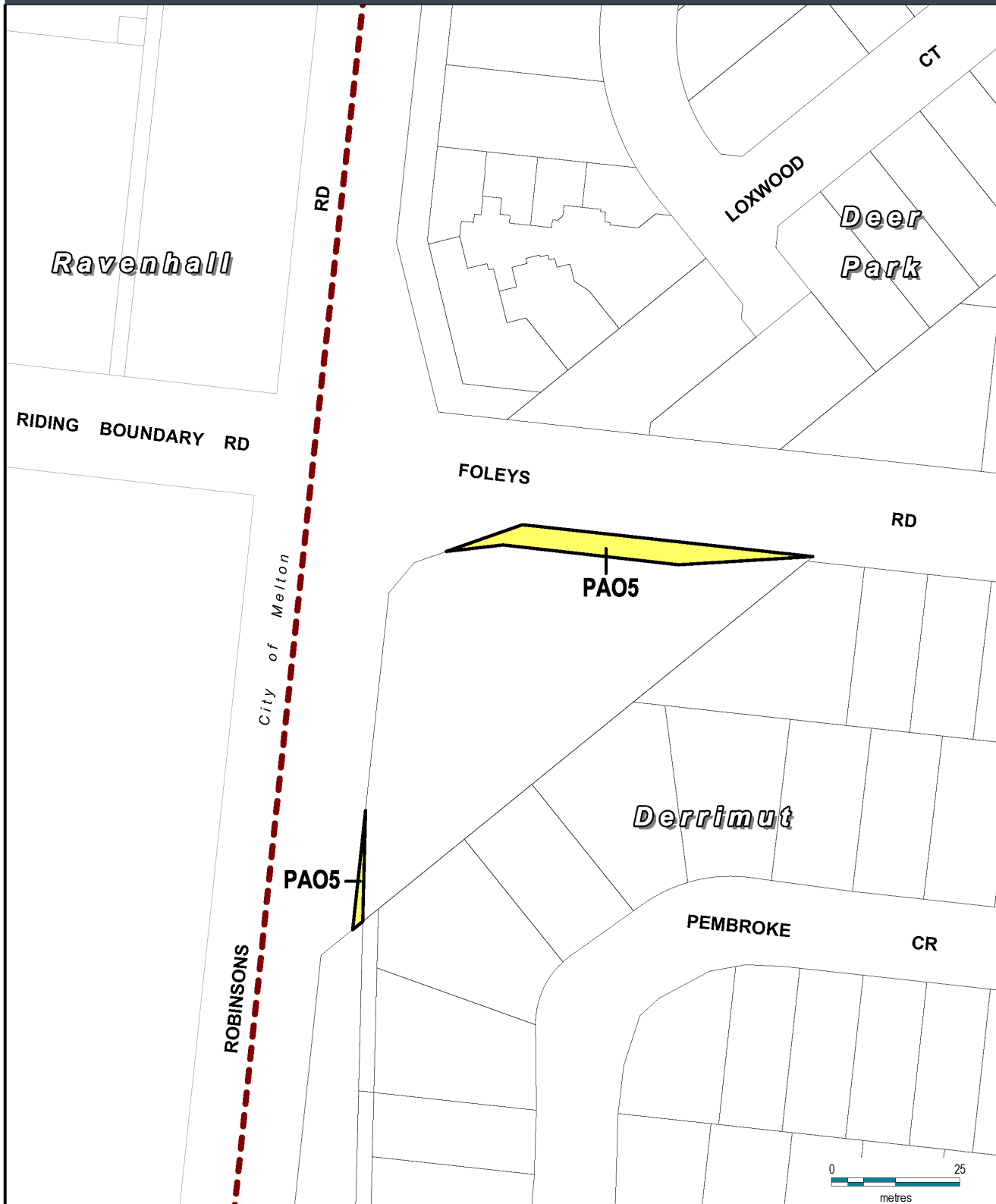


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BRIMBANK PLANNING SCHEME



**LEGEND**  
**PA05** Public Acquisition Overlay 5 - VicRoads for