

# Palmers Road Corridor (Western Freeway to Calder Freeway) EES and PSAs

Land Use Planning Report



# Palmers Road Corridor (Western Freeway to Calder Freeway) EES and PSAs

Land Use Planning Report

Client: VicRoads

Prepared by

**AECOM Australia Pty Ltd**

Level 9, 8 Exhibition Street, Melbourne VIC 3000, Australia  
T +61 3 9653 1234 F +61 3 9654 7117 www.aecom.com  
ABN 20 093 846 925

28-Aug-2014

Job No.: 60267382

AECOM in Australia and New Zealand is certified to the latest version of ISO9001, ISO14001, AS/NZS4801 and OHSAS18001.

© AECOM Australia Pty Ltd (AECOM). All rights reserved.

AECOM has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of AECOM. AECOM undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and AECOM's experience, having regard to assumptions that AECOM can reasonably be expected to make in accordance with sound professional principles. AECOM may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

## Quality Information

Document Palmers Road Corridor (Western Freeway to Calder Freeway) EES and PSAs  
Ref 60267382  
Date 28-Aug-2014  
Prepared by Ben Mahon  
Reviewed by Greg Harrison

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
V5	19 May 2014	Draft for Client	Greg Harrison Technical Director	Original Signed
V6	28 August 2014	Final Report	Greg Harrison Technical Director	Original Signed

## Table of Contents

<b>List of Abbreviations</b>	i	
<b>Executive summary</b>	ii	
<b>1.0 Introduction</b>	1	
1.1 Purpose	1	
1.2 Project background	1	
1.3 Project description and study area	1	
1.4 Strategic Justification	2	
1.5 Environmental Effects Statement: Decision	3	
1.6 EES Objectives	3	
1.7 Assessment criteria	4	
1.8 Report overview	4	
<b>2.0 Planning legislative framework</b>	6	
2.1 Commonwealth legislation	6	
2.2 State legislation	6	
2.3 State policies and strategies	8	
2.3.1 Plan Melbourne (2014)	8	
2.3.2 Growth Corridor Plans – managing Melbourne's Growth (2012)	9	
2.3.3 VicRoads SmartRoads Policy (2012)	12	
2.3.4 Precinct Structure Planning Guidelines (2009)	12	
2.3.5 Growth Area Framework Plans (2006)	13	
2.3.6 Outer Western Suburbs Transport Strategy (2001)	14	
2.4 State Planning Policy Framework	14	
2.5 Local Planning Policy Framework	17	
2.5.1 City of Melton	17	
Melton East Strategy Plan (1997)	18	
2.5.2 City of Brimbank	24	
2.6 Other transport strategies	25	
2.7 Summary of legislation and state and local planning policies	26	
<b>3.0 Statutory planning framework</b>	27	
3.1 Zones	27	
3.2 Overlays	35	
3.2.1 City of Melton	39	
3.2.2 City of Brimbank	41	
3.3 Particular provisions	44	
3.4 Planning Scheme Amendments	45	
<b>4.0 Land use description</b>	46	
<b>5.0 Land use assessment</b>	52	
5.1 Assessment criteria	52	
5.1.1 Consistency with State Planning Policy Framework	52	
5.1.2 Consistency with Local Planning Policy, Plans and Strategies	54	
5.1.3 Consistency with other local planning documents	56	
5.1.4 Site specific impacts	57	
5.2 Summary	59	
<b>6.0 Key findings and recommendations</b>	60	
6.1 Key findings	60	
6.2 Recommendations	61	
6.3 Conclusion	61	
<b>References</b>	62	
Appendix 1	63	
<b>List of Tables</b>		
Table 1	Draft Evaluation Objectives	3
Table 2	Summary of Zones and permit requirements	27
Table 3	Summary of Overlays	35



Table 4	Particular Provisions	44
Table 5	Study Area Segments	47
Table 6	OBEM Rating Scale	52
Table 7	Assessment against State Planning Policy, Plans and Strategies	53
Table 8	Consistency with State Planning Policy, Plans and Strategies	54
Table 9	Assessment against Local Planning Policy	54
Table 10	Consistency with Local Planning Policy, Plans and Strategies	55
Table 11	Assessment against local planning documents	56
Table 12	Consistency with local planning documents	57
Table 13	Assessment against site specific impacts	57
Table 14	Performance against site specific impacts	58
Table 15	Overall Assessment	59

### List of Figures

Figure 1	Palmers Road Corridor: Northern Section, Western Freeway to Calder Freeway	2
Figure 2	Plan Melbourne, Western Subregion	9
Figure 3	Extract from West Growth Corridor Plan (2012)	11
Figure 4	Melton - Caroline Springs Growth Area Framework Plan	13
Figure 5	Melton East Strategy Plan, Indicative Transport Network	20
Figure 6	Melton East Strategy Plan, Neighbourhoods, Suburbs and Areas	21
Figure 7	Melton East Strategy Plan, Design principles for Calder Park Drive	22
Figure 8	Melton East Strategy Plan, Indicative Activity Centre Framework	23
Figure 9	Overview of Zones in the northern section of Palmers Road Corridor (2014)	29
Figure 10	Overlays (part 1 of 2) in the northern section of Palmers Road Corridor Project	37
Figure 11	Overlays (part 2 of 2) in the northern section of the Palmers Road Corridor Project	38
Figure 12	Land Uses	48
Figure 13	Map of segments	49
Figure 14	Kororoit Creek Crossing	51

## List of Abbreviations

AH Act	<i>Aboriginal Heritage Act 2006</i>
C&LP Act	<i>Catchment and Land Protection Act 1994</i>
CHMP	Cultural Heritage Management Plan
DEPI	Department of Environment and Primary Industries
DPCD	former Department of Planning and Community Development
DTPLI	Department of Transport, Planning and Local Infrastructure
EE Act	<i>Environmental Effects Act 1978</i>
EES	Environmental Effects Statement
EMF	Environmental Management Framework
EMP	Environmental Management Plan
EMS	Environmental Management System
EP Act	<i>Environment Protection Act 1970</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
FFG Act	<i>Flora and Fauna Guarantee Act 1988</i>
P&E Act	<i>Planning and Environment Act 1987</i>
RM Act	<i>Road Management Act 2004</i>
TRG	Technical Reference Group
SEPP	State Environment Protection Policy

## Executive summary

### Background

This *Land Use Planning (Western Freeway to Calder Freeway) Report* has been prepared for VicRoads by AECOM Australia Pty Ltd (AECOM) for the purpose of providing an updated assessment of existing and future land use activities and potential land use impacts of the proposed Palmers Road Corridor between the Western Freeway and Calder Park Freeway. The report is based on a field and desk-top investigation undertaken by AECOM.

The overall objective of upgrading the Palmers Road Corridor is to create a north south road link between Dunnings Road in the south, to the Princes Freeway through to Calder Freeway in the north, providing access to the rapidly expanding residential, commercial and industrial areas in Melbourne’s west.

On 13 November 2009, the Minister for Planning decided that an “*Environment Effects Statement (EES)*” is required for the Palmers Road Corridor Project between the Western Freeway and Calder Freeway.

This report provides updated information to support the Environmental Effects Statement (EES) and Planning Scheme Amendments (PSAs) that are required to:

- Reserve land for the future upgrade of the Palmers Road Corridor between the Western Freeway and Calder Freeway
- Remove the ongoing need for planning permit(s) under the *Planning and Environment Act 1987* via an Incorporated Document for the project.

This report provides background information to support the EES and PSAs that are being prepared to reserve additional land for the future upgrade of the Palmers Road Corridor between the Western Freeway and Calder Freeway via the application of a Public Acquisition Overlay (PAO). It also confirms that there are very few locations where a planning permit is required. Planning permission is triggered under the Environmental Significance and Special Building Overlays, as well as the Urban Floodway Zone pursuant to the Brimbank and Melton Planning Schemes.

An Incorporated Document will be prepared by VicRoads to exempt the future development of Palmers Road from the need to obtain planning permits.

### Assessment

The Palmers Road Corridor was assessed against the land use objectives of the Minister for Planning EES Scoping Requirements for the Palmers Road Corridor Project (July 2013). The Palmers Road Corridor (Western Freeway to Calder Freeway) was assessed using the VicRoads Objective Based Evaluation Model (OBEM). Table ES1 shows the overall level of performance of the Palmers Road Corridor upgrade as “Very Well” against the nominated assessment criteria. The Palmers Road Corridor was assessed as “Very Well” for consistency with State and local planning policies, “Very Well” for consistency with other planning documents and “Moderately Well” in terms of site specific impacts.

**Table ES1 – Performance of Palmers Road Corridor**

Assessment criteria	Rating
Consistency with State Planning Policy Framework	Very Well
Consistency with Local Planning Policy Framework	Very Well
Consistency with other planning documents <sup>1</sup>	Very Well
Site specific impacts	Moderately Well
<b>Overall</b>	<b>Very Well</b>

<sup>1</sup> Other planning documents refers to policies listed under 5.1.3 Consistency with other local planning documents

**Summary of specific site impacts**

The impacts associated with the proposed application of a PAO on various sites are considered to be minor as:

- The majority of affected land is undeveloped with no access driveways or buildings directly impacted upon.
- Developed land along the Palmers Road Corridor has generally occurred with buildings setback from the road in expectation of the future road widening of the Palmers Road Corridor.
- Where access will be affected by land acquisition, driveway/road access to the affected land use will be restored.
- Up to 21 properties would be affected by land acquisition. Land acquisition is generally limited to splays and the front of properties where the acquisition would not significantly impact on the ongoing use of the land within the broader properties affected.

**Land use planning recommendations**

It is recommended that:

- Amendments to introduce the Public Acquisition Overlay into the Brimbank and Melton Planning Schemes be pursued to ensure that the road is appropriately reserved for future development.
- The Amendments be pursued immediately to ensure that the reservation is formalised and that land uses are not inadvertently developed within the future reservation.
- That an Incorporated Document be introduced to the Brimbank and Melton Planning Schemes to ensure that the 'use' of a road, buildings and works' and 'subdivision' are exempt from all existing and future planning permit triggers.

## 1.0 Introduction

### 1.1 Purpose

This EES Land Use Planning Report has been prepared for VicRoads by AECOM for the purpose of providing an updated (2013) investigation and assessment of the land use activities and potential land use impacts of the proposed Palmer's Road Corridor Project. This report is based on field and desk-top investigations undertaken by AECOM.

The report provides background information to support Planning Scheme Amendments (PSAs) that is required to reserve land for the future upgrade of the Palmer's Road Corridor, via the application of a Public Acquisition Overlay (PAO) and introduce an Incorporated Document to remove the ongoing need for planning permits under the Brimbank and Melton Planning Schemes.

### 1.2 Project background

In 2009, VicRoads completed the *Palmer's Road Corridor Study (PRC Study)* which supported the need for Palmer's Road to be upgraded to an arterial road. The PRC Study focused on a 21 kilometre section of the 25 kilometre corridor north of Sayers Road (Laverton) through to Calder Freeway (Keilor). Sections of the Corridor include Palmer's Road, Robinsons Road, Westwood Drive and Calder Park Drive. The intention is to upgrade the entire length of the Corridor to a six lane divided carriageway, acquiring land where necessary. The future road upgrade will be constructed progressively over a period of time, with the northern section (Western Freeway to Calder Freeway) expected to be constructed by 2046.

The Palmer's Road Corridor between Sayers Road and the Western Freeway has undergone a Planning Scheme Amendment process. For the section between the Western Freeway and Calder Freeway, in November 2009 the Minister required that an Environment Effects Statement (EES) be prepared due to potential significant effects in relation to residential amenity and social impacts, landscape values, native vegetation and Aboriginal cultural heritage.

The Palmer's Road Corridor was identified and set aside initially within the *Melton East Strategy Plan (June 1997)*, which set out the land use and transport network through the Caroline Springs-Hillside-Sydenham area. This document was a review and update of a 1993 Melton East Strategy Plan, which is also included in the Melton Planning Scheme. All development in the area since has been required to consider the key principles of the Melton East Strategy Plan, which has included designing subdivisions and locating activity centres away from the Palmer's Road Corridor to enable its development ultimately as a six-lane dual carriageway arterial.

### 1.3 Project description and study area

The Palmer's Road Corridor Project involves development of a major north-south arterial road in the west of Melbourne between the Calder Freeway and Western Freeway (Deer Park Bypass).

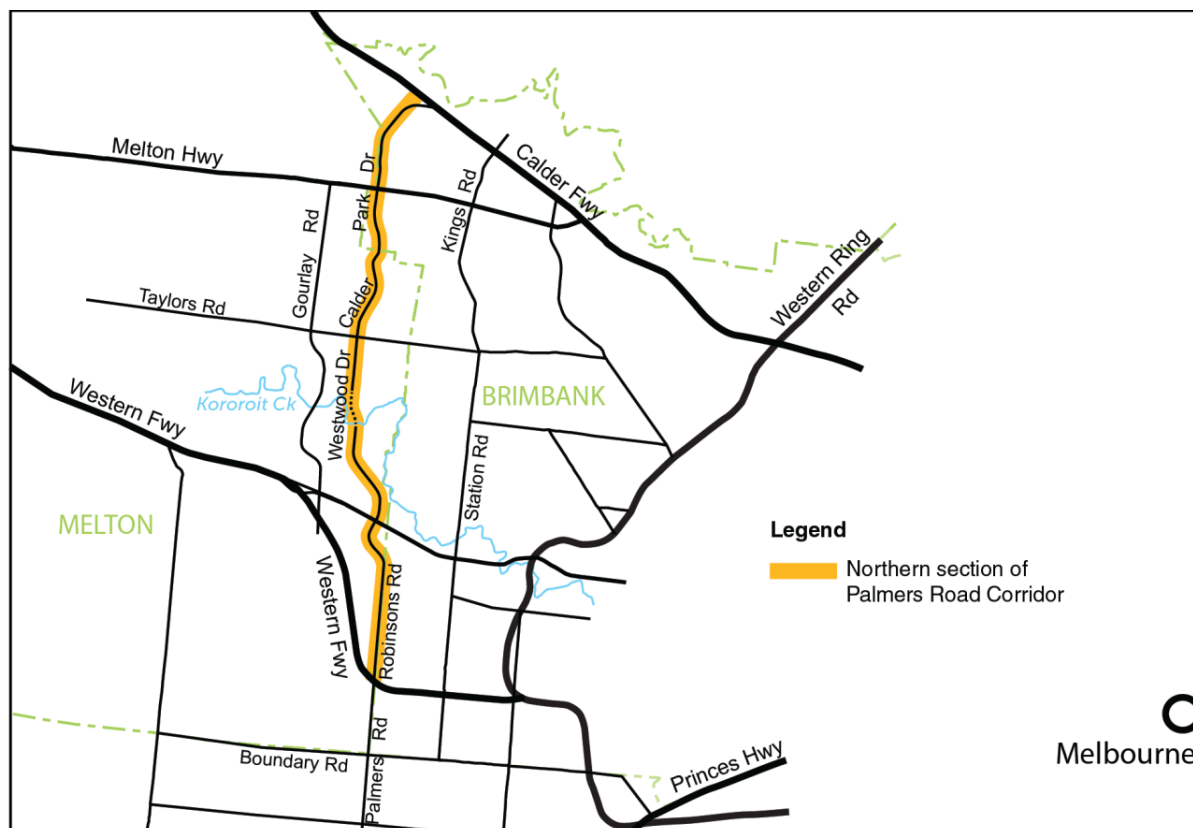
In the short term, the project involves reserving a 16 kilometre long and 40 - 60 metre wide corridor for the future development of the arterial road in the Melton and Brimbank Planning Schemes, which corresponds with and connects the corridors of existing local roads: Robinsons Road, Westwood Drive and Calder Park Drive.

The project will ultimately involve construction of a six lane divided road (i.e. three lanes in each direction), with off-road shared bicycle and pedestrian facilities on both sides of the road. Two existing railway crossings would be removed, one at the Melbourne-Bendigo rail line crossing with Calder Park Drive and another at the Melbourne-Ballarat rail line with Robinsons Road. A six lane bridge would be constructed over Kororoit Creek. It is also proposed to construct a raised interchange where the route concludes at the Calder Freeway in the north.

Complete development of the arterial road is expected to be a longer term project that would result in it being constructed potentially by 2046.

The project area, for the purposes of the EES, encompasses the road corridor between Western Freeway and Calder Freeway, as shown on Figure 1 below.

Figure 1 Palmers Road Corridor: Northern Section, Western Freeway to Calder Freeway



Source: Victorian State Government, "Scoping Requirements for Palmers Road Corridor Project – Western Freeway to Calder Freeway, Environment Effects Statement", July 2013.

## 1.4 Strategic Justification

The upgrade of the Calder Park Drive of Calder Freeway was included in the "Calder Highway Strategy" (1995). The Melton East Strategy Plan adopted by the Shire of Melton in 1997 assumed Calder Park Drive and Robyns Road would be "constructed to the planned six lane capacity".

The strategic justification for the Palmers Road Corridor was provided for in *The Outer Western Suburbs Transport Strategy – Framework for Transport Network Development* (Department of Infrastructure, 2001) (OWSTS) and in the Melton East Strategic Plan 1997.

The OWSTS provides transport recommendations for the outer western areas of Melbourne, including the municipalities of Brimbank and Melton. The OWSTS serves to identify strategic medium to long term transport requirements in these municipal areas. The Palmers Road Corridor is detailed in the Strategy, as a future major arterial route which will be used to link Princes, Western and Calder Freeways. The formal establishment of the entire road reservation suitable for six lane duplication would also provide a degree of certainty for local councils and developers. This would assist planning decision making in regards to residential or industrial subdivisions. The completed road would also accommodate proposed growth area planning and recommendations in Melton-Caroline Springs and cater for associated growth in commuter traffic and potential future freight movements from the planned Western Intermodal Freight Terminal.

The strategic vision for the proposed upgrade of the Palmers Road Corridor (north) has been consistently reconfirmed in subsequent strategies, including:

- *Western Melbourne Transport Strategy* (Lead West, Western Transport Alliance, AECOM, 2012)
- *Growth Corridor Plans Managing Melbourne's Growth*, Victorian Government, 2012
- *Growth Area Framework Plans* (Melton - Caroline Springs, Victorian Government, 2006)
- *Outer Western Suburbs Transport Study* (Victorian Government, 2001)

- *Melton East Strategy Plan* (Shire of Melton, 1997).

These reports and plans identified Palmer's Road, Robinsons Road, Westwood Drive and Calder Park Drive as a future arterial corridor.

Amendments to both the Brimbank and Melton Planning Schemes are required to put in place the necessary planning mechanism to allow VicRoads to acquire the additional land needed to upgrade the existing roads and facilitate the construction process in the future, including an Incorporated Document to remove the need for planning permits under the two affected planning schemes.

It is essential that the additional land required for the Palmer's Road Corridor (Western Freeway – Calder Freeway) be reserved now, to ensure that the proposed duplication is suitably protected from future residential and industrial encroachment. Existing development has already limited alignment options for the Palmer's Road Corridor, and therefore the PAO needs to be adopted to ensure that ongoing development does not further compromise the Palmer's Road alignment. The early placement of a PAO avoids unnecessary economic costs, and allows a more suitable alignment from road efficiency and safety perspectives.

## 1.5 Environmental Effects Statement: Decision

The Minister for Planning decision in November 2009 required an EES to be prepared in accordance with section 8B(5) of the *Environmental Effects Act 1978* (EE Act). These requirements included the following key matters:

- (i) The EES is required to give particular attention to the investigation of potential environmental effects of the proposed arterial road development particularly regarding:
  - “Changes to the amenity and environmental quality of the adjacent residential areas from construction and operation, particularly due to increased noise levels;*
  - Social impacts (e.g. severance and dislocation) for residences and communities along the proposed arterial route;*
  - Effects on the landscape, visual and recreational values of areas in the vicinity of the proposed arterial road, in particular the Organ Pipes National Park;*
  - Residual impacts on biodiversity and associated native vegetation, in particular listed protected fauna and flora, and ecological communities; and*
  - Impacts on cultural heritage (Aboriginal and non-Aboriginal) within or adjacent to the proposed road.”*

These Scoping Requirements provide further detail on the specific matters to be investigated in the EES in the context of *Ministerial guidelines for assessment of environmental effects under the EE Act 1978* (Ministerial Guidelines).

While the Scoping Requirements are intended to be complete in their coverage of issues and matters, the EES will need to address any pertinent issues that may emerge during the EES or that are otherwise relevant to the statutory decisions that will be informed by the assessment process under the EE Act.

## 1.6 EES Objectives

The relevant EES objective for this study are:

- **Social, Land Use and Infrastructure** - To minimise adverse social and land use effects, including impacts on existing infrastructure.

The Draft Evaluation Objectives from the Scoping Requirements can be seen below in Table 1:

Table 1 Draft Evaluation Objectives

Draft evaluation objective	Key Statutes
<b>Road Safety and Capacity</b> - To improve the road-based transport capacity and connectivity in western Melbourne, by developing a six-lane dual carriageway arterial road along the Palmer's Road corridor between Western Freeway and Calder Freeway, while maintaining the connectivity of the existing local transport routes.	RM Act P&E Act
<b>Amenity and Environmental Quality</b> - To minimise adverse noise and other amenity effects on nearby residents and land uses, to the extent practicable.	EP Act P&E Act

Draft evaluation objective	Key Statutes
<b>Social, Land Use and Infrastructure</b> - To minimise adverse social and land use effects, including impacts on existing infrastructure.	P&E Act
<b>Visual and Landscape Values</b> - To avoid adverse effects on the landscape and recreational values of the Organ Pipes National Park and minimise visual effects on open space areas.	P&E Act
<b>Biodiversity and Habitat</b> - To avoid or minimise adverse effects on native vegetation and listed flora and fauna species and ecological communities, and address opportunities for offsetting potential losses consistent with relevant policy.	FFG Act Wildlife Act
<b>Catchment Values</b> - To maintain the functions and values of surface water and floodplain environments.	Water Act P&E Act
<b>Cultural Heritage</b> - To avoid or minimise effects on Aboriginal and historic cultural heritage values.	AH Act
<b>Environmental Management Framework</b> - To provide a transparent framework with clear accountabilities for managing environmental effects and hazards associated with construction, operation, decommissioning and rehabilitation phases of the project, in order to achieve acceptable environmental outcomes.	P&E Act EP Act AH Act
<b>Integrated and Sustainable Transport</b> - Overall, to demonstrate that the project would achieve a balance of economic, social and environmental outcomes that contribute to ecologically sustainable development and provide a net community benefit over the short and long-term.	EE Act P&E Act EP Act

## 1.7 Assessment criteria

Assessment criteria have been developed for the Palmers Road Corridor to assess the performance of the project. The criteria will be used to assess the project's consistency with state and local planning policy, existing and future land use compatibility, and amenity issues. An assessment of the Palmers Road Corridor against the criteria is provided in Section 5.0 of the report.

## 1.8 Report overview

The *Palmers Road Corridor EES Land Use Planning (Western Freeway to Calder Freeway) Report* assesses land use implications of the proposed Palmers Road Corridor upgrade between the Western Freeway and the Calder Freeway. This report broadly describes existing and proposed land uses approximately 500 metres to the east and west of the Palmers Road Corridor and assesses how the Palmers Road Corridor is likely to directly and indirectly impact on these land uses.

The report contains the following sections:

- **Section 2** - provides a review of Commonwealth legislation, State and local planning policy frameworks within the Brimbank and Melton Planning Schemes including the Municipal Strategic Statements. The strategies reviewed describe the direction for urban growth and management of Greater Melbourne, the municipalities within the study area and the transport network. Requirements for a PSA under the *Planning and Environment Act 1987* are also outlined in this section.
- **Section 3** - provides a review of relevant zones, overlays and particular provisions and outlines planning permit requirements that need to be met. It also summarises the proposed Planning Scheme Amendments (PSAs).
- **Section 4** - summarises existing, future and proposed land uses along the Palmers Road Corridor by segment.



- **Section 5** – assesses the land use impacts on business and industrial uses, community facilities, rural residential living dwellings, farming, residential dwellings and proposed future uses.
- **Section 6** – key findings, recommendations and conclusions.

## 2.0 Planning legislative framework

This section of the report considers the relevant planning legislative framework that applies to the proposed Palmers Road Corridor (Western Freeway – Calder Freeway). It considers relevant:

- 2.1 Commonwealth legislation
- 2.2 State legislation
- 2.3 State policies and strategies
- 2.4 State Planning Policy Framework (SPPF)
- 2.5 Local Planning Policy Framework (LPPF)
- 2.6 Other Transport strategies

### 2.1 Commonwealth legislation

The following Commonwealth legislation is applicable to the Palmers Road Corridor Project (Western Freeway to Calder Freeway).

Legislation	Specific details
<b><i>Environment Protection and Biodiversity Conservation Act 1999</i></b>	<p>On 22 May 2009 the (then) Department of the Environment, Water, Heritage and the Arts (DEWHA) determined that the proposed upgrade of the Palmers Road Corridor from Point Cook to Calder Park was a 'controlled action' and required approval by the Commonwealth Minister for the Environment, Water, Heritage and the Arts prior to the commencement of construction.</p> <p>DEWHA determined that a decision would be made based on 'preliminary documentation' as stated in correspondence to VicRoads dated 29 May 2009.</p> <p>This preliminary documentation is due to be exhibited independently of any Victorian environmental assessment process.</p>
<b><i>Airports Act 1996</i></b>	<p>VicRoads has undertaken a review of the proposed grade separation at the intersection of the proposed Palmers Road Corridor and Melbourne-Bendigo Rail Corridor. VicRoads has concluded that the proposed grade separation does not breach the Melbourne Airport inner horizontal and conical surfaces. The bridge structure will be within 11 metres at the closet point.</p> <p>Melbourne Airport has provided VicRoads with written approval.</p>

### 2.2 State legislation

The following State legislation is applicable to the Palmers Road Corridor Project (Western Freeway to Calder Freeway).

Legislation	Specific details
<b><i>Road Management Act 2004</i></b>	The powers of a Road Authority are detailed in Section 35 of the <i>Road Management Act 2004</i> (RMA). As the Palmers Road Corridor is proposed to be an arterial road that would be declared under Section 11 of the RMA, VicRoads (the Roads Corporation) would be the Coordinating Road Authority for the road.
<b><i>Land Acquisition and Compensation Act 1986</i></b>	The <i>Land Acquisition and Compensation Act 1986</i> is administered by DEPI. In accordance with empowering legislation, statutory authorities, water authorities, municipal councils and government departments have powers to acquire interest in private land without the owner's consent. Where land is acquired then compensation payment is assessed in accordance with the <i>Land Acquisition and Compensation Act 1986</i> . All property acquisition will be in accordance with this act

Legislation	Specific details
<b>Planning and Environment Act 1987</b>	<p>The <i>Planning and Environment Act 1987</i> provides the framework for land-use and development control in Victoria. Planning schemes prepared under the provisions of the Act apply to each municipal area in Victoria.</p> <p>The Palmers Road Corridor is within the Cities of Brimbank and Melton, who are the responsible authorities for their respective municipal areas unless otherwise specified.</p> <p>An amendment will be required to the Melton and Brimbank Planning Schemes to reserve and formally protect additional land for the Palmers Road Corridor (Western Freeway to Calder Freeway).</p>
<b>Environment Effects Act 1978</b>	<p><i>Environment Effects Act 1978</i> provides for a high level assessment for proposals that may have significant environmental impacts.</p> <p>In 2009, VicRoads submitted a referral under the <i>Environmental Effects Act</i> for the Palmers Road Corridor project to the Department of Planning and Community Development. On the 13 November 2009 the Minister for Planning decided that an “<i>Environment Effects Statement (EES) is required for the Palmers Road Corridor Project northern section (Western Freeway to Calder Freeway)</i>).</p> <p>The Minister’s Reasons for Decision states that the EES is to give particular attention to:</p> <ul style="list-style-type: none"> <li>▪ <i>changes to the amenity and environmental quality of the adjacent residential areas from construction and operation, particularly due to increased noise levels</i></li> <li>▪ <i>social impacts (e.g. severance and dislocation) for residences and communities along the proposed arterial route</i></li> <li>▪ <i>effects on the landscape, visual and recreational values of areas in the vicinity of the proposed arterial road, in particular the Organ Pipes National Park</i></li> <li>▪ <i>residual impacts on biodiversity and associated native vegetation, in particular listed protected fauna and flora, and ecological communities</i></li> <li>▪ <i>impacts on cultural heritage (Aboriginal and non-Aboriginal) within or adjacent to the proposed road.</i></li> </ul>
<b>Aboriginal Heritage Act 2006</b>	<p>Under Section 49 of the <i>Aboriginal Heritage Act 2006</i> a Cultural Heritage Management Plan (CHMP) must be prepared for any project for which an EES has been required. This is a separate process, and although the process can run concurrently with the EES process, formal approval of a CHMP is required under the <i>Aboriginal Heritage Act 2006</i>. A draft CHMP is being prepared.</p> <p>In late 2013, Aboriginal Affairs Victoria placed a stop work order on the Council-led construction of the Kororoit Creek Bridge. This bridge is now included as part of the Palmers EES.</p>
<b>Heritage Act 1995</b>	<p>The <i>Heritage Act 1995</i> is administered by Heritage Victoria. The main purpose of the Act is to provide for the protection and conservation of places and objects of cultural heritage significant.</p> <p>Consent is required from heritage Victoria for Heritage listed sites in the project area (i.e. H7822-0174 Ravenhall Magazine and Storage Facility; H7822-0160 Drover’s Hut; H7822-018 Cobbed Road)</p>

Legislation	Specific details
<b><i>Transport Integration Act 2010</i></b>	<p>The <i>Transport Integration Act 2010</i> outlines the vision for transport in Victoria, which is “to have an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.” [s.6]. The Act requires decision makers to have regard to the promotion of inclusive, prosperous and environmentally responsible transport. It requires all Victorian transport agencies, including VicRoads, to work towards an integrated and sustainable transport system.</p> <p>In accordance with the Act, the decision to reserve the proposed Corridor in the Brimbank and Melton Planning Schemes will ensure that key north-south transport infrastructure can be supplied in a timely manner in the future.</p> <p>In accordance with the Act, VicRoads has undertaken a range of technical studies to understand the potential impacts on existing and future land uses and how these could be mitigated. It has also worked with key stakeholders to determine the alignment of the road and the interface with existing and future land uses.</p> <p>Consistent with the Act, the proposed reservation will provide for a future road that will improve access to key land uses within the greater region including employment nodes, shopping centres and community infrastructure.</p>

## 2.3 State policies and strategies

The relevant State policies include:

- *Plan Melbourne (2014)*
- *Growth Corridor Plans – Managing Melbourne’s Growth (2012)*
- *VicRoads SmartRoads Policy (2012)*
- *Precinct Structure Planning Guidelines (2009)*
- *Growth Area Framework Plans (2006)*
- *Calder Highway Strategy 1995*
- *Outer Western Suburbs Transport Strategy (2001)*

### 2.3.1 Plan Melbourne (2014)

The Victorian Government has recently released *Plan Melbourne* which will replace former strategic policy within *Melbourne 2030*.

Relevant elements of Plan Melbourne to the Palmer's Road Corridor project include:

- Continued growth of freight, logistics and manufacturing within the State Significant Western Industrial Precinct, including further investigation of the Western Interstate Freight Terminal.
- Commitment to the establishment of the Kororoit Creek Regional Park
- Identification of the Outer Metropolitan Ring Road and Rail alignment
- Support for the emerging East Werribee Employment Precinct as a National Employment Cluster
- Reiteration of Melbourne's Growth Corridor Plans, which forecast that the western suburbs of Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham will accommodate an additional 377,000 more people and at least 164,000 jobs.

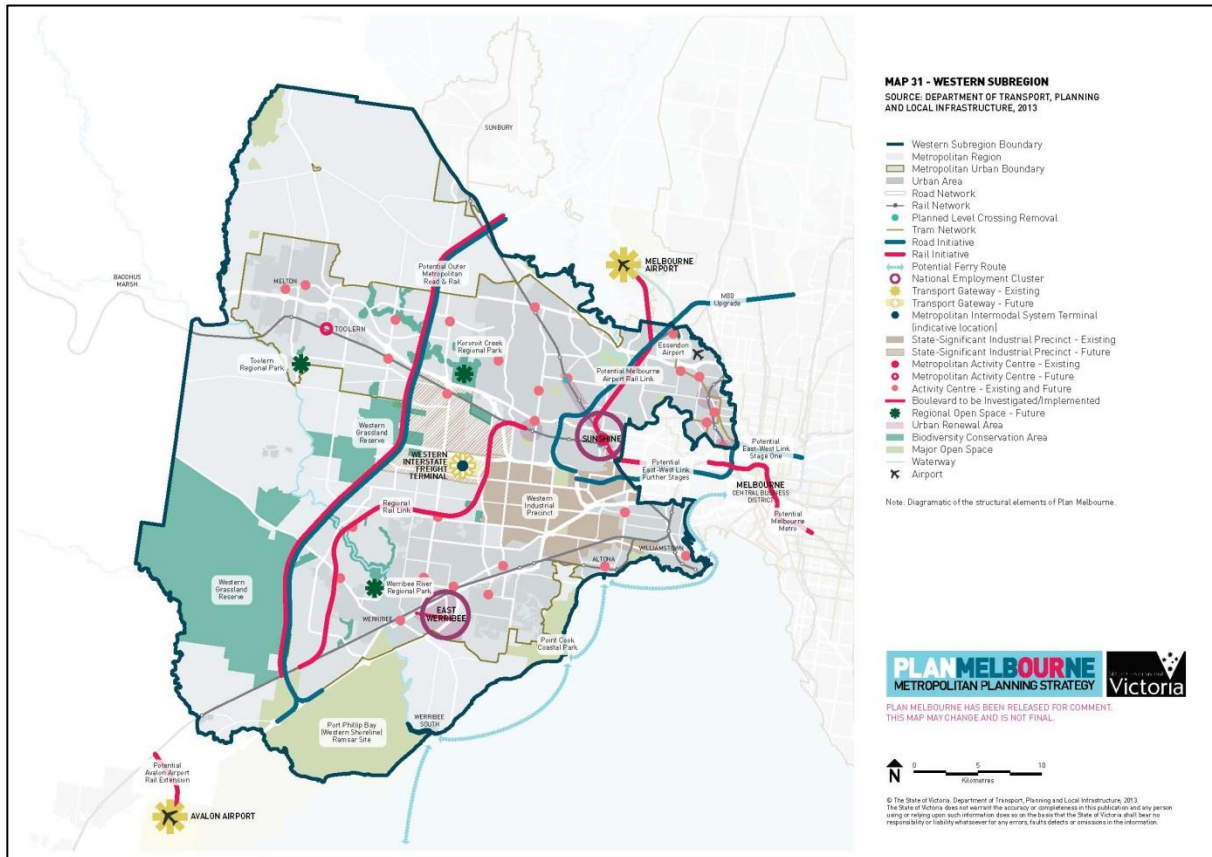
Plan Melbourne incorporates a number of Directions that are relevant to the proposed Palmer's Road Corridor. These include:

- Improving transport infrastructure and services in Melbourne's newer suburbs
- Improving the efficiency of freight networks while protecting urban amenity

- Improving access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
- Improving noise and air quality to improve human and environmental health
- Better aligning infrastructure delivery and growth.

Figure 2 shows the plan for the Western Subregion of Melbourne. Palmers Road is shown as a part of the higher order road network within the subregion. The Palmers Road Corridor, located between the proposed OMR and Western Ring Road, would operate as a primary north-south arterial route.

Figure 2 Plan Melbourne, Western Subregion



Source: Plan Melbourne (2014)

### 2.3.2 Growth Corridor Plans – managing Melbourne’s Growth (2012)

The Metropolitan Planning Authority (MPA), formerly the Growth Areas Authority (GAA), is the organisation responsible for the planning of Melbourne’s growth corridors. The primary goal of the MPA is to ‘develop communities in growth areas that are socially, environmentally and economically sustainable’. The *Growth Corridor Plans – Managing Melbourne’s Growth* (GAA 2012) articulates strategic overarching principles for development within the designated growth areas. The Growth Corridor Plans document defines broad principles that are to be applied in each of the growth areas. The Melton East area lies within the West Growth Corridor.

A key principle that has been considered in the Growth Corridor Plan is Principle 2 ‘Integrate Transport and Land Use Planning’, this principle is crucial to the Growth Corridor Plan in ‘delivering economically, socially and environmentally sustainable new communities’ (GAA 2012, p18). The Growth Corridor Plan has developed a multi-modal transport network including a Principle Public Transport Network (PPTN), arterial road, and freight network to support communities and activity centres.