Road purposes

Part of Planning Scheme Map 7PAO

**AMENDMENT C157**

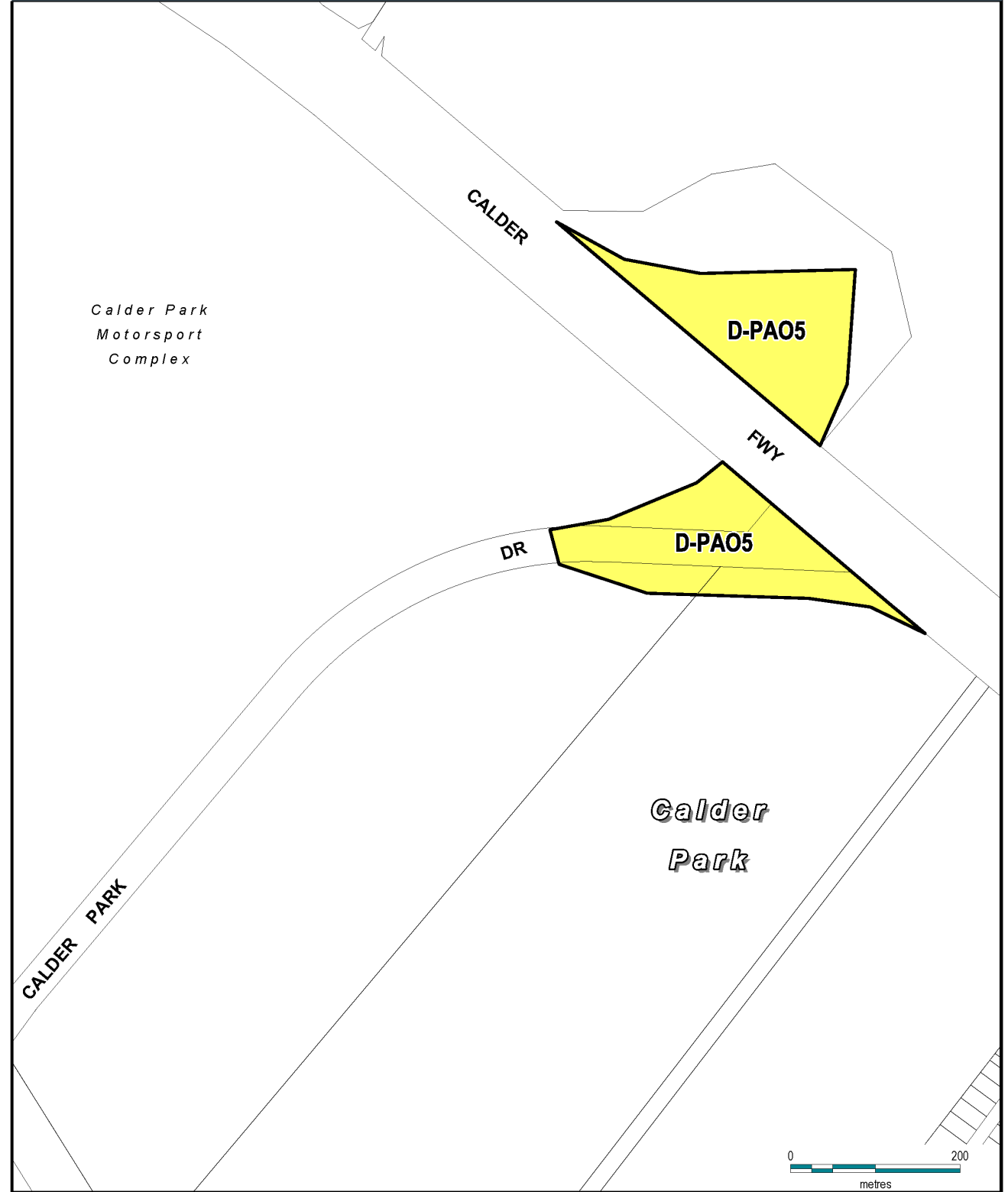
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BRIMBANK PLANNING SCHEME