The arterial road network in the Growth Corridor Plan has been developed with consideration to SmartRoads hierarchy of roads, transport, data and various strategies. The Growth Corridor Plan was developed using a grid-based road network of arterial roads and PPTN routes alternating at 1.6km intervals across the West Growth Corridor, such that primary arterial routes are every second road in the grid, with an approximate spacing of 3.2km.

Designing the road network to cater for different purposes will provide greater efficiency in the operation and management of the broader network. Due to the forecast growth in the Sunbury and Melton areas, pressure on the major roads will increase, and accessibility to and from the planned employment centres is therefore reliant on a well-planned and efficient transport network.

The Palmers Road Corridor is planned as the westernmost primary arterial in the established urban area. The Corridor, located between the proposed OMR and Western Ring Road, would operate as a primary arterial route, flanked by PPTN routes approximately 1.6km either side. The transport network will assist VicRoads and local authorities to operate the network in accordance with the SmartRoads guidelines.

Such a network is provided within the Growth Corridor Plan and its long term success depends on it being progressively implemented as planned, and that includes the Palmers Road Corridor as the primary north-south arterial in the Western Growth Corridor. The grid layout and prioritisation of road space within the West Growth Corridor as shown in Figure 3 will meet the long term accessibility goals for the transport network that underline economic development in the growth area according to the Growth Corridor Plan.

Key features of the network in the Growth Corridor Plan include the following:

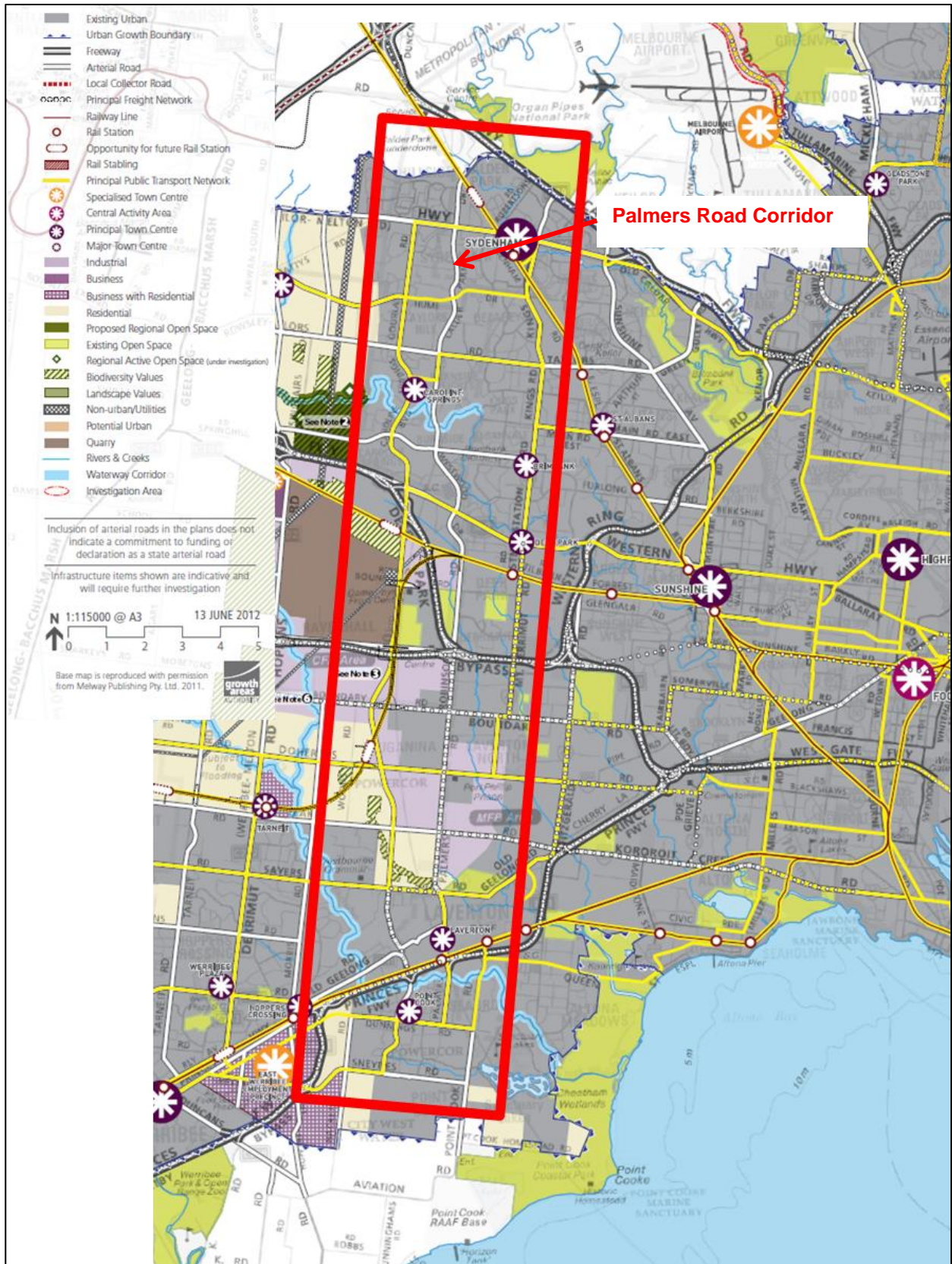
- The Palmers Road Corridor between Sayers Road in Laverton and the Calder Freeway is designated an 'arterial road'.
- The following adjacent north-south corridors are shown as follows part of the PPTN (north of the Western Freeway):
  - Christies Road – Caroline Springs Boulevard – Gourlay Road (the Gourlay Road Corridor)
  - Mt Derrimut Road – Station Road – Kings Road (the Kings Road Corridor).

Both of these adjacent PPTN corridors are broadly in keeping with the Growth Corridor Plan road network philosophy as they are generally 1.5km to 2.5km from the Palmers Road Corridor. This designation builds upon and further supports the *Growth Area Framework Plans 2006* for Melton-Caroline Springs which identifies:

- The Gourlay Road Corridor as part of the PPTN bus route
- The Palmers Road Corridor as an 'arterial road'.



Figure 3 Extract from West Growth Corridor Plan (2012)



Source: Managing Melbourne’s Growth, Growth Areas Authority, 2012

Note: Palmers Road Corridor is located in the centre of the red box in Figure 4.

### 2.3.3 VicRoads SmartRoads Policy (2012)

SmartRoads is a VicRoads framework aligned with the *Transport Integration Act 2010* (Vic). With respect to the operation of the transport network the policy focuses on the efficient movement of people and goods, and the promotion of public transport, cycling and walking. SmartRoads outlines 'an approach for managing the many competing demands for limited road space' (VicRoads 2012, p9), by either giving priority to different transport modes depending on the time of day, or prioritising routes for particular modes. The best example of this is that designating a route as part of the PPTN, thereby prioritises the route for public transport. Likewise, where a route is designated as a Preferred Traffic Route, such as Palmer's Road, the priority and available capacity is designated to efficiently move traffic and facilitate network access.

SmartRoads embodies six key strategies for effectively managing congestion as follows:

- Reducing the overall demand for travel by ensuring that land use planning, and the community objectives it embodies, is coordinated with transport management policies.
- Encouraging higher occupancy travel modes that use road space more efficiently.
- Encouraging more environmentally sustainable travel modes, such as walking and cycling.
- Making existing roads operate more effectively through better management of and response to incidents, more efficient operation of traffic signals and traffic lanes, and better information for road users to make smarter travel choices.
- Facilitating access and mobility for trucks on appropriate truck routes, particularly at times of the day that reduce the impact on communities.
- Targeting investment in road improvements and new transport links, such as in growth areas, and
- Ensuring that these links provide sustainable long-term capacity improvements.

Under SmartRoads, VicRoads have developed Network Operating Plans showing priority modes within each local council area. Melton Network Operating Plan (VicRoads 2010) identifies the Palmer's Road Corridor as the 'Future Preferred Traffic Route'.

### 2.3.4 Precinct Structure Planning Guidelines (2009)

The Precinct Structure Planning Guidelines, launched in 2009, provide direction to organisations responsible for developing Precinct Structure Plans (PSPs) with a series of PSP Notes detailing particular aspects of the design. The PSP Guidelines were relevant to the preparation of PSP 28: Robinsons Road Employment Area North which is now a complete and approved PSP. The PSP Guidelines were prepared after the Melton East Strategy Plan that set the overall framework for development within the majority of the study area.

The PSP Note *Our Roads: Connecting People* (GAA 2009) sets out the network design principles and fundamental network components, including:

- Strategic arterials (primary or declared arterials)
- Local arterials (secondary arterials)
- Connectors
- Local access streets.

The PSP Note supports and reiterates the 1.6km arterial road grid defined in the GCP, with the strategic (primary) and local (secondary) arterials alternating at 1.6km intervals. The primary arterials are designed for higher volume and longer distance through traffic, and are therefore compatible with the intended Preferred Traffic Route designation as per the Melton Network Operating Plan (VicRoads 2010). The PSP Note requires that road reserves for the primary arterials are at least 40 metres wide. Within the Melton East area, the two secondary arterials are constructed and operating approximately 1.6km either side of the Palmer's Road primary arterial reservation, in reserves that are at least 34 metres wide, in compliance with the PSP Note (GAA 2009).

The hierarchy within the road network is supported by different design elements set out by the PSP Note *Our Roads: Connecting People*. These elements are necessary for inclusion within the structure plans to ensure effective implementation and operation of the relevant component, both in its own right and as part of the broader network.



The majority of the Palmers Road Corridor is 40 metres wide, and as stated above, the underlying assumption for the development of the transport network in the West Corridor Growth Plan is that the Corridor would be developed as intended such that the broader transport network can operate efficiently in accordance with the SmartRoads guidelines.

The MPA (formerly the Growth Areas Authority) prepared the East Werribee Employment PSP in consultation with the Wyndham City Council, Government agencies and service authorities.

The Plan will allow the development of a mixed-use precinct, including a commercial precinct, a new town centre, health and learning precinct, an enterprise precinct, a business precinct and residential community. The Plan envisages that the Precinct will lead to the creation of 58,300 local jobs on 356ha of employment land, 7,100 new homes, key infrastructure, sports facilities and local parks.

**Assessment**

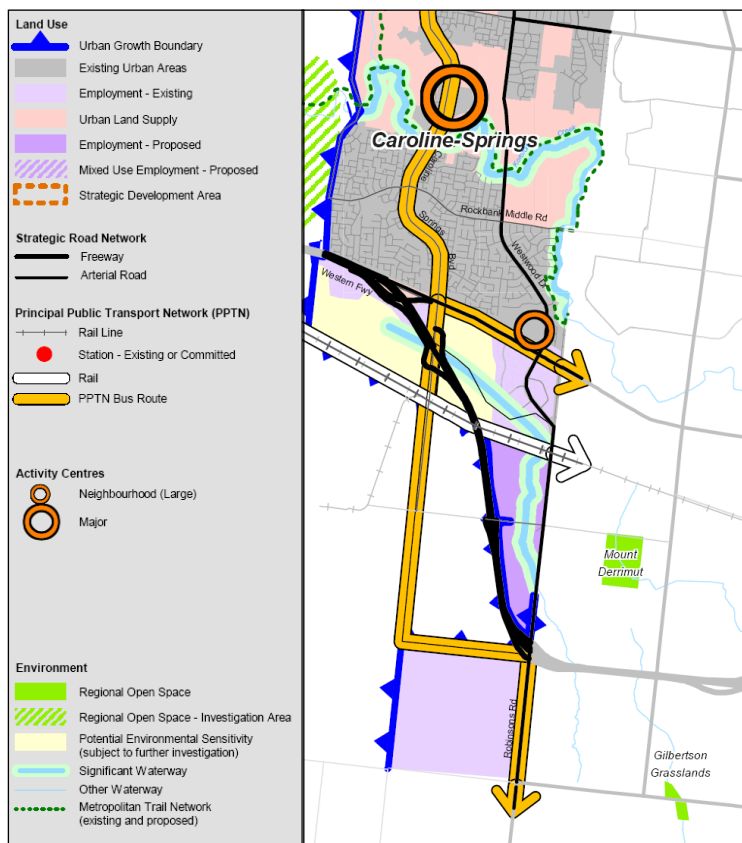
The proposed Palmers Road Corridor Project is consistent with the State’s policy objectives for transport and will compliment key transport initiatives. The proposed Palmers Road Corridor will provide a strategic north-south connection between communities.

**2.3.5 Growth Area Framework Plans (2006)**

**Melton-Caroline Springs Growth Area**

The Melton-Caroline Springs Growth Area Framework Plan outlines key aspects of the growth area, including activity centres, the urban growth boundary, areas of land supply, existing and proposed employment areas, the road network and Principal Public Transport Network (PPTN). Within the Melton-Caroline Springs Growth Area, Robinsons Road (south of the Western Freeway) is identified as part of the PPTN Bus Route, refer to Figure 4. Palmers Road Corridor is the only north-south Arterial Road identified in the Growth Area, and Caroline Springs Boulevard is identified as being a PPTN bus route.

**Figure 4 Melton - Caroline Springs Growth Area Framework Plan**



**Source: Melton-Caroline Springs Growth Area Framework Plan (2006)**

**Assessment**

The Palmer's Road Corridor, the Corridor will help to provide a high quality north / south connection.

**2.3.6 Outer Western Suburbs Transport Strategy (2001)**

The *Outer Western Suburbs Transport Strategy: Framework for Transport Network Development, 2001* (the OWSTS) provides an integrated transport strategy for the outer western suburbs within the municipalities of Wyndham, Melton and Brimbank, and identifies strategic and regional scale transport projects to address the medium and long term needs of the area as development continues to increase the population and demand for the existing infrastructure.

The OWSTS sets out a staged program of infrastructure upgrades to meet the growing demands within a context of relatively low public transport patronage with commuter rail services supported by feeder buses. Rail travel depends on widely spaced stations with increasing distances between rail corridors. The arterial and collector road network serves the developed areas of the region, and are relied on for both local and through traffic and public transport.

In terms of north-south arterials and improving connectivity to the existing freeways, the OWSTS identifies that diamond interchanges will be required at both Calder Park Drive and Kings Road. Kings Road was prioritised because of the greater existing catchment and was completed in January 2012.

A need to progressively widen and duplicate Calder Park Drive, as part of the Palmer's Road Corridor, is identified by the OWSTS which states (p29) that *'longer distance movements should be encouraged to utilise Calder Park Dr'*. This is because the OWSTS (p29) has adopted *'the principles of the Melton East Strategy Plan (GHD 1997) that outlined a regular pattern of north-south and east-west collector roads and arterials'*. In relation to planning considerations and the road network, the OWSTS (p50) states that *'Calder Park Dr has been identified as the principal north-south arterial through the precinct. Beyond the medium term it will likely require a 6 lane cross-section'*. This is one component of the overall strategy to meet the future transport needs in the outer west.

**2.4 State Planning Policy Framework**

A summary of the relevant sections of the updated SPPF clauses have been provided below.

**Clause 10 Operation of the State Planning Policy Framework**

Clause 10 outlines the purpose, goal, application and decision making framework for planning in Victoria. This policy seeks to ensure that the objectives of planning foster appropriate land use and development outcomes by addressing aspects of economic, environmental and social well-being. In making decisions, authorities should endeavour to integrate the range of relevant policies and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

**Clause 11 Settlement**

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for a range of land uses. Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport and communication, water and sewerage and social facilities.

Clause 11.02-4

Clause 11.02-4 calls for the coordinated delivery of services and infrastructure in new development areas.

**Clause 12 Environmental and landscape values**

Planning should help to protect ecological systems and biodiversity and conserve areas with identified environmental and landscape values. Planning should identify and address threats to biodiversity, take opportunities to re-establish isolated habitat links and ensure that changes in land use do not adversely affect wetlands and their habitats.

**Clause 13 Environmental risks**

Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.

#### Clause 13.04-1 Noise abatement

Clause 13.04-1 seeks to ensure that the effects of noise on land use amenity are minimised by adopting appropriate techniques. Policy guidelines include "A Guide to the Reduction of Traffic Noise" (VicRoads, 2003).

#### Clause 13.04-2 Air quality

Clause 13.04-2 seeks to ensure that air quality is maintained by ensuring that transport and land-use planning is integrated. As such the policy recommends that transport accessibility and connections are well thought-out, that public transport, walking and cycling are provided for, and that where possible there is a suitable separation between conflicting land uses.

### **Clause 14 Natural resource management**

Clause 14 seeks to ensure that planning considers and assist with the conservation and wise use of natural resources to support both environmental quality and sustainable development.

#### Clause 14.02-2 Water

Clause 14.02-2 seeks to manage the discharge of contaminated run-off into surface and groundwater resources.

### **Clause 15 Built environment and heritage**

Clause 15 seeks to ensure that all land use and development responds to the site context, seeks to encourage quality built environment, and communities that are safe, functional and provide good quality environments with a sense of place and cultural identity. The strategies are focussed around the promotion of good urban design, safety, diversity and choice in living and working environments.

#### Clause 15.01 Urban environment

Clause 15.01-1 seeks to ensure that transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.

#### Clause 15.01-4 Design for safety

Clause 15.01-4 calls for initiatives that provide for safer walking and cycling routes and improved safety for people using public transport.

### **Clause 18 Transport**

Clause 18 encourages planning to provide an integrated and sustainable transport system. The transport system should provide access to social and economic opportunities, facilitate economic prosperity, contribute to environmental sustainability, coordinate reliable movements of people and goods, and is safe.

#### Clause 18.01-1 Land use and transport planning

Clause 18.01-1 outlines strategies to create a safe and sustainable transport system by integrating land use and transport by developing transport networks to support employment corridors that allow circumferential and radial movements. A number of strategies are outlined in this Clause to ensure objectives are met. These include: ensuring new developments are accessible; the coordination of improvements to the public transport, walking and cycling networks; the preparation of integrated transport plans for all new major residential, commercial and industrial developments; ensuring activity in employment corridors is connected to the Principal Public Transport Network, and providing safe, providing convenient and direct pedestrian and cycling access to activity centres, public transport interchanges and other strategic redevelopment sites.