**LEGEND**  
**D-PA05** Area to be deleted from a Public Acquisition Overlay 5

Part of Planning Scheme Map 1PAO

**AMENDMENT C157**

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# **Palmers Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document**

Prepared by Roads Corporation (trading as VicRoads)

**JULY 2015**

## **1.0 INTRODUCTION**

This document is an incorporated document in the Brimbank and Melton Planning Schemes pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*. The document has been incorporated by Amendment C143 to the Melton Planning Scheme and Amendment C157 to the Brimbank Planning Scheme.

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

The control in this document prevails over any contrary or inconsistent provision in the Brimbank or Melton Planning Schemes.

## **2.0 PURPOSE**

The purpose of the control in this document is to allow the use and development of land for the northern section of the Palmers Road Corridor (the Project). The northern section of the Palmers Road Corridor includes the upgrade of Robinsons Road, Westwood Drive and Calder Park Drive from Western Freeway to Calder Freeway.

## **3.0 PROJECT DESCRIPTION**

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

- A three-lane, two way divided carriageway and associated works.
- Interchanges along the route.
- Bridges over waterways.
- Grade separated crossings.
- Shared off-road pedestrian and bicycle paths.
- Access restoration works.

## **4.0 LAND**

The control in this document applies to land required for the construction and operation of the Project, shown as the Project Area in Figures 1 to 4 of this document.

## **5.0 CONTROL**

Despite any provision to the contrary or any inconsistent provision in the Brimbank or Melton Planning Schemes, no planning permit is required for, and nothing in the Brimbank or Melton Planning Schemes operates to prohibit or restrict, the use or development of land in the Project Area for a road.

This control is subject to the conditions in clause 6.0 of this document.

The Project may proceed in stages. Each stage must comply with the conditions in clause 6.0 of this document.

## 6.0 CONDITIONS

### 6.1 Environmental Management

Prior to the commencement of any works associated with the Project, a document ("Document") must be prepared to the satisfaction of the Minister for Planning (or delegate), which incorporates the requirements set out in the Minister for Planning's Assessment under the *Environment Effects Act 1978* and the relevant aspects of the Environment Effects Statement (EES) completed for the project.

The Document must include:

- The framework for approvals, consents and related statutory instruments that will underpin environmental management for the Project.
- The applicable environment management system, including the organisational accountabilities and responsibilities assigned for the project.
- The environmental management measures required to address key environment risks and issues, identified through the EES and Minister's Assessment.
- The environment performance objectives and indicators for guiding management actions.
- The processes for monitoring, reporting, auditing and evaluating performance and environmental outcomes, as well as revising management measures.

The Project must be carried out in accordance with the approved Document.

### 6.2 Drainage

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

### 6.3 Native Vegetation

Prior to the removal of native vegetation, an Offset Strategy must be prepared in accordance with the "Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines" or relevant guidelines at the time of works to the satisfaction of the Department of Environment, Land, Water and Planning.