#### 18.01-2 Transport system

Clause 18.01-2 outlines strategies to coordinate development of all transport modes to provide a comprehensive transport system. Relevant strategies include:

- Reserve land for strategic transport infrastructure.
- Incorporate the provision of public transport and cycling infrastructure in all major new State and local government road projects.
- Locate transport routes to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

- Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.
- Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to, and where possible enhance the service, safety and amenity desirable for that transport route in the short and long terms.
- Ensure transport practices, including design, construction and management, reduce environmental impacts.
- Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks, and
- Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

#### 18.02-1 Sustainable personal transport

Clause 18.02-1 promotes the use of sustainable personal transport by encouraging the use of walking and cycling.

#### 18.02-2 Cycling

Clause 18.02-2 elaborates on strategies aimed at encouraging cycling including the design and linking of on and off road cycling paths, and connection of the bicycle network of key destinations.

#### 18.02-3 Principal Public Transport Network

Clause 18.02-3 seeks to encourage improved public transport networks. Strategies include the identification of key strategic transport corridors capable of providing fast, reliable and frequent public transport services and by improving the movement, efficiency and reliability of the road-based public transport by road-space management measures including transit lanes, clearways, traffic-light prioritisation and stop design.

#### 18.02-4 Management of the road system

Clause 18.02-4 outlines strategies to manage the road system to achieve integration, choice and balance by developing an efficient and safe network. Making the most of existing infrastructure and achieving high visual standards, providing grade separations at railway crossings and 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 will also help achieve the objectives of this clause. The strategies also encourage selective expansion of key cross-town arterial links in the outer suburbs.

#### 18.05 Freight

Clause 18.05 encourages the development of key transport gateways and freight links in order to maintain Victoria's position as the nation's premier logistics centre.

### **Clause 19 Infrastructure**

Clause 19 seeks to ensure that urban growth be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure.

#### **Assessment**

The proposed Palmer's Road Amendments are consistent with the existing SPPF. In accordance with the current SPPF, the proposed reservation of the Corridor has taken into consideration land use planning, the co-ordination and timing of new infrastructure in new urban areas, maintaining access to existing and future land uses, and has sought to mitigate potential land use impacts whilst providing for a major arterial road. Separate to this Land Use Impact Assessment, other technical studies have been undertaken to assess the impact of and mitigation responses for the proposed road on the natural and built environment, local community and business.

From a land use planning perspective the proposed reservation of the Corridor is consistent with the State Planning Policy Framework.

## 2.5 Local Planning Policy Framework

The Local Planning Policy Framework and local planning documents/strategies for Melton and Brimbank have been considered and are discussed in detail below.

### 2.5.1 City of Melton

The following clauses from the Melton Planning Scheme are relevant to and provide support for the Palmers Road Corridor Project.

#### **Municipal Strategic Statement**

##### **Clause 21.01 Snapshot of Melton City in 1997**

This clause provides an overview of land use, community and employment characteristics, residential development, transport, and environment issues in the City (as existed in 1997). As stated in the Melton Planning Scheme Review *“the data used in the snapshot is 15 years old and fails to reflect the current shape of the municipality” and as such “not only is the information dated, but many of the issues have changed in that time”*.

The current Melton Planning Scheme is based on an ultimate population of approximately 150,000, whereas current State developed plans will result an ultimate population in excess of 300,000. The table below highlights the differences between the old plan and the current land use milieu:

##### **Clause 21.02 Urban Areas**

Clause 21.02 identifies that key issues affecting the City which include managing urban development, transport and movement. The Melton Planning Scheme Review highlights that lack of local employment opportunities and car dependency is an issue ongoing issue for residents.

##### **Clause 21.03 Planning visions and objectives for Melton**

As stated in the Melton Planning Scheme Review, the planning vision and objectives in this section of the MSS fail to address the shift in State led planning policy. The vision which speaks about *two residential communities* does not reflect the current or planned environment. The Melton Planning Scheme Review does acknowledge that many of the planning objectives are sound and should be retained, but *“they will need to be revisited to ascertain whether more suitable objectives can be crafted to respond to changes in State and Local Policy direction”*.

##### **Clause 21.03-2 Planning objectives**

The most relevant objective is “Transport and movement”.

The objective is to:

- Develop an efficient and integrated transport infrastructure that allows people choice about how they move within and through the City.

#### **Local Planning Policies**

##### **Clause 22.03 Recreation and Open Space Networks Policy**

Policy objectives in this clause include:

- *To ensure that the maintenance of open space is considered as part of the design process.*

##### **Clause 22.04 Urban development policy**

The purpose of this clause in the context of the Municipal Strategic Statement is to:

- *Ensure that infrastructure is designed and provided in an efficient and timely manner and the development of urban areas reflect sound planning principles and practices.*

##### **Clause 22.07 Transport and movement policy**

The purpose of this clause in the context of the Municipal Strategic Statement is to:

- *Develop an efficient and integrated transport infrastructure that allows people choice about how they move within and through the Shire.*

#### **Policy basis**

The basis of this policy is as follows.

*Proper transport systems and infrastructure enable residents, workers and businesses to gain access to services, facilities, markets and customers. A sustainable community should aim to provide a range of transportation options - car, bus, train and bicycle. It should also seek to achieve a reduction in the reliance on the private motor vehicle, trip length and frequency.*

### **Policy objectives**

Relevant policy objective are:

- *To provide a transport and movement system which meets the varying needs of the community.*
- *To provide options for people to use alternative means of travel by maximising access to public transport, pedestrian and cyclist routes.*
- *To support the integration of transport systems with land use planning, community and economic development.*
- *To encourage the development of a high quality, public transport system to facilitate movement across the municipality and the region.*
- *To achieve greater efficiencies in public transport by locating higher density housing around areas with high public transport availability.*
- *To provide a road network that meets the needs of users at a minimal cost to Council, the community and the environment.*

### **Assessment**

Based on the Municipal Strategic Statement and Local Planning Policies contained in the Melton Planning Scheme, in particular Clause 22.07, it is considered that the Palmer Road Corridor Project is consistent and supportive of the desired planning outcomes sought by the Local Planning Policy Framework.

### **Melton East Strategy Plan (1997)**

The underlying document that has guided development in the Melton East area is the *Melton East Strategy Plan 1997* (GHD 1997) (MESP). The MESP sets out the framework ‘*by which council and government may participate with the private sector in the management of urban development in the Area to produce a high quality of living environment for future residents, an efficient and environmentally sustainable level of public transport service and infrastructure and compatibility with its local regional and metropolitan context*’ (GHD 1997, p4).

The 1997 document is a review of a 1993 version of the plan which was referred to in the Melton Urban Development Zone (introduced in 1994 prior to the amalgamation of local councils and the standardisation of planning schemes). The formal adoption of the MESP provided the basis for planning scheme amendments and rezonings. It also invited the preparation of alternative approaches for development underwritten by comprehensive justification.

Land in the Melton East area is subject to a Development Plan Overlay Schedule 1 (DPO1). Section 2 of the DPO1 (dated both 29 July 1999 and current<sup>1</sup>) states ‘*Before deciding to approve a Development Plan, the responsible authority must consider ... the provisions of the Melton East Strategy Plan*’. The planning controls applicable to each property are identified within the Contract of Sale, and therefore the MESP has been public information and available to the developers and purchasers since the DPO1 was implemented.

The MESP is also embedded in the Melton Planning Scheme in Clause 21.04-2 Melton East Growth Area. Within this clause, a number of strategies are identified to guide development in this area, the first of which is to ‘*adopt the Melton East Strategy Plan (revised) 1997*’. Furthermore, this clause also requires that ‘*all development plans shall be prepared in accordance with the strategic principles outlined in the Melton East Strategy Plan (Revised) 1997*’.

That the MESP is so embedded in the planning scheme underlines its importance and credibility as a strategic planning document for the City of Melton. This document is publicly available on the City of Melton website.

Section 6 of the MESP discusses transportation within and through the area, and integration of transport services to the surrounding areas. A network of primary and secondary arterial routes was identified as follows:

- Primary arterial road network
  - Keilor-Melton Road
  - Western Highway / Freeway
  - The six lane north-south connection between Calder Park Drive and Westwood Drive

[Note: this northern extent is the Palmers Road Corridor]

- Secondary arterial route
  - Gourlay Road, connective between Keilor-Melton Road and the Western Freeway
  - Rockbank Middle Road
  - Taylors Road
  - Hume Drive, extended west to Gourlay Road.

The primary arterial road network is clearly shown in Figure 5, with the Palmers Road Corridor providing the north-south spine through the centre of the development. Figure 6 shows how this transport network has dictated the shape and land use pattern within the Melton East area through dividing the area in neighbourhoods and suburbs to support a population of between 59,500 to 81,000.

The Palmers Road Corridor is discussed within the MESP as a key strategic principle, and is therefore referenced in the current planning scheme for the purpose of providing a six-lane north south arterial and sets out high level design principles to protect the Corridor for this purpose. These design principles are shown in Figure 7.

Development over time has seen the implementation of the MESP and its strategic principles. While the Palmers Road Corridor has not yet been developed to its full extent as intended within the MESP, the 40m wide corridor with no direct residential access required by the MESP has been protected for that purpose. Where direct access does currently exist, the planned road reserve is sufficiently wide to facilitate the implementation of a limited access arterial route. Key community infrastructure such as schools and activity centres have been developed in order to be accessible from the secondary arterials to ensure that the designated primary arterial can be developed and used as intended within the broader regional context. It is noted that the activity centres have developed generally in accordance with the plan in Figure 7. Existing Activity Centres are shown diagrammatically in Figure 8.

#### Assessment

The Melton East Strategy Plan provides a clear vision for the development of Robinsons Road, Westwood Drive and Calder Park Drive as a primary arterial route providing a north-south connection with controlled access points to adjacent urban areas.

The Palmers Road Corridor Project supports the transportation objectives detailed in the Melton East Strategy Plan, including the provision of space for the progressive upgrade of the existing road network, a plan for a pedestrian/cycle network and public transport service which links neighbourhoods, and a plan for good road connections.

Figure 5 Melton East Strategy Plan, Indicative Transport Network

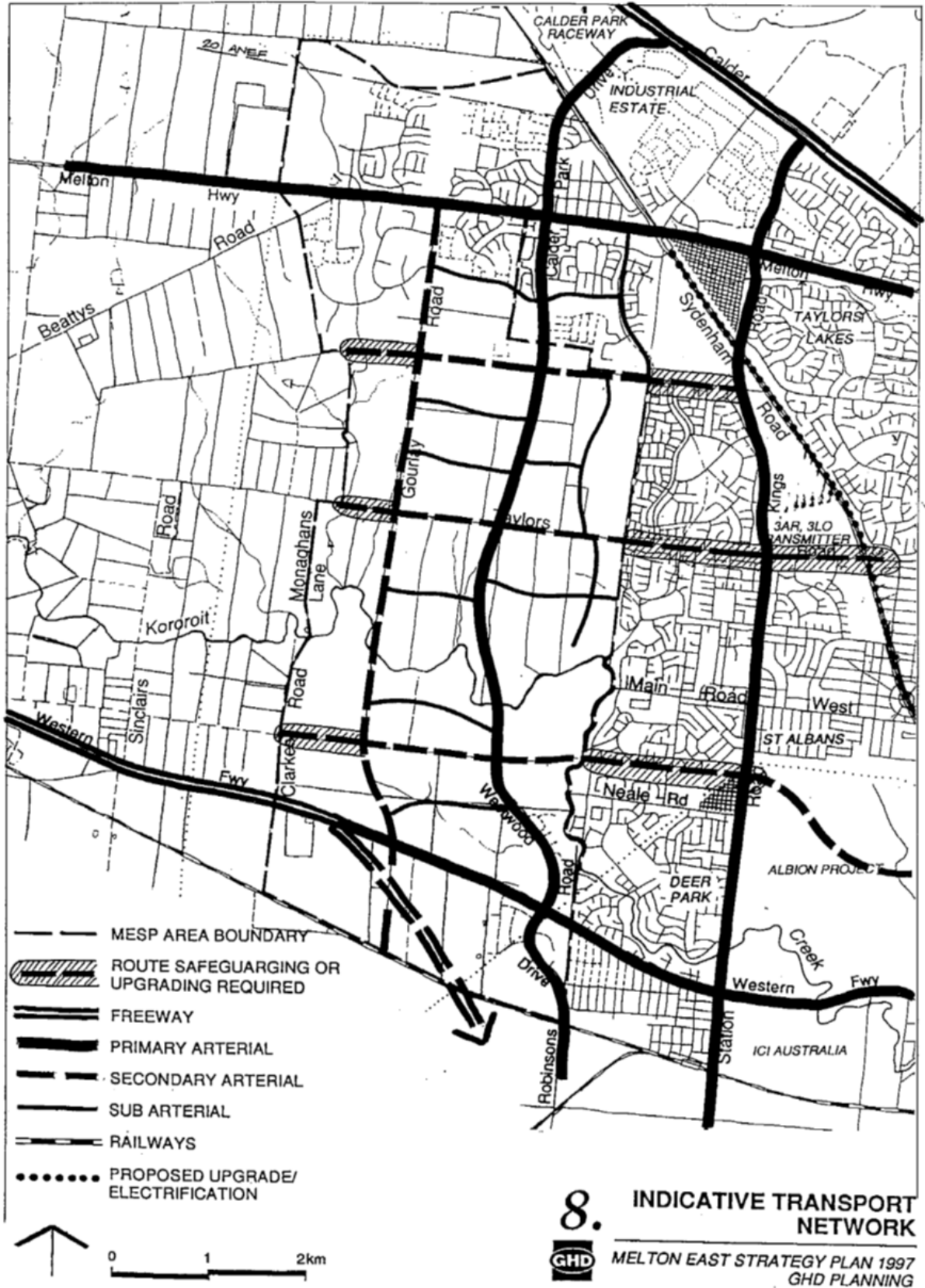




Figure 6 Melton East Strategy Plan, Neighbourhoods, Suburbs and Areas

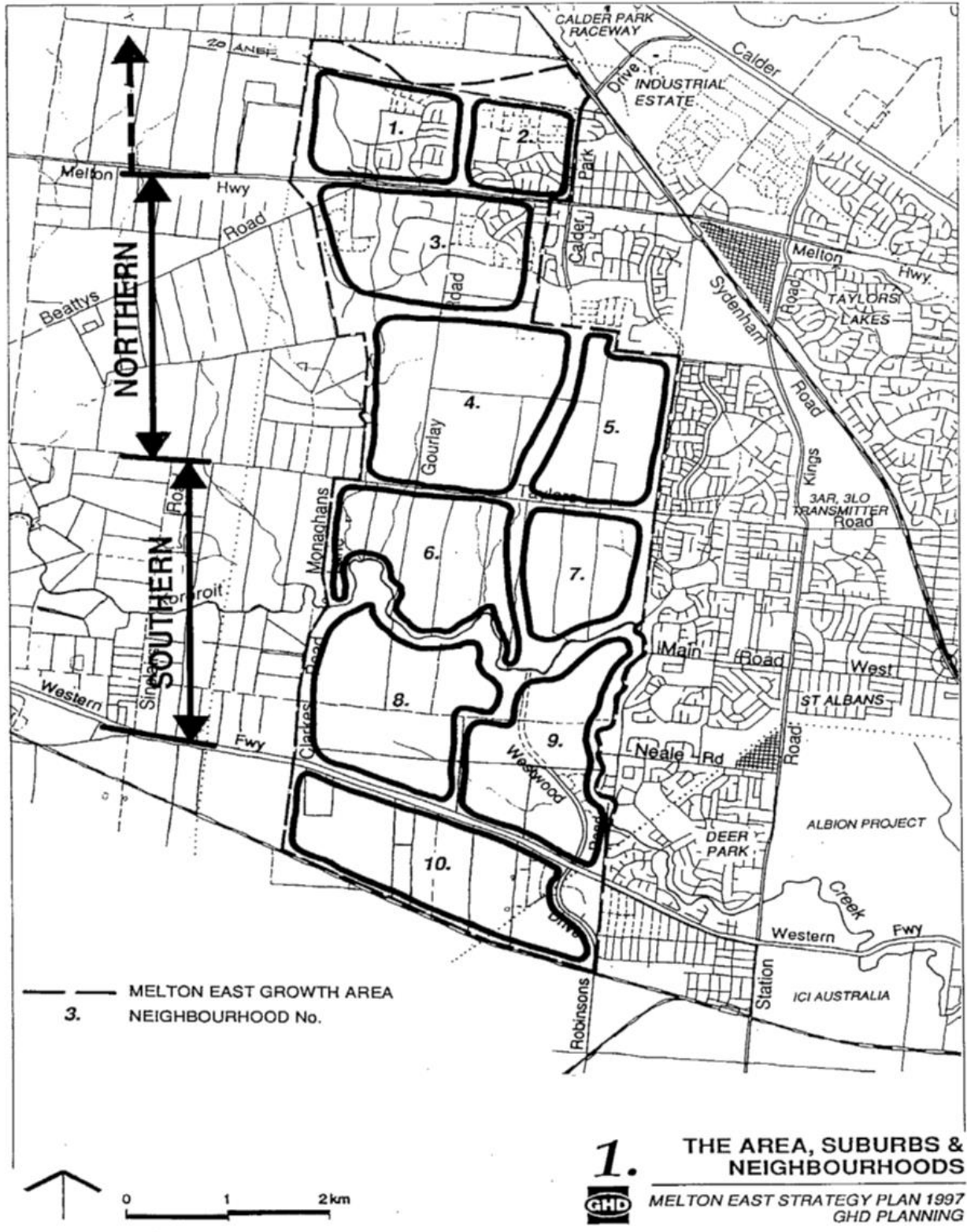
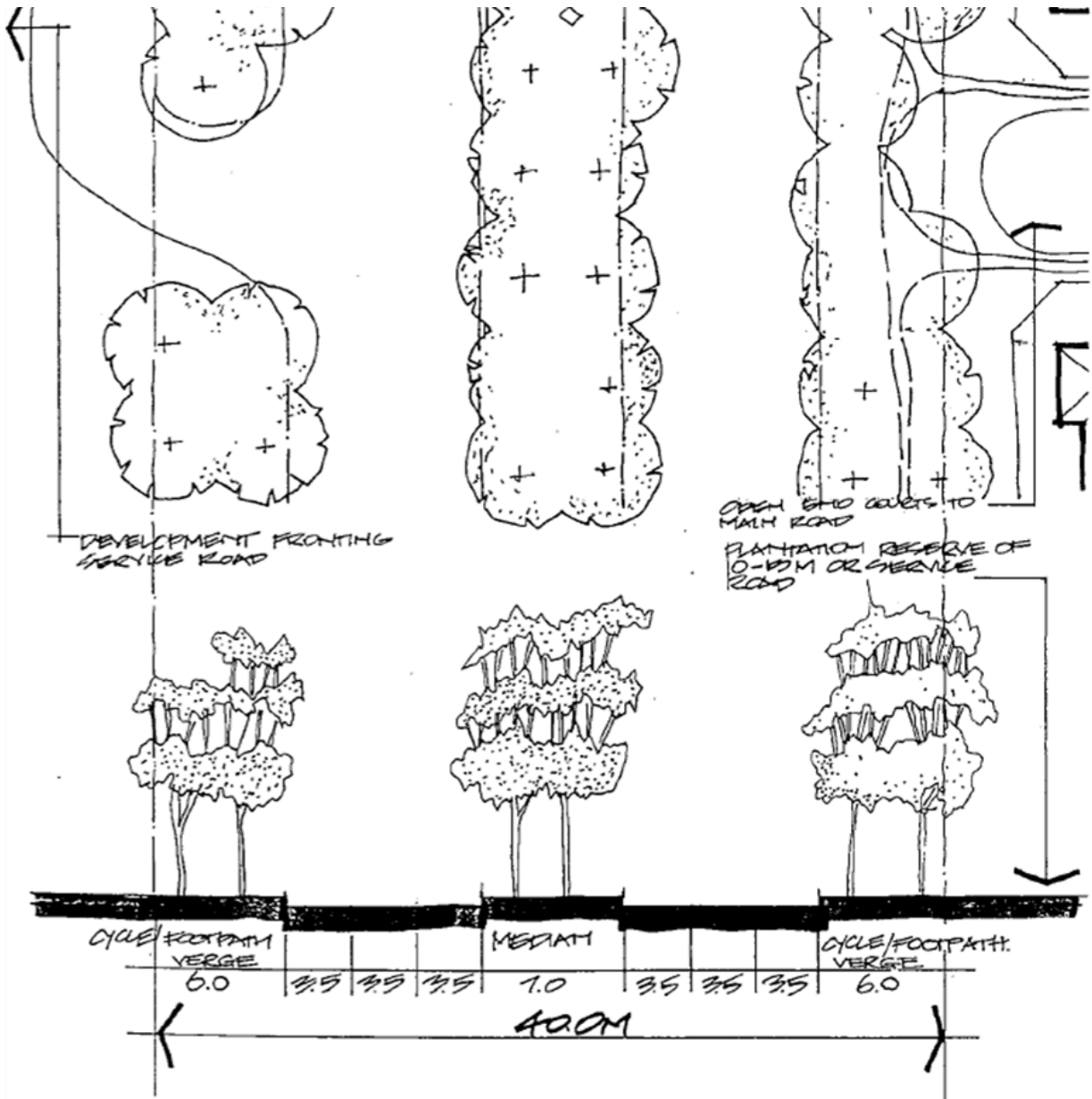
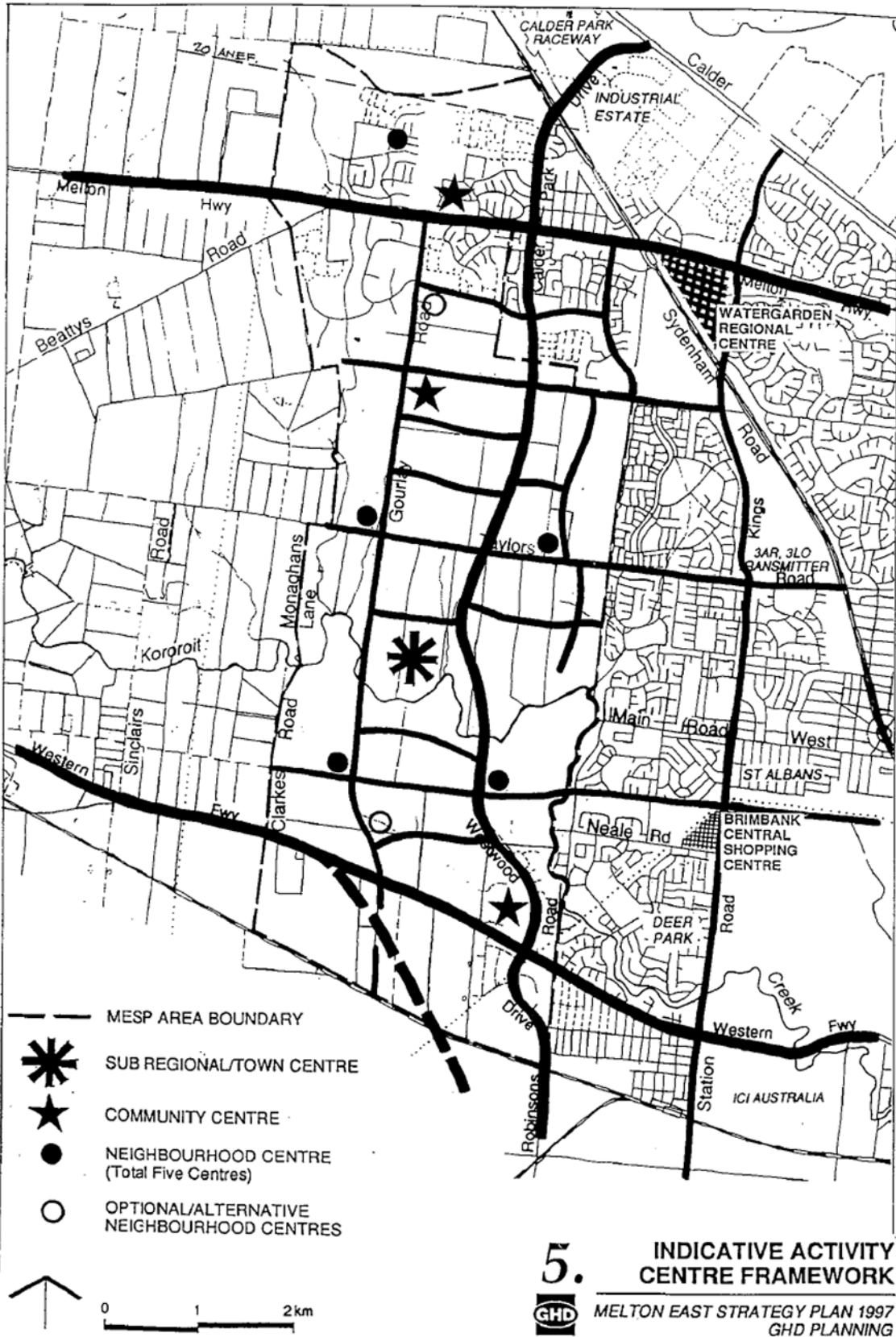


Figure 7 Melton East Strategy Plan, Design principles for Calder Park Drive



**9.** CALDER PARK DRIVE-  
ROBINSONS ROAD  
NORTH-SOUTH ARTERIAL  
MELTON EAST STRATEGY PLAN 1997  
GHD PLANNING

Figure 8 Melton East Strategy Plan, Indicative Activity Centre Framework



## 2.5.2 City of Brimbank

### **Municipal Strategic Statement**

The following clauses from the Brimbank Planning Scheme address land use and social components relevant to the Palmers Road Corridor. These clauses will contribute to making Brimbank City Council more liveable.

#### **Clause 21.01 Municipal profile**

Brimbank has access to some of Melbourne's largest roads, such as Western Ring Road, Western Highway and Calder Freeway which traverse the municipality, providing Brimbank with good internal connections and access to other parts of Victoria. The population is projected to increase from approximately 174,746 people in 2006 to over 194,703 people in 2026.

#### **Clause 21.02 Key land use issues**

Sustainable transport options, including public transport, walking and cycling are a key issue for the municipality that Council is seeking to address. Other key issues are maintaining and enhancing the network of open spaces and the built environment, as well as attracting business, industry and employment.

#### **Clause 21.03 Council's strategic vision**

In Clause 21.03-1, Council's vision for the municipal area of Brimbank is:

*Brimbank is a diverse community and will be an active and connected community living in sustainable, well designed, safe and accessible local areas with high participation in community life. This vision embraces the needs and aspirations of the whole Brimbank community. Implementing it over the next 20 years will result in improvements to the life long learning, health and wellbeing of all community members and a community with high resilience, hope and achievement.*

#### **Clause 21.04 Strategic land use vision**

The vision for Transport and Infrastructure is to:

*Develop strong connections to an integrated, sustainable transport network and provide a safe and efficient cycling and walking network that links neighbourhoods to services and facilities.*

#### **Clause 21.05 Natural environment**

This policy seeks to protect and enhance the natural environment. The policy is implemented through the application of the Green Wedge Zone, Public Conservation and Resource Zone, Rural Conservation Zone, Environmental Audit Overlay and Environmental Significance Overlay.

#### **Clause 21.05 Built heritage**

This policy seeks to protect and enhance the built and natural environment, such as places of heritage, natural, aboriginal, cultural and aesthetic significance. The policy is implemented through the application of the Heritage Overlay, Rural Conservation Zone and Public Conservation and Resource Zone.

#### **Clause 21.10 Transport and infrastructure**

Brimbank will advocate for better transport connections in the municipality and ensure that it provides the planning framework to enable the best transport outcomes for the community.

This clause identifies transport routes within the municipality will be a major focus of investment. Objectives and strategies in this clause relevant to the Palmers Road Corridor include:

- *To develop safe, efficient and convenient road network that provides for the movement of pedestrians, cyclists, freight and vehicles within and through the municipality.*
- *Ensure that development adjacent to a Road Zone 1 minimises the impact on traffic movements on the road network, through the provision of safe and effective access and well located car parking areas.*

### **Local Planning Policies**

The only local planning policy applies to Heritage. No local planning policies are therefore applicable to the Palmer's Road Corridor Project.

#### **Assessment**

The Palmer's Road Corridor project is supportive of the City of Brimbank Local Planning Policy Framework, specifically the need to improve linkages between the northern and southern parts of the municipality, particularly in the western sector of Brimbank.

### **Brimbank Industrial Land Strategy (November 2012)**

Brimbank has approximately 2,230 hectares of Industrial zoned land in the western region. This represents 10 percent metropolitan Melbourne's industrial supply and is the largest amount of zoned industrial land in the western region. This is an important economic asset for the municipality. It is the largest employment sector, employing 6,674 people or 21 percent of all local jobs. Industrial areas in proximity the Palmer's Road Corridor are located in the south near the Western Freeway (undergoing development) and in the north adjacent to Calder Park Motor Sports Complex (undeveloped).

### **Cycling and Walking Strategy 2012**

The Brimbank Cycling and Walking Strategy 2012 seeks to encourage a network of cycling and walking paths to support recreation and sustainable transport options. The Strategy proposes on road paths along Robinsons Road, Calder Park Drive, Melton Highway, Taylors Road and Western Highway. It also proposes off road paths along Middle Road and in the vicinity of Neale Road.

### **Brimbank Activity Centres Strategy (September 2008)**

The Brimbank Activity Centres Strategy establishes a vision and planning framework for activity centres throughout the municipality. The objective of the strategy is to set out policies and actions aimed at improving each centre in terms of economic performance, accessibility, environmental sustainability and urban character.

#### **Assessment**

The Palmer's Road Corridor Project relates to and supports accessibility to Watergardens, which is listed as a Principal Activity Centre.

## **2.6 Other transport strategies**

### **Western Melbourne Transport Strategy 2012-2030**

The Western Melbourne Transport Strategy 2012-2030 was prepared for the Cities of Brimbank, Hobsons Bay Melton, Maribyrnong, Moonee Valley and Wyndham. The strategy sets out a vision for an integrated transport system to support the west's rapid growth. It includes targeted solutions and program for Government and private investment.

The Strategy recognises the upgrade of Palmer's Road as a priority project that should *'generally include duplication, provision of public transport infrastructure, safety improvements, and provision of grade separation at motorway junctions and rail level crossings'*.

### **Kororoit Creek Regional Strategy 2005 – 2030**

The Kororoit Creek Regional Strategy 2005 – 2030 was prepared by Land Design Partnership Pty Ltd for DTPLI. The strategy sets out a long term vision aimed at protecting, managing and improving access to a 40km stretch of Kororoit Creek from Toolern Vale, to north east of Melton. It includes a number of strategic actions, which are recommended to guide the protection and enhancement of the Kororoit Creek corridor.

## 2.7 Summary of legislation and state and local planning policies

In summary, the Palmers Road Corridor Project is consistent with, and helps support, relevant legislation, and the state and local planning policies. Below summarises the responses:

Area	Response for proposed Palmers Road Corridor	
Commonwealth Legislation	<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Consistent and supportive of applicable legislation. No need for commonwealth consent.
State Legislation	<i>Planning and Environment Act 1987</i>	Consistent and supportive of applicable legislation such as the <i>Planning and Environment Act 1987</i> .  An amendment will be required to the Melton and Brimbank Planning Schemes to reserve and formally protect additional land for the Palmers Road Corridor (Western Freeway to Calder Freeway).
	<i>Heritage Act 1995</i>	Consent needed from heritage Victoria for Heritage listed sites in the project area (i.e. H7822-0174 Ravenhall Magazine and Storage Facility; H7822-0160 Drover's Hut; H7822-018 Cobbed Road).
	<i>Aboriginal Heritage Act 2006</i>	A draft CHMP is being prepared.
	Environmental Effects Statement	On the 13 November 2009 the Minister for Planning decided that an " <i>Environment Effects Statement (EES)</i> is required for the Palmers Road Corridor Project northern section (Western Freeway to Calder Freeway).  An Environmental Effects Statement is being prepared
State policies and strategies	Consistent with relevant State transport policies that creates a strategic north-south route linking local communities.	
State Planning Policy Framework (SPPF)	Consistent and supportive of the SPPF, specifically Clauses 11, 12, 13, 14, 15, 17, 18 and 19.	
Local Planning Policy Framework (LPPF)	Melton: The Palmers Road Corridor Project is consistent and supportive of the desired planning outcomes sought by the Local Planning Policy Framework.  Brimbank: The Palmers Road Corridor project is supportive of the City of Brimbank Local Planning Policy Framework, specifically the need to improve linkages between the northern and southern parts of the municipality, particularly in the western sector of Brimbank.	
Other transport strategies	Consistent with Western Melbourne Transport Strategy 2012-2030 and Kororoit Creek Regional Strategy 2005 – 2030.	

### 3.0 Statutory planning framework

This section provides an analysis of the relevant planning zones, overlays and particular provisions as they apply to the Palmer's Road Corridor Project. The section is divided into three subsections: zones, overlays and particular provisions and includes a summary of permit implications for each subsection.

#### 3.1 Zones

This section identifies and describes the relevant zones within the two municipalities and planning permit requirements. A map of the zones is shown in Figure 9.

Table 2 below is a summary of where permits are required for use and/or development of a road within the Palmer's Road Corridor.

**Table 2 Summary of Zones and permit requirements**

Zone	Planning Scheme	Permit requirements	
		Use	Buildings and works
Clause 32.01 – General Residential Zone <sup>1</sup>	Melton, Brimbank	No Permit	No Permit
Neighbourhood Residential Zone <sup>2</sup>	Brimbank	No Permit	No Permit
Clause 32.04 - Mixed Use Zone	Brimbank	No Permit	No Permit
Clause 33.03 - Industrial 3 Zone	Melton, Brimbank	No Permit	No Permit
Clause 34.01 - Commercial 1 Zone <sup>3</sup>	Melton, Brimbank	No Permit	No Permit
Clause 34.02 – Commercial 2 Zone <sup>4</sup>	Melton, Brimbank	No Permit	No Permit
Clause 35.07 Farming Zone	Melton	No Permit	No Permit
Clause 36.01 - Public Use Zone 1	Melton	No Permit	No Permit
Clause 36.01 - Public Use Zone 2	Brimbank	No Permit	No Permit
Clause 36.01 - Public Use Zone 4	Melton, Brimbank	No Permit	No Permit
Clause 36.01 - Public Use Zone 7	Melton	No Permit	No Permit
Clause 36.04 - Road Zone – Category 1 and 2	Melton, Brimbank	No Permit	No Permit
Clause 37.01 - Special Use Zone 1	Brimbank	No Permit	No Permit
Clause 37.02 - Comprehensive Development Zone 1	Melton	No Permit	No Permit
Clause 37.03 - Urban Floodway Zone	Melton, Brimbank	Permit	Permit

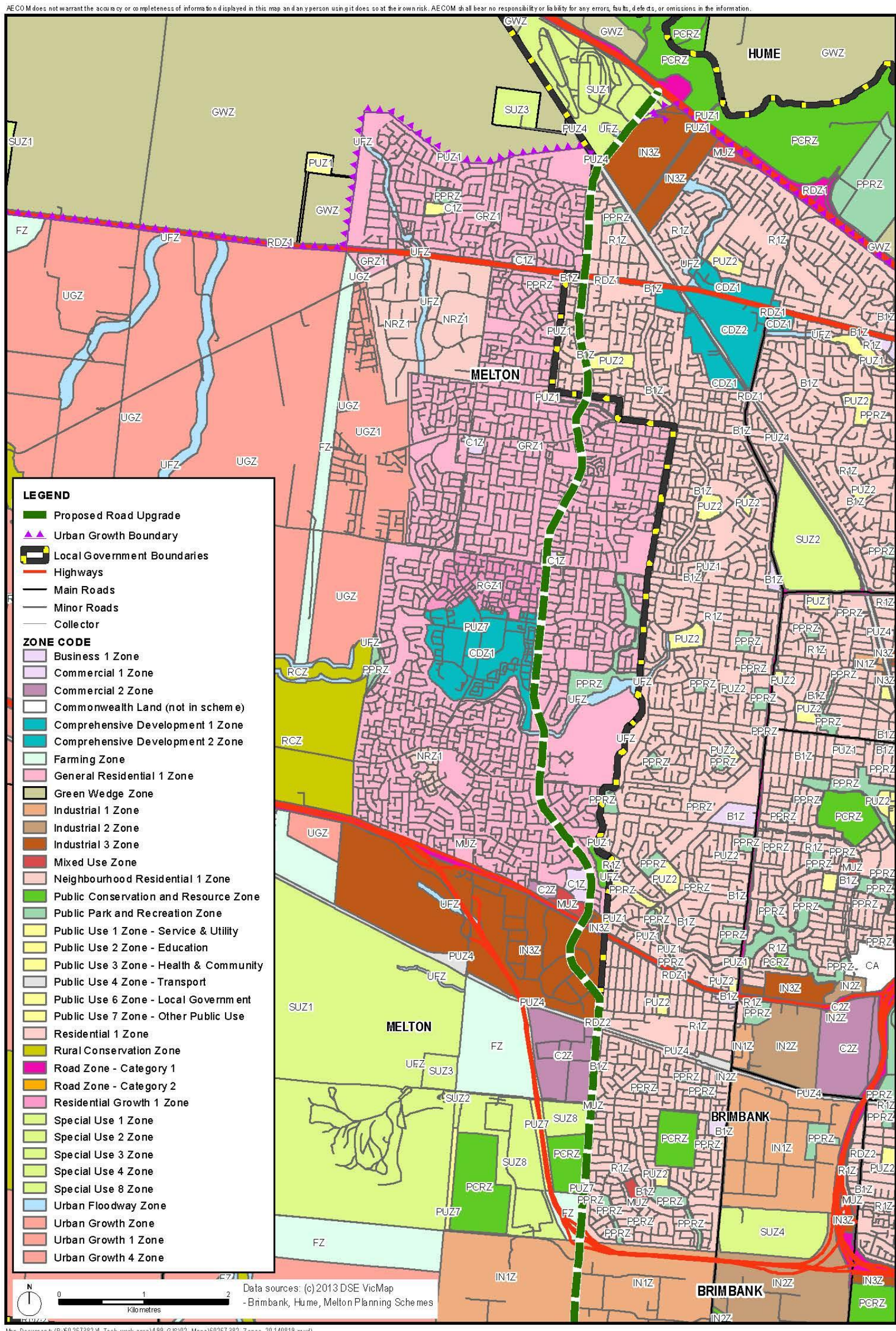
Footnotes:

- (1) General Residential Zone – shown on the Planning Scheme Maps as Residential 1 Zone (R1Z).
- (2) Neighbourhood Residential Zone – proposed as part of Amendment C158
- (3) Commercial 1 Zone – shown on the Planning Scheme Maps as Business 1 Zone (B1Z), Business 1 Zone (B2Z), Business 5 Zone (B5Z) and Commercial 1 Zone (C1Z).
- (4) Commercial 2 Zone – shown the Planning Scheme Maps as Business 3 Zone (B3Z), Business 4 Zone (B4Z) and Commercial 2 Zone C2Z.