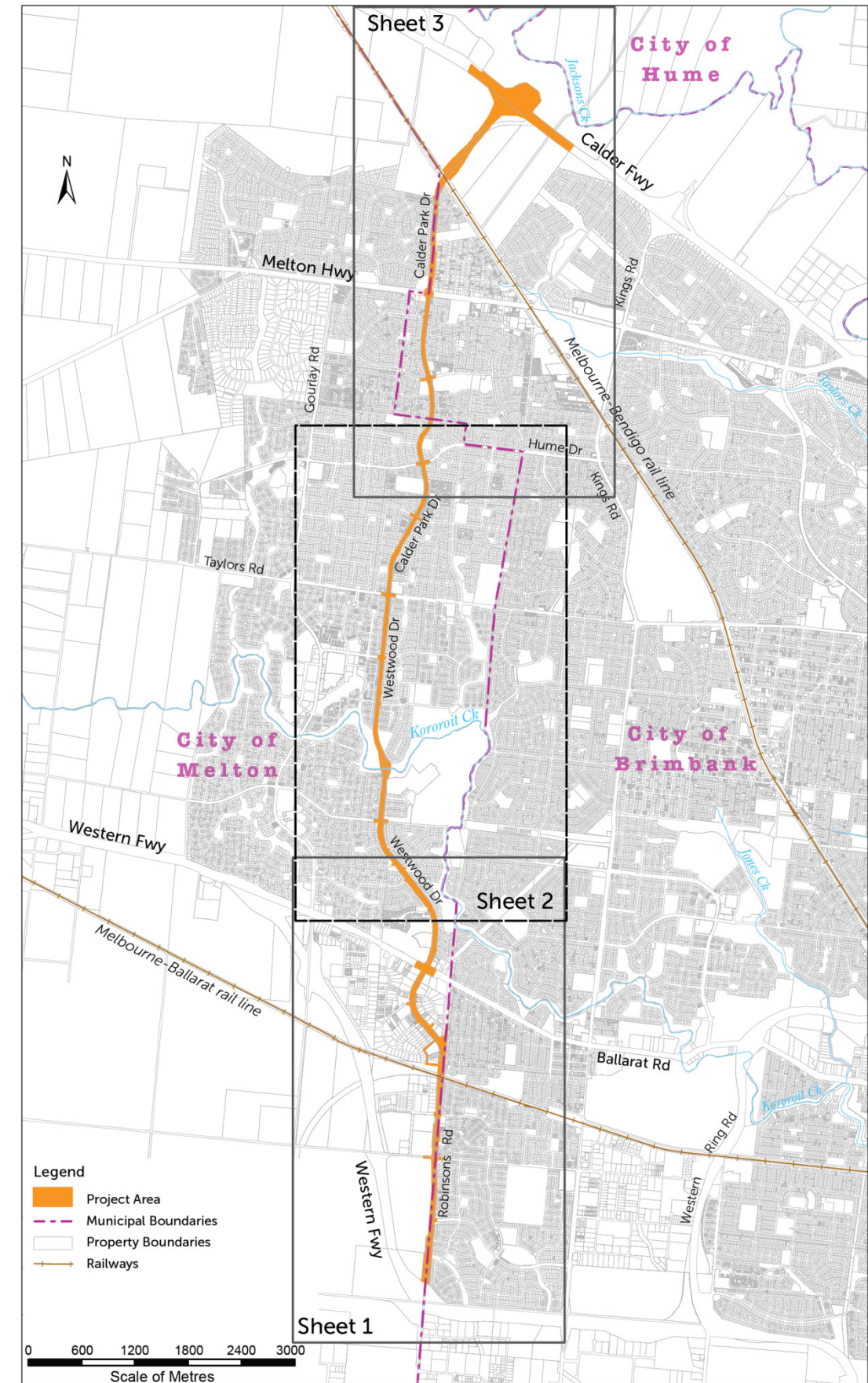
## 7.0 EXPIRY

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

- The development allowed by the control is not started by 31 December 2035.
- The development allowed by the control is not completed by 31 December 2045.
- The use allowed by the control is not started by 31 December 2045.

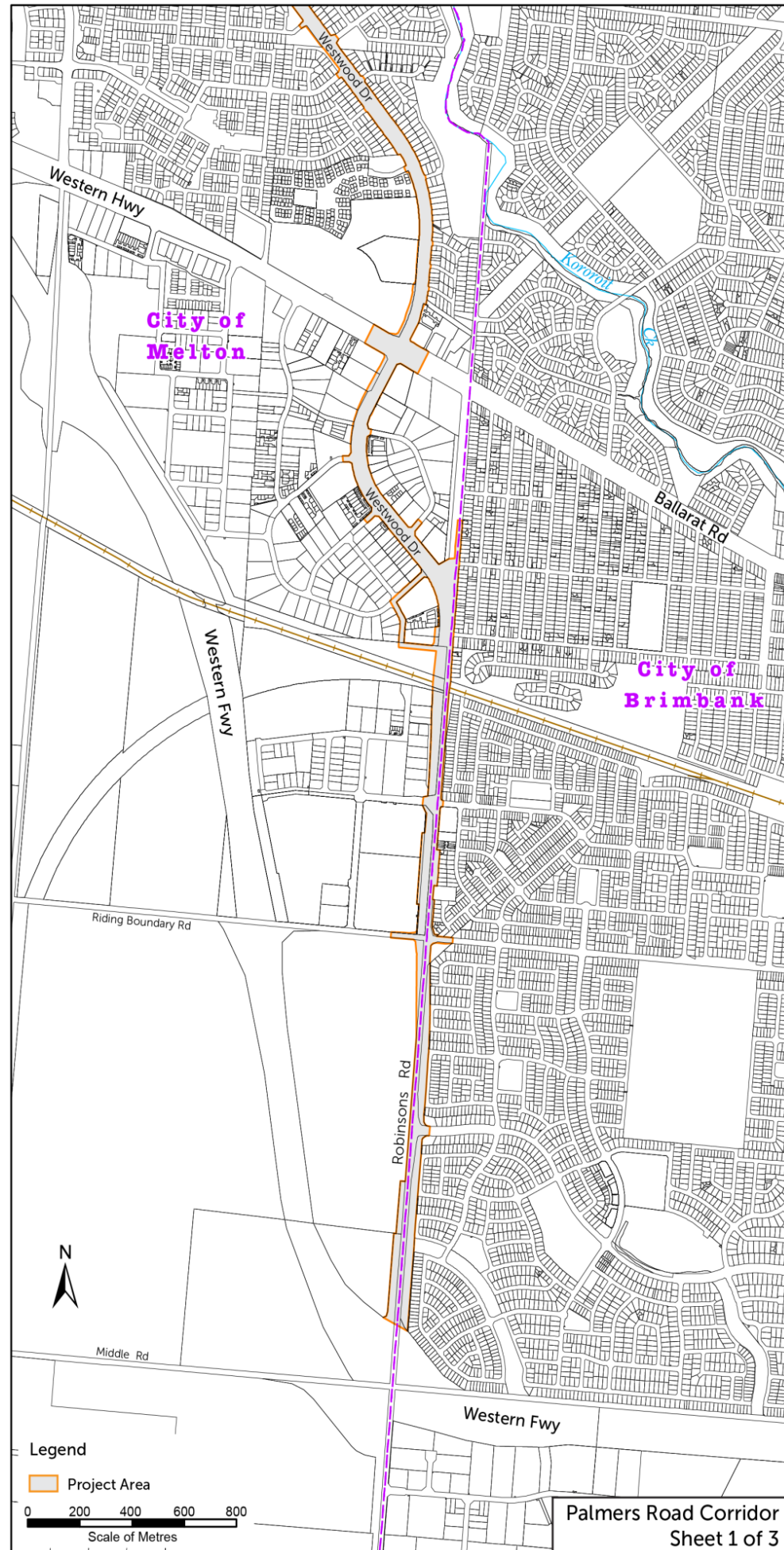
The responsible authority may extend these periods if a request is made in writing before the expiry date or within three months afterwards.

**Figure 1: Palmers Road Corridor Upgrade – Western Freeway to Calder Freeway**





**Figure 2: Palmers Road Corridor Upgrade – Western Freeway to Burnside**



**Figure 3: Palmers Road Corridor Upgrade – Burnside to Taylors Hill**

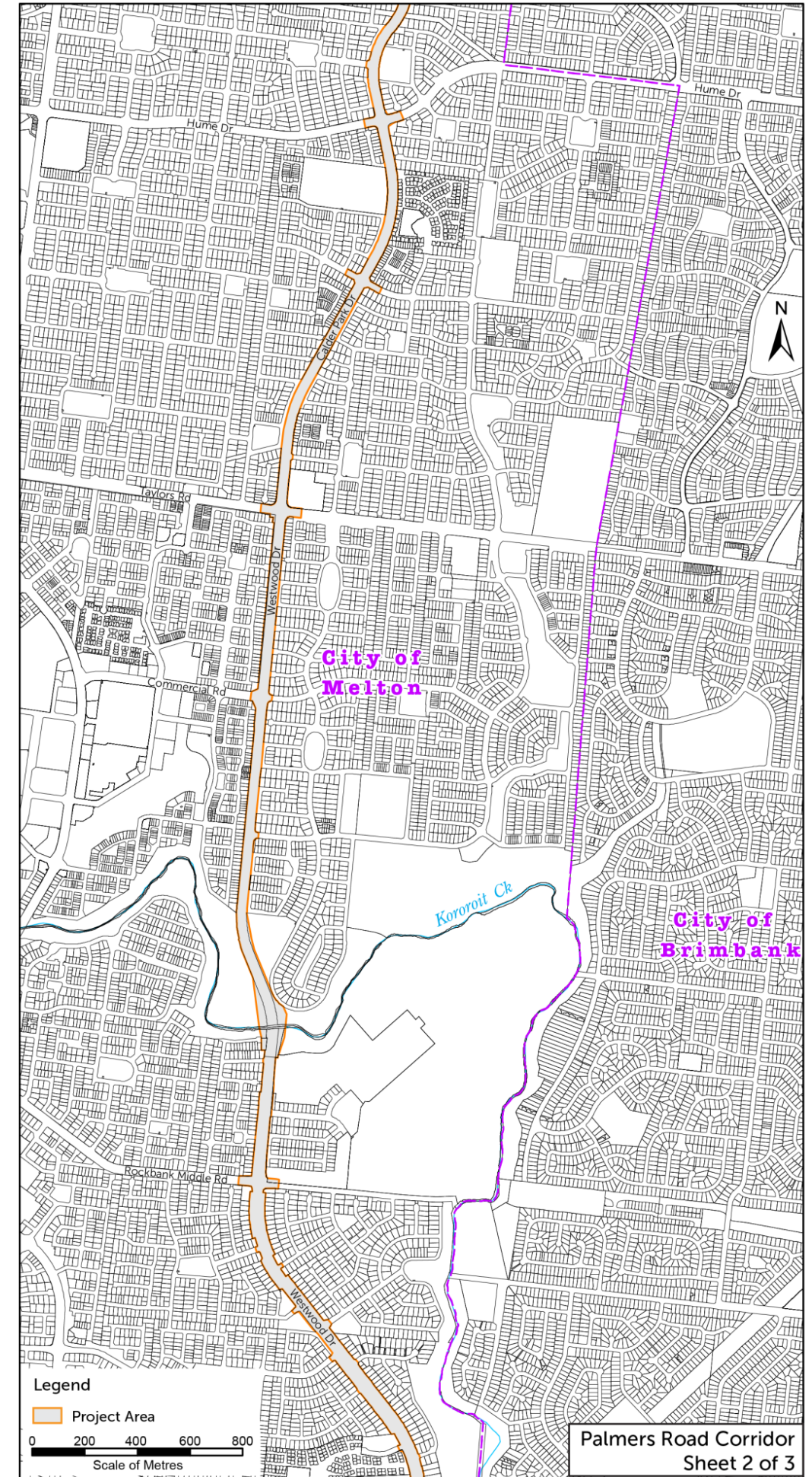




Figure 4: Palmers Road Corridor Upgrade – Taylors Hill to Calder Freeway