The proposed Palmers Road Corridor Project will require a planning permit for 'use' and 'buildings and works' in the Urban Floodway Zone in both the Melton and Brimbank Planning Schemes.



Figure 9 Overview of Zones in the northern section of Palmers Road Corridor (2014)



Source: Melton and Brimbank Planning Schemes (2014)



Described below is the purpose of the zones located within the Palmers Road Corridor study area covering the Cities of Melton and Brimbank together with an assessment of the project against the zone.

#### **Clause 32.01 – General Residential Zone**

The majority of land along the Palmers Road alignment is zoned for residential land uses.

The purpose the General Residential Zone is:

- *To encourage development that respects the neighbourhood character of the area*
- *To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

#### **Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

#### **Clause 32.09 Neighbourhood Residential Zone<sup>2</sup>**

The majority of land along the Palmers Road alignment (Brimbank LGA) is zoned for residential land uses.

The purpose of the Neighbourhood Residential Zone is:

- *To recognise areas of predominantly single and double storey residential development*
- *To limit opportunities for increased residential development*
- *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*

#### **Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

#### **Clause 32.04 - Mixed Use Zone**

The Mixed Use Zone applies to the intersection of Palmers Road and Western Highway.

The purpose of the Mixed Use Zone is:

- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To encourage residential development that respects the neighbourhood character.*

#### **Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

#### **Clause 33.03 - Industrial 3 Zone**

The Industrial 3 Zone applies to land near the intersections of Palmers Road and Calder Freeway, and Palmers Road and Western Highway.

The purpose of this zone is to:

<sup>2</sup> The proposed Neighbourhood Residential Zone is to be implemented as part of Amendment C158

- *To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.*
- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

#### Assessment

A permit is not required for use of a road. A permit is not required for construction of a road.

#### Clause 34.01 – Commercial 1 Zone

The Commercial 1 Zone applies to the intersections of Palmers Road with Western Highway and Palmers Road with Taylors Road.

The purpose of this zone is:

- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

#### Assessment

A permit is not required for use of a road. A permit is not required for construction of a road.

#### Clause 34.02 - Commercial 2 Zone

The Commercial 2 Zone applies to land to the south-west of the Palmers Road and Melbourne-Ballarat Rail Corridor intersection.

The purpose of the zone is:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

#### Assessment

A permit is not required for use of a road. A permit is not required for construction of a road.

#### Clause 35.07 Farming Zone

The Farming Zone applies to land at the intersection of Palmers Road and Western Highway (Deer Park Bypass).

The purpose of the zone is:

- *To provide for the use of land for agriculture.*
- *To encourage the retention of productive agricultural land.*
- *To ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture.*
- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*
- *To protect and enhance natural resources and the biodiversity of the area.*

#### Assessment

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 36.01 - Public Use Zone 1**

The Public Use Zone 1 (Service and Utility) crosses Palmers Road near Southbank Walk. The PUZ1 designates the presence of a pipeline connecting to the local reservoir.

The purpose of the zone is:

- *To recognise public land use for public utility and community services and facilities.*
- *To provide for associated uses that are consistent with the intent of the public land reservation or purpose.*

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 36.01 - Public Use Zone 2**

Public Use Zone 2 (Education) applies to land at the intersection of Palmers Road with Community Hub (street), this area includes Copperfield College (Sydenham) and Sydenham Hillside Primary School.

The purpose of the zone is:

- *To recognise public land use for public utility and community services and facilities.*
- *To provide for associated uses that are consistent with the intent of the public land reservation or purpose.*

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 36.01 - Public Use Zone 4**

The Public Use Zone 4 applies to the Melton Rail Corridor (in the north) and the Melbourne-Ballarat Rail Corridor (in the south).

The purpose of the zone is:

- *To recognise public land use for public utility and community services and facilities.*
- *To provide for associated uses that are consistent with the intent of the public land reservation or purpose.*

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 36.01 - Public Use Zone 7**

The Public Use Zone 7 (other public uses) applies in the vicinity of the Deer Park Bypass. The land within this zone adjacent to Palmers Road is designated as a conservation reserve.

The purpose of the zone is:

- *To recognise public land use for public utility and community services and facilities.*
- *To provide for associated uses that are consistent with the intent of the public land reservation or purpose.*

**Assessment**

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 36.03 - Public Conservation and Resource Zone**

The Public Conservation and Resource Zone (PCRZ) is not directly affected by the proposed road. The proposed road is adjacent to the Organ Pipes National Park and Ravenhall NCR.

The purpose of the zone is:

- *To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.*
- *To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.*
- *To provide for appropriate resource based uses.*

**Assessment**

The proposed road does not enter into the PCRZ. However, if the alignment was altered in the future then a permit would be required for use. A permit would not be required for construction.

**Clause 36.04 - Road Zone – Category 1 and 2**

The Road Zone 1 applies to Calder Freeway, Melton Highway and Western Highway.

The Road Zone 2 applies to Palmer's Road, south of the Melbourne-Ballarat Rail Corridor.

The purpose of the zone is:

- *To identify significant existing roads.*
- *To identify land which has been acquired for a significant proposed road.*

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 37.01 - Special Use Zone 1**

The Special Use Zone 1 applies to Calder Park Race Park in the north of the Corridor.

The purpose Schedule 1 to the Special Use Zone is:

- *To provide for areas in private ownership to be used as private sports grounds and religious and educational institutions.*
- *To provide for areas to be used as racecourses and showgrounds.*

**Assessment**

A permit is not required for use of a road. A permit is not required for construction of a road.

**Clause 37.01 - Special Use Zone 8**

The Special Use Zone 8 applies to the Prison Precinct in the south of the Corridor, south-west of the Riding-Boundary Road intersection.

The purpose Schedule 8 to the Special Use Zone is:

- *To facilitate the development of land within the prison precinct in accordance with a Correctional Facility Development Plan.*
- *To ensure that development and use of a correctional facility occurs with minimum negative impact on surrounding land uses.*
- *To encourage a form of development that will enhance the visual quality of the surrounding area.*
- *To provide for correctional facility industries, prisoner education, recreation, visitor and health service facilities and any other facility necessary for the operation of an international best practice correctional facility.*

#### Assessment

A permit is not required for use of a road. A permit is not required for construction of a road.

#### Clause 37.02 - Comprehensive Development Zone 1

The Comprehensive Development Zone Schedule 1 applies to Caroline Springs Town Centre Area.

The purpose of the Comprehensive Development Zone is:

- *To identify land developed as the Caroline Springs Town Centre.*
- *To provide a dynamic range and mix of commercial, retail, entertainment, residential, recreational, educational and community uses in the Caroline Springs Town Centre.*
- *To provide for the development of the Town Centre generally in accordance with the Caroline Springs Town Centre Comprehensive Development Plan.*
- *To achieve a high standard of urban design, public amenity and safety.*
- *To establish higher order sub regional functions to reflect the sub regional status of the Town Centre.*
- *To provide opportunities for medium and higher density residential development.*
- *To implement the Melton East Structure Plan.*
- *To implement the Melton East Strategy Plan Revised (1997).*
- *To integrate Kororoit Creek as a feature of the Town Centre.*
- *To provide a community focus in an accessible and convenient location.*
- *To establish an attractive pedestrian scale for the Town Centre.*

#### Assessment

A permit is not required for use of a road. A permit is not required for construction of a road.

#### Clause 37.03 - Urban Floodway Zone

The Urban Floodway Zone applies to land 350 metres to the north of the Melton Rail Corridor and to land along Kororoit Creek.

The purpose of the Urban Floodway Zone is:

- *To identify waterways, major floodpaths, drainage depressions and high hazard areas within urban areas which have the greatest risk and frequency of being affected by flooding.*
- *To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.*
- *To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989.*

- *To protect water quality and waterways as natural resources in accordance with the provisions of relevant State Environment Protection Policies, and particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

Assessment
A planning permit is required for both the use and construction of a road.

### 3.2 Overlays

This section provides descriptions of the Melton and Brimbank planning scheme overlays within the Palmers Road Corridor. Figure 10 and Figure 11 identify the overlays that apply to the Corridor.

Outlined in Table 3 is a summary of permit requirements for the Palmers Road Corridor Project. Although several permits are required there are considered to be no major issues or implications for the Palmers Road Corridor project.

**Table 3 Summary of Overlays**

Overlay	Planning approval requirements
<b>Melton</b>	
Environmental Significance Overlay, Schedule 1 and 2	Permit
Land Subject to Inundation Overlay, Schedule 2	Permit
Design and Development Overlay, Schedule 1	No Permit
Public Acquisition Overlay, Schedule 1	No Permit
Special Building Overlay	Permit
Development Plan Overlay, Schedules 1, 5 and 13	No Permit
Melbourne Airport Environs Overlay, Schedule 2	No Permit
<b>Brimbank</b>	
Environmental Significance Overlay, Schedule 5 and 6	Permit
Environmental Audit Overlay	No Permit
Melbourne Airports Environs Overlay, Schedule 1	No Permit
Melbourne Airports Environs Overlay, Schedule 2	No Permit
Design and Development Overlay, Schedule 2	No Permit
Development Plan Overlay, Schedule 1	No Permit
Public Acquisition Overlay, Schedule 5	No Permit
Special Buildings Overlay	Permit

The following overlays affect the road alignment, triggering a planning permit for buildings and works, and/or removal of vegetation associated with a road:

#### Melton

- Clause 42.01 Environmental Significance Overlay, Schedule 1 and 2
- Clause 44.04 Land Subject to Inundation Overlay, Schedule 2 (LSIO2)
- Clause 44.05 Special Buildings Overlay (SBO).

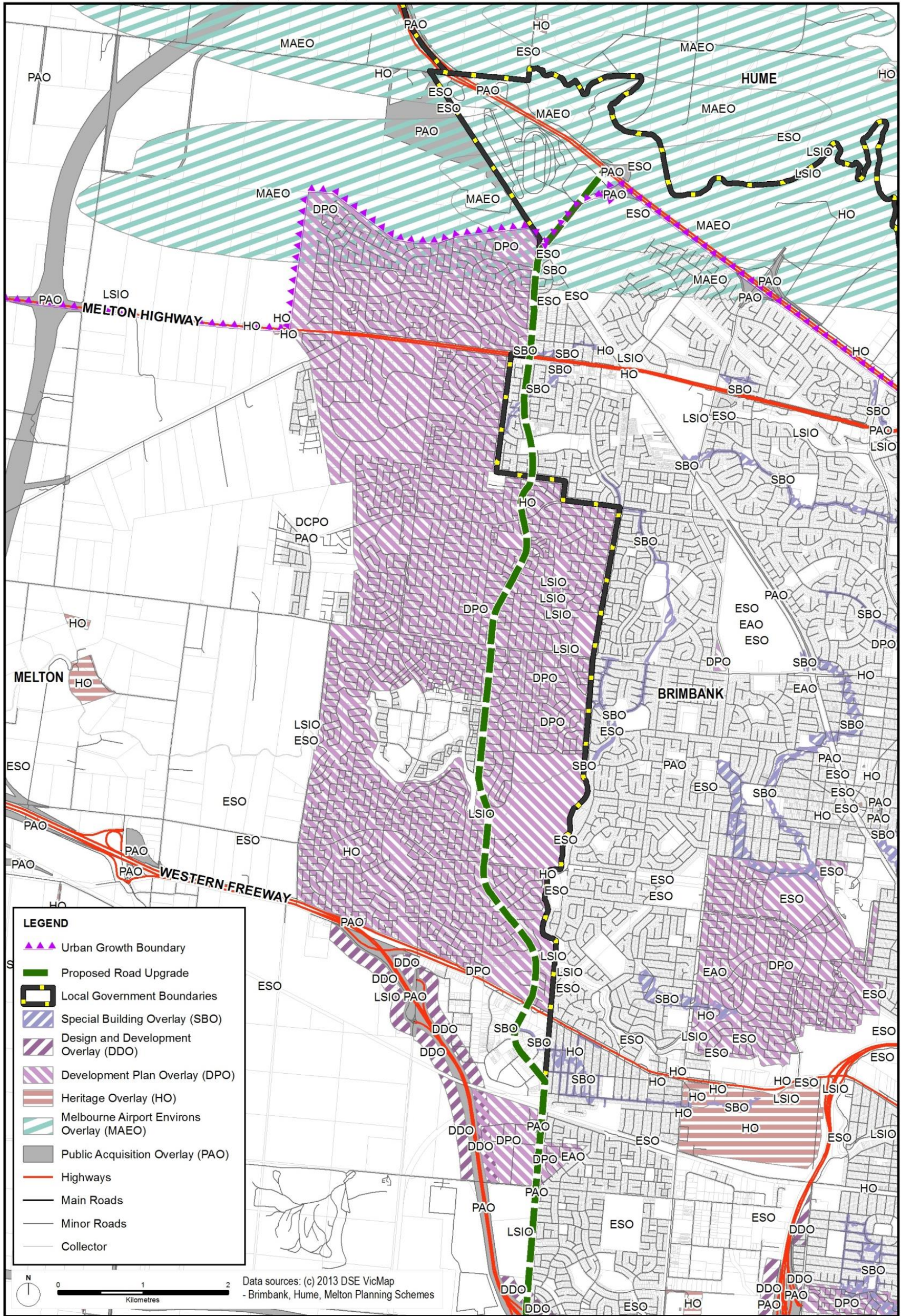
**Brimbank**

- Clause 42.01 Environmental Significance Overlay, Schedule 5 and 6
- Clause 44.05 Special Buildings Overlay (SBO).



Figure 10 Overlays (part 1 of 2) in the northern section of Palmer's Road Corridor Project

AECOM does not warrant the accuracy or completeness of information displayed in this map and any person using it does so at their own risk. AECOM shall bear no responsibility or liability for any errors, faults, defects, or omissions in the information.

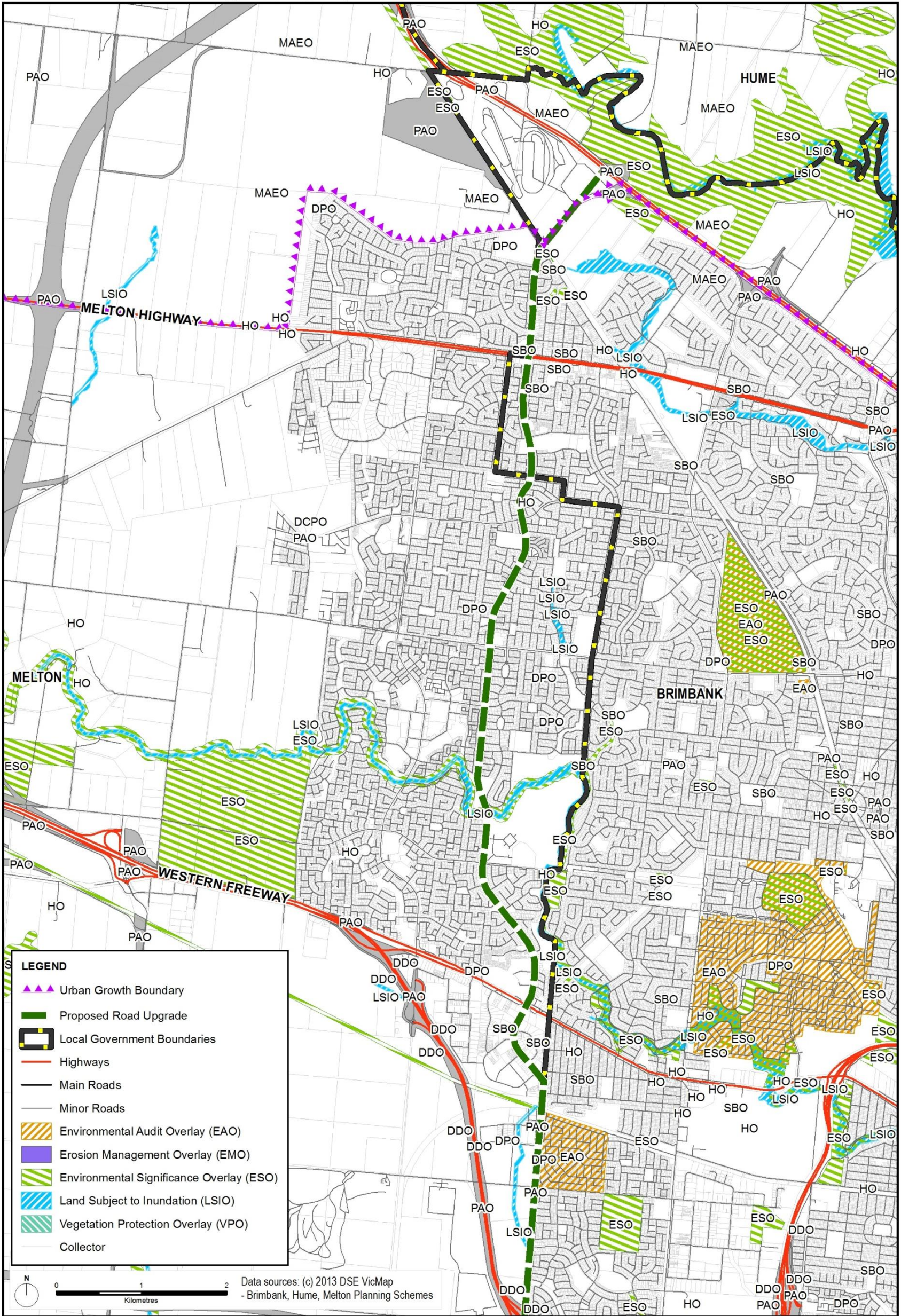


Source: Melton and Brimbank Planning Schemes (2014)



Figure 11 Overlays (part 2 of 2) in the northern section of the Palmer's Road Corridor Project

AECOM does not warrant the accuracy or completeness of information displayed in this map and any person using it does so at their own risk. AECOM shall bear no responsibility or liability for any errors, faults, defects, or omissions in the information.



Source: Melton and Brimbank Planning Schemes (2014)



### 3.2.1 City of Melton

Summarised below is the purpose of the overlays located within the Palmers Road Corridor study area of the City of Melton and an assessment of the project against the overlay.

#### Clause 42.01 - Environmental Significance Overlay, Schedule 1 and 2

The Environmental Significance Overlay, Schedule 1 (Remnant Woodlands, Open Forests and Grasslands), apply to Melbourne-Ballarat Railway Line and the Melbourne-Bendigo Railway Line.

The Environmental Significance Overlay, Schedule 2 (Wetlands, Waterways and Riparian Strips) applies to the Kororoit Creek.

The purpose of the Environmental Significance Overlay is:

- *To identify areas where the development of land may be affected by environmental constraints.*
- *To ensure that development is compatible with identified environmental values.*

#### Assessment

A permit will be required remove specified vegetation in accordance with the Overlay(s).

#### Clause 44.04 - Land Subject to Inundation Overlay, Schedule 2

The purpose of the Land Subject to Inundation Overlay is:

- *To identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To reflect any declaration under Division 4 of Part 10 of the Water Act, 1989 where a declaration has been made.*
- *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

The Land Subject to Inundation Overlay, Schedule 2, applies to Kororoit Creek which the Palmers Road Corridor crosses. The LSIO states that a permit is required to construct or carry out works, including roadworks unless a Schedule to the overlay specifies otherwise. There are no permit exemptions for a road in LSIO Schedule 2.

#### Assessment

A permit is required to construct a road in the LSIO2.

#### Clause 43.02 - Design and Development Overlay, Schedule 1

The Design and Development Overlay Schedule 1 (DDO1) (Connection of Western Freeway to the Western Ring Road) applies to the area reserved for the Deer Park Bypass. The DDO seeks to prevent the development of sensitive land uses without appropriate noise attenuation in proximity to the Deer Park Bypass and does not seek to control the development of a road such as Palmers Road.

The purpose of the overlay is:

- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

**Assessment**

A permit is not required to construct a road.

**Clause 45.01 - Public Acquisition Overlay, Schedule 1**

The Public Acquisition Overlay (PAO) applies to sections of the Palmers Road Corridor.

The purpose of the PAO is:

- *To identify land which is proposed to be acquired by an authority.*
- *To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.*

**Assessment**

No permit is required to construct a road.

**Clause 44.05 - Special Building Overlay**

The Special Building Overlay applies along sections of the northern section of the Palmers Road Corridor (on Westwood Drive and Calder Park Drive, specifically in the vicinity of the intersections at the Western Highway and Melton Highway).

The purpose of the Special Building Overlay is:

- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

A permit is required to construct or carry out works, including roadworks. There is an exemption to this overlay which is:

- *Roadworks and associated works if this is limited to resurfacing the existing road or the relevant floodplain management authority has agreed in writing that the flowpath is not obstructed.*

It is understood that in specific areas of the Palmers Road Corridor more than just resurfacing would be undertaken.

**Assessment**

A permit is required to construct a road.

**Clause 43.04 - Development Plan Overlay, Schedule 1, 5 and 13**

There are several schedules to the DPO that apply to the Palmers Road Corridor. These are Schedule 1 (DPO1), Schedule 5 (DPO5) and Schedule 13 (DPO13).

DPO1 applies to the majority of the Palmers Road Corridor within the City of Melton. The DPO1 requires development to consider the Melton East Strategy Plan which planned for a six lane arterial road within a 40 metre wide road reserve for Palmers Road.

DPO5 applies to an area south of the Melbourne-Bendigo Railway Line.

DPO13 applies to an area bounded by Melbourne-Ballarat Railway Line, Riding Boundary Road and Deer Park Bypass. DPO13 requires that future Development Plans allow for the possible widening of Robinsons Road by VicRoads, to control access onto Robinsons Road (Palmers Road) and instead provide access via service roads or the internal road network (the site visit for this project confirmed that the site has generally been developed in accordance with these requirements).

The purpose of the Development Plan Overlay (DPO) is:

- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with a development plan.*

#### Assessment

No Development Plan is required for the construction of a road.

#### Clause 45.08 - Melbourne Airport Environs Overlay, Schedule 2

MAEO Schedule 2 (MAEO2) applies to an area south of the Melbourne-Bendigo Railway Line.

The purpose of the Melbourne Airport Environs Overlay (MAEO) is to:

- *To ensure that land use and development are compatible with the operation of Melbourne Airport in accordance with the relevant airport strategy or master plan and with safe air navigation for aircraft approaching and departing the airfield.*
- *To assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in dwellings and other noise sensitive buildings.*
- *To provide for appropriate levels of noise attenuation depending on the level of forecasted noise exposure.*

The MAEO2 seeks to control the development of noise sensitive uses and light generating uses within the extent of the overlay.

#### Assessment

No permit is required for the construction of a road.

### 3.2.2 City of Brimbank

Described below is the purpose of the overlays located within the Palmers Road Corridor study area of the City of Brimbank and an assessment of the project against the overlay.

#### Clause 42.01 - Environmental Significance Overlay, Schedule 5

The Environmental Significance Overlay, Schedule 5 (Maribyrnong River Valley and Environs) applies to land on the northern side of the Calder Freeway, and the Organ Pipes National Park.

The objectives of the Environmental Significance Overlay are:

- *To protect the ecological values of the Maribyrnong River and its environs, from loss and degradation.*
- *To improve the health and quality of the waterway*
- *To provide a publically managed vegetation and habitat corridor along the length of the river*
- *To provide and improve existing open space links and connections to and from the river with adjoining community facilities, open space trails and the regional open space network*
- *To protect the long term survival and viability of remnant native vegetation.*
- *To ensure planting and revegetation reinforces the preferred character of the river.*
- *To maintain and protect views along the river corridor, including escarpments and other highly visible areas from visually intrusive development.*
- *To protect natural landforms and geological features along the waterway.*

- *To minimise the visual impact of buildings and works on the river corridor.*
- *Ensure building development provides a positive frontage with the river corridor.*

#### Assessment

A permit is required to construct a building or to construct or display a sign in accordance with the Overlay.

#### Clause 42.01 - Environmental Significance Overlay, Schedule 6

The Environmental Significance Overlay, Schedule 6 (Sites of Known Biological Significance) applies to land on the southern side of the Calder Freeway and land on the southern side of the Melbourne-Bendigo Railway Line.

The purpose of the Environmental Significance Overlay is:

- *To identify areas where the development of land may be affected by environmental constraints.*
- *To ensure that development is compatible with identified environmental values.*

#### Assessment

A permit will be required remove specified vegetation in accordance with the Overlay.

#### Clause 45.03 - Environmental Audit Overlay

The EAO is located on the eastern side of Robinsons Road, south of the Melbourne-Ballarat Railway Line.

The purpose of the Environmental Audit Overlay (EAO) is:

- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

The EAO relates to sensitive uses (e.g. residential, child care, pre-school or primary school). As such, a permit will not be triggered.

#### Assessment

No permit is required for the construction of a road.

#### Clause 45.08 - Melbourne Airports Environs Overlay, Schedule 1 and 2

The Melbourne Airport Environment Overlay Schedule 1 (MAEO1) and Schedule 2 (MAEO2) applies at the very northern end of the Palmer's Road Corridor near the Calder Park Motor Sports Complex and the proposed Calder Park Drive and Calder Freeway interchange.

The purpose of Melbourne Airport Environs Overlay is:

- *To ensure that land use and development are compatible with the operation of Melbourne Airport in accordance with the relevant airport strategy or master plan and with safe air navigation for aircraft approaching and departing the airfield.*
- *To assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in dwellings and other noise sensitive buildings.*
- *To provide for appropriate levels of noise attenuation depending on the level of forecasted noise exposure.*

The MAEO2 seeks to control the development of noise sensitive uses and light generating uses within the extent of the overlay.

#### Assessment

No permit is required for the construction of a road.

**Clause 43.02 - Design and Development Overlay, Schedule 2**

The Design and Development Overlay, Schedule 2 (Connection of Western Freeway to Western Ring Road) applies to Deer Park Bypass. The DDO seeks to prevent the development of sensitive land uses without appropriate noise attenuation in proximity to the Deer Park Bypass and does not seek to control the development of a road such as Palmers Road.

The purpose of the overlay is:

- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

The design objectives of Schedule 2 are:

- *To ensure that the development of land near the future alignment of the connection of the Western Freeway to Western Ring Road is undertaken with appropriate noise attenuation measures to minimise the impact of traffic noise on noise sensitive activities.*

**Assessment**

A permit is not required for the construction of a road.

**Clause 43.04 - Development Plan Overlay, Schedule 1**

Schedule 1 to the DPO applies to land on the eastern side of Palmers Road in the Angliss Estate Development near Pioneer Drive. Schedule 1 to the DPO applies to land on the eastern side of Palmers Road in the Angliss Estate Development near Pioneer Drive.

The purpose of the Development Plan Overlay (DPO) is:

- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with a development plan.*

**Assessment**

No Development Plan is required for the construction of a road.

**Clause 45.01 - Public Acquisition Overlay, Schedule 5**

The Public Acquisition Overlay, Schedule 5 (VicRoads) applies to the vicinity of the Deer Park Bypass.

The purpose of the Public Acquisition Overlay is:

- *To identify land which is proposed to be acquired by an authority.*
- *To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.*

**Assessment**

No permit is required for the construction of a road.

**Clause 44.05 - Special Buildings Overlay**

The purpose of the Special Buildings Overlay (SBO) is:

- *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*

- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

The SBO applies to several areas north and south of Melton Highway, and areas between Western Highway and the Melbourne-Ballarat Railway Line.

#### Assessment

A permit is required for construction of a road.

### 3.3 Particular provisions

As outlined in Table 4, the following particular provisions are applicable to the Palmers Road Corridor.

**Table 4 Particular Provisions**

Particular provision	Implications
Clause 52.03 – Specific Sites and Exclusions	The purpose of Clause 52.03 Specific Sites and Exclusions is to provide specific controls designed to achieve a particular land use and development outcome. The specific controls may allow the land to be used or developed in a manner that would otherwise be prohibited or restricted; prohibit or restrict the use or development of the land beyond the controls that may otherwise apply; or exclude any other control.
Clause 52.17 – Native Vegetation	The purpose of Clause 52.17 Native Vegetation is to protect and conserve native vegetation to reduce the degradation of land and water and to provide habitat for plants and animals. A permit is required to remove, destroy or lop native vegetation unless exempt in accordance with the schedule to the Clause or is listed in a native vegetation precinct plan. Assessment against this clause is included in the Palmers Road Flora and Fauna Impact Assessment.
Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or Public Acquisition for a Category 1 Road	The purpose of Clause 52.29 is to ensure appropriate access to identified roads and appropriate subdivision of land adjacent to identified roads. The clause requires a permit to create or alter access to an existing or reserved (PAO) Category 1 Road Zone. Assessment against this clause is included in the Palmers Road Access Management Impact Assessment.
Clause 52.36 – Integrated Public Transport Planning	The purpose of Clause 52.36 is to integrate development and the transport system. The clause requires that applications seeking to subdivide land, to construct a building or to construct or carry out works which alters public transport infrastructure or stops be referred to the Director of Public Transport.
Clause 61.01-1 – Minister Responsible Authority	<p>The Minister for Planning is the responsible authority for considering and determining applications, in accordance with Divisions 1, 1A, 2, and 3 of Part 4 of the Planning and Environment Act 1987.</p> <p>This Amendment seeks to make the Minister for Planning the responsible authority for administering and enforcing the <i>Palmers Road Corridor Upgrade (Western Freeway to Calder Freeway) Incorporated Document, 2014</i>.</p>



### Assessment

Flora and fauna removal have been considered as part of the Flora and Fauna Impact Assessment and permits will be required where native vegetation is to be removed.

Access management has been considered as part of the Palmer's Road Access Management Impact Assessment and access will be restored in accordance with VicRoads policy and in accordance with transport planning objectives contained within the Melton and Brimbank Planning Schemes.

## 3.4 Planning Scheme Amendments

The majority of the Palmer's Road Corridor from the Western Freeway to the Calder Freeway is already reserved for a 6 lane road. The PAO is required for some of the missing sections (i.e. near Kororoit Creek) and near intersections.

The amendments are Amendment C157 to the Brimbank Planning Scheme and Amendment C143 to the Melton Planning Scheme. The proposed amendments will:

- Reserve land by the application of PAO to enable VicRoads to acquire land for the construction of Palmer's Road Corridor from Calder Freeway to Western Freeway.
- Introduce an Incorporated Document to exempt the future development of Palmer's Road from requiring planning permits. This would allow for the construction of the Palmer's Road Corridor and associated works in an integrated manner with a single process for assessment and approval of the use of land, removal of vegetation, earthworks and the construction of buildings and works
- Amend other clauses within the Brimbank and Melton Planning Schemes as described below.

### Brimbank Planning Scheme (Amendment C157)

Amendment C157 includes:

- Amend Maps 1PAO, 3PAO, 7PAO and 10PAO to apply a Public Acquisition Overlay (PAO5) to land required for the upgrade of Calder Park Drive.
- Delete the Public Acquisition Overlay (PAO5) from land no longer required for the proposed Calder Park Drive and Calder Freeway interchange.
- Amend 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, 2014* to allow the land identified in the incorporated document to be used and developed for the Palmer's Road Corridor Upgrade subject to conditions.
- Amend 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, 2014*.

### Melton Planning Scheme (Amendment C143)

Amendment C143 includes:

- Amend 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.
- Amend the Schedule to Clause 52.03 and Clause 81.01 to insert the *Palmer's Road Corridor Upgrade (Western Freeway to Calder Freeway)* to allow the land identified in the incorporated document to be used and developed for the Palmer's Road Corridor Upgrade subject to conditions.
- Amend 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, January 2014*.

## 4.0 Land use description

Key land uses within the region that are likely to contribute to increased travel demand along the Palmer's Road Corridor include activity centres, employment, industry, business and housing. This section identifies where key land uses are located which in turn reinforces the necessity for the future upgrade of Palmer's Road. Please see Figure 12 for reference.

### **Commercial centres** (refer to blue and purple areas in Figure 9)

There are two Principal Activity Centres and three Major Activity Centres within close proximity of the Study Area. The following centres are major locations for retail and employment and the Palmer's Road will be a key link that connects these destinations.

The main activity centres in close proximity to the Palmer's Road Corridor are:

- Caroline Springs Major Activity Centre
- Watergardens Principal Activity Centre
- Watervale Shopping Centre
- Parkwood Green
- Taylors Hill Village
- Centenary Square
- Burnside Shopping Centre
- Deer Park Central Major Activity Centre
- Deer Park Brimbank Central Major Activity Centre
- Sunshine Principal Activity Centre.

### **Industry** (refer to brown areas in Figure 9)

There are several industrial precincts within proximity to the Study Area. The largest is the Western Industrial Node which stretches from the Western Highway in Melton to the Geelong Rail Corridor in Hobsons Bay. Other industrial areas are located along the western side of Palmer's Road between Middle Road and Western Highway (under development), and along Calder Park Drive adjacent to Calder Park Motor Sports Complex (undeveloped). A mixed Use Zone is also located near the intersection of Westwood Drive and Western Highway. As these areas become built out, the pressure for additional road capacity on Palmer's Road will increase as a direct result.

### **Housing** (refer to pink areas in Figure 9)

Urban development in Melton and Brimbank continues to progress at a rapid rate. *Victoria in the Future 2014* highlights that the population of Melton will increase to more than 254,000 persons by 2031 (an additional 143,000 people from 2011 data). Furthermore, the population of Brimbank is expected to increase to more than 220,000 persons by 2031 (an additional 29,000 people from 2011 data). See *Victoria in Future 2014 – One page profiles of Melton and Brimbank* in Appendix 1.

In response to Melbourne's growing population the State Government shifted the Urban Growth Boundary from approximately the Christies Road alignment west to the future Outer Metropolitan Road and township of Melton to create a continuous urban corridor.

### **Community Facilities**

Given that the community is well established there is an array of community facilities within the local area. Whilst many of these are within designated shopping centres and community hubs, there are many that are dispersed across the landscape and some interface with the proposed alignment. Community facilities that interface with the alignment include shopping centres, retirement villages, childcare centres, a community centre, an aged care service, kindergartens, a maternal and childcare health centre, and a primary school. The wider area includes these and other facilities including a regional library and secondary schools.

Community facilities interfacing with the alignment include:

- Copperfield College and Sydenham Hillside Primary School (Calder Park Drive near the Community Hub)

- Baptist Church (Sydenham)
- Calder Park Motor Sports Complex (Calder Park Drive)
- Melton Youth and Community Hub (Calder Park Drive, south of Hume Drive)
- Taylors Hill Retirement Village (eastern side of Calder Park Drive, south of Hume Drive)
- Westwood Aged Care Service (Burnside).

**Assessment**

The existing industrial, business and residential land uses within and surrounding the study area highlight the likely demand for travel to and between land uses. Explicit in a State and local planning policies and plans is the need to support these land uses with the well planned and timed provision of infrastructure.

Given the rapid urban growth and current planning for the expansion of urban areas to the west of Palmers Road, it has become imperative that the Palmers Road Corridor between Western Freeway and Calder Freeway is reserved now so as to protect and provide for its future development.

The proposed planning scheme amendments will reserve a small area of land between the Calder Freeway and Western Freeway that is not yet in public ownership. Securing this part of the reservation now will avoid compounding future impacts on the community, business and industry if the land was not reserved.

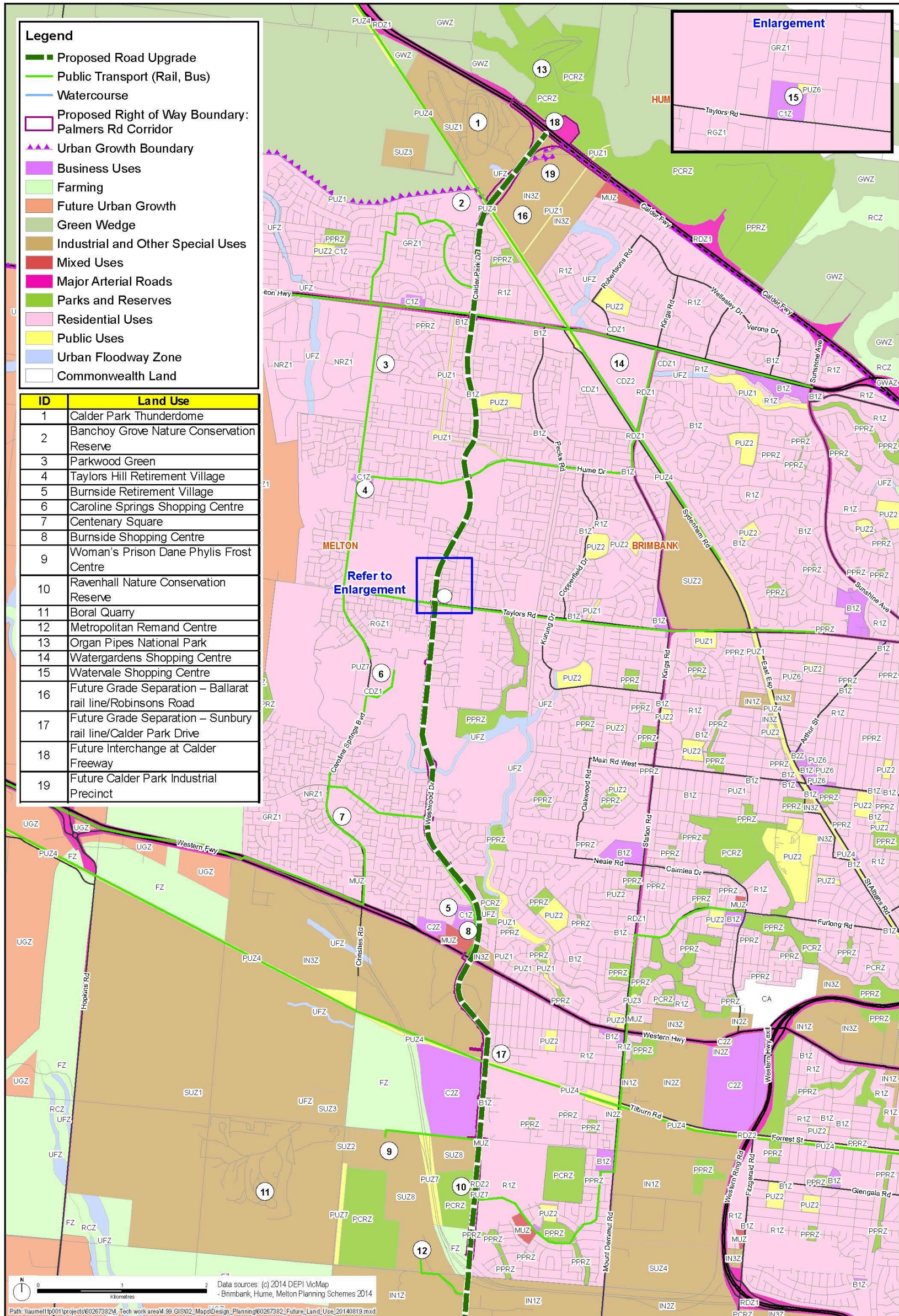
A limited number of land uses may be affected by the proposed Palmers Road Corridor Project (see Table 13). The following section further illustrates the existing land uses along the Palmers Road Corridor. Given the linear nature of the project over a large geographical area, the land use descriptions have been divided into the following six (6) segments as detailed in Table 5 and shown in new Figure 13 below. These segments are described in more detail in the following section.

**Table 5 Study Area Segments**

Study area	West	East
Calder Freeway to Melton Highway	Segment 1	Segment 2
Melton Highway to Western Highway	Segment 3	Segment 4
Western Highway to Western Freeway	Segment 5	Segment 6



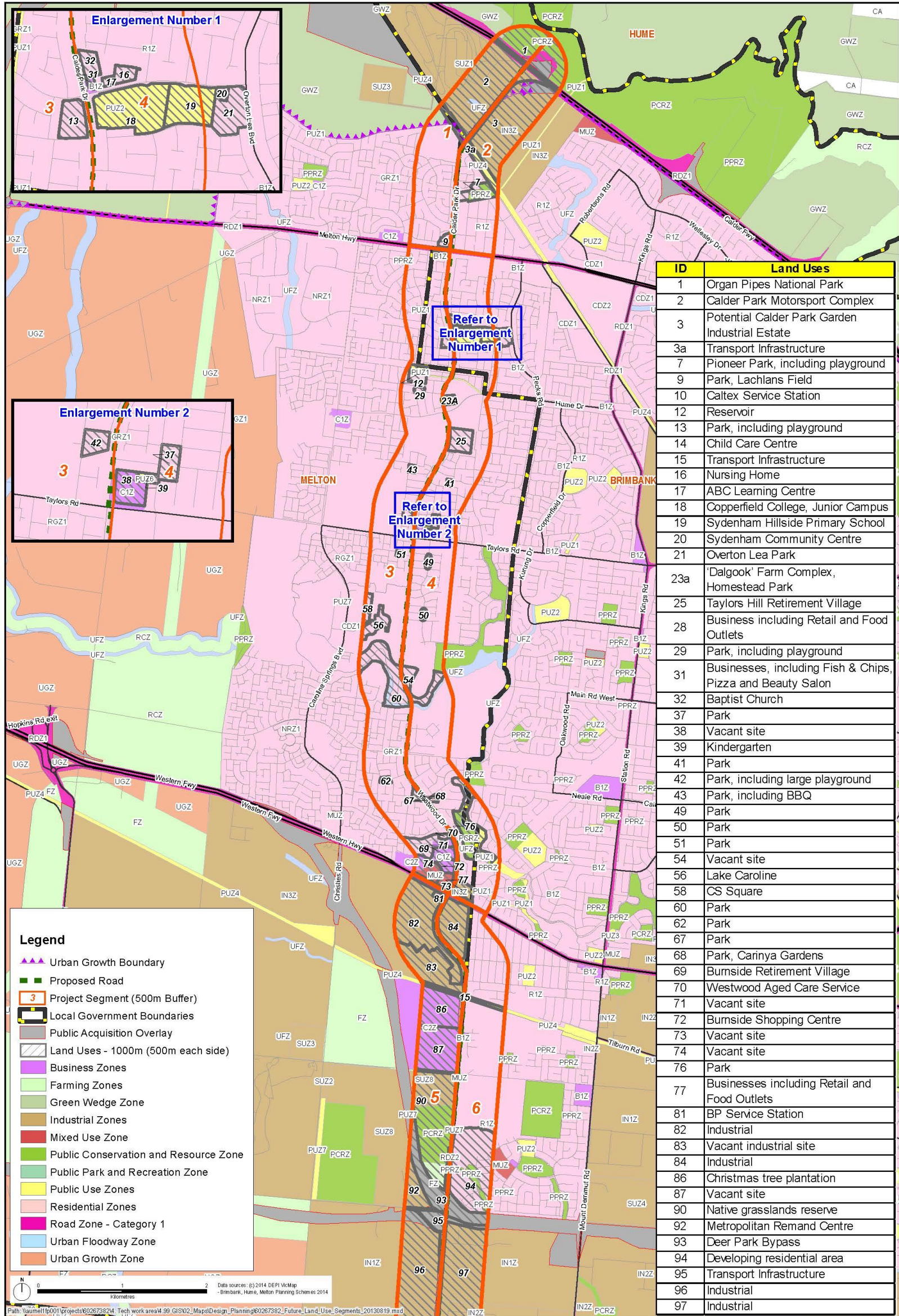
Figure 12 Land Uses



Source: Melton and Brimbank Planning Schemes (2014)



Figure 13 Map of segments



Source: Melton and Brimbank Planning Schemes (2014)



### **Segment 1 and 2: Calder Freeway to Melton Highway**

#### *Segment 1: Calder Freeway to Melton Highway (west)*

Segment 1 runs along the western side of Calder Park Drive between Calder Freeway in the north and Melton Highway in the south. Directly north of Calder Freeway is the Organ Pipes National Park. The park is open to vehicles daily and is accessed off the Calder Freeway from Organ Pipes Road. South of Calder Freeway to the Melbourne-Bendigo Railway Line is the Calder Park Motor Sports Complex which is occasionally used for large sporting events. South of the railway line is the Banchory Grove Nature Conservation Reserve - a flora and fauna reserve. South of the reserve to Melton Highway is predominately residential. At the north-west corner of the intersection at Melton Highway and Calder Park Drive is a local park called Lachlans Field.

The Calder Park industrial zone is bound by the Calder Freeway to the North; Calder park Drive to the west; the Sunbury Rail Line to the south and residential land to the east. It is currently a vacant 150 hectare (approximately 150 million square metre) industrially zoned site. There have been discussions for this site to be developed as a high amenity office park which may include retail and associated uses, providing services and amenity for the workforce. There is potential to increase businesses and employment diversity in Brimbank with this future industrial area.

The Palmer's Road/Sunbury Rail Line intersection is currently at grade. The proposed grade separation would require road widening into adjacent land.

The Calder Park Interchange located at Organ Pipes National Park is currently at grade. Road safety is a concern to VicRoads for this interchange. The land was previously rezoned to accommodate a new grade separated interchange at this location.

#### *Segment 2: Calder Freeway to Melton Highway (east)*

Segment 2 contains the eastern side of the Calder Park Drive between the Calder Freeway and Melton Highway. Land north of Calder Freeway is open space which is part of the Organs Pipes National Park. Between Calder Freeway and the Melbourne-Bendigo Railway Line is a large area of vacant land which may be developed into an industrial precinct in the future. South of the Melbourne-Bendigo Railway Line to Melton Highway is mainly residential. Adjacent to Calder Park Drive within the residential area is a local park called Pioneer Park, adjoining it is a native vegetation reserve.

### **Segment 3 and 4: Melton Highway to Western Highway**

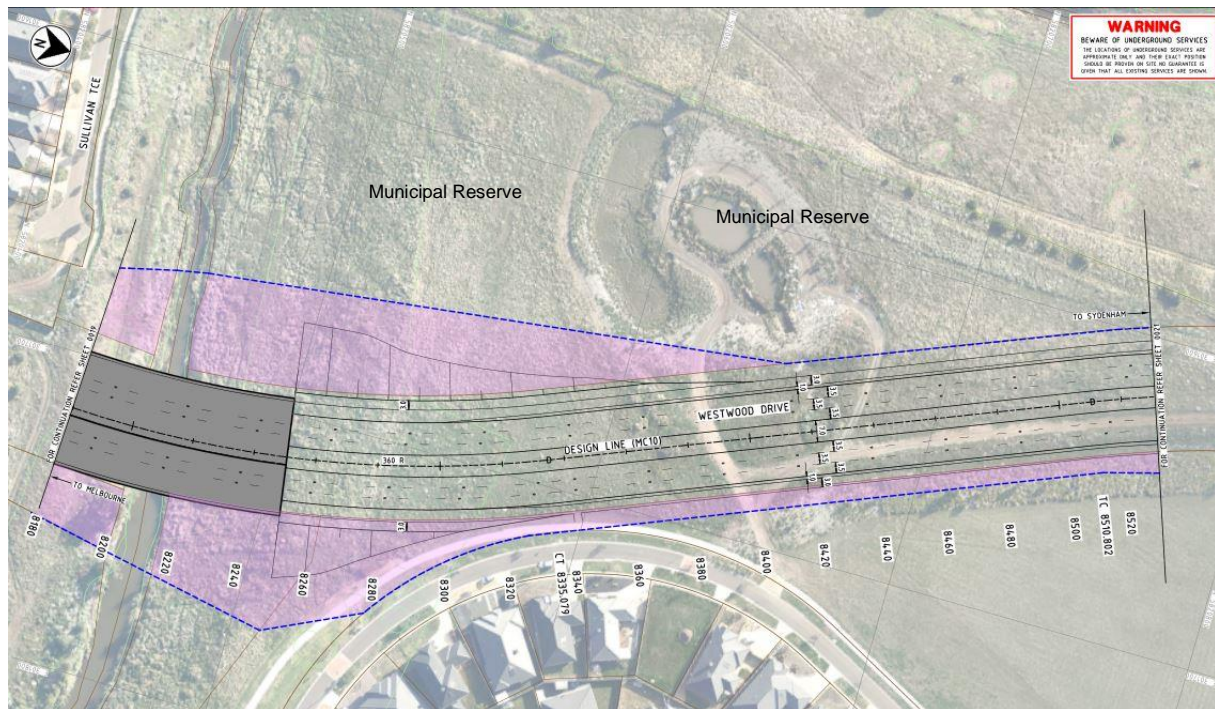
#### *Segment 3: Melton Highway to Western Highway (west)*

Segment 3 runs along the western side of the Palmer's Road Corridor (Westwood Drive and Calder Park Drive) from Melton Highway in the north to Western Highway in the south. This area is predominately made up of residential land uses. Other uses include a Shopping Centre and public open space along Kororoit Creek.

At Kororoit Creek the proposed road is located within land parcels that are:

- A Municipal Road (Westwood Drive)
- Crown land (Kororoit Creek)
- A Municipal Reserve (owned by Melton City Council)
- Undeveloped Freehold land owned by Council (83B Fydler Avenue, Burnside) (which is the same dimension and orientation as Westwood Drive (see Figure 14)
- 1 Sullivan Terrace, which is undeveloped Freehold land.

Figure 14 Kororoit Creek Crossing



Source: [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au), Palmers Road Corridor, Preliminary Design Drawing: Kororoit Creek to Taylors Road, Drawing No. SB20176-ECC-DG-0120, Revision F

#### *Segment 4: Melton Highway to Western Highway (east)*

Segment 4 runs along the eastern side of the Palmers Road Corridor (Westwood Drive and Calder Park Drive) from Melton Highway in the north to Western Highway in the south. Similar to that of the western side of Segment 3, the land is mostly residential. Other uses include community facilities such as a church, nursing home, childcare centre, Copperfield College and Sydenham Hillside Primary School, Taylors Hill Primary School and Kororoit Creek Primary School. This Segment also crosses Kororoit Creek and associated parkland.

#### **Segment 5 and 6: Western Highway to Western Freeway**

##### *Segment 5: Western Highway to Western Freeway (west)*

Segment 5 runs along the western side of the Palmers Road Corridor (including Westwood Drive, Robinsons Road and Palmers Road) between Western Highway in the north and Western Freeway in the south. South of Western Highway to the Western Highway the area consists of industrial uses. South of those uses is the Ravenhall NCR, an area of native grasslands. Other uses in this area include the Woman's Prison, Metropolitan Remand Centre and Boral Quarry.

##### *Segment 6: Western Highway to Western Freeway (east)*

Segment 6 runs along the eastern side of the Palmers Road Corridor (including Westwood Drive and Robinsons Road) from Western Highway to Western Freeway. From the Western Highway to 400 metres north of the Melbourne-Ballarat Railway Line is an industrial area and further south of the Western Freeway is a residential area.

The Palmers Road/Melbourne-Ballarat Rail Line intersection is currently at grade. The proposed grade separation would require road widening into adjacent land.

## 5.0 Land use assessment

The land use assessment is based on an analysis of the land use planning objectives against the proposed Palmers Road Corridor project. The following section addresses and assesses the key land use planning issues with an emphasis on the implications of the project for both existing and future planning of the area. The nature of the analysis undertaken in this Report may overlap in part with the considerations of other consultants and their specific disciplines.

### 5.1 Assessment criteria

To accompany the overall project objectives, a series of land use planning objectives have been prepared for the study area. In determining the impact of the project, the following land use planning assessment objectives need to be carefully considered and where appropriate balanced.

There are five land use planning assessment criteria, which are:

- Consistency with State Planning Policy Framework
- Consistency with Local Planning Policy Framework
- Consistency with other Planning Documents (State and Local)
- Site specific impacts

The land use impacts of the project will be assessed against the abovementioned assessment criteria using VicRoads Objective Based Evaluation Model (OBEM). The OBEM is used to evaluate the level of performance against the Assessment Criteria. The rating scale for the OBEM is defined in Table 6 below.

Table 6 OBEM Rating Scale

Rating	Defined values	Colour
<b>Very Well</b>	Best practice, strong level of compliance, major positive impact.	<b>Dark Green</b>
<b>Well</b>	Improved practice, good policy compliance, positive impact.	<b>Light Green</b>
<b>Moderately Well</b>	Partial policy compliance, no distinct positive or negative impact.	<b>Very Pale Yellow</b>
<b>Poorly</b>	Policy non-compliance and negative impact.	<b>Yellow</b>
<b>Very Poor</b>	Major policy non-compliance and major negative impact.	<b>Red</b>

The following analysis examines each land use planning objective against the Palmers Road Corridor project. Given the length of the Corridor the assessment has been done for each segment.

#### 5.1.1 Consistency with State Planning Policy Framework

As previously detailed within this report, the State Planning Policies of relevance to the Palmers Road Corridor project are:

- Clause 11 - Settlement
- Clause 12 - Environmental and Landscape Values
- Clause 13 - Natural Resource Management
- Clause 14 – Environmental Risks
- Clause 15 - Built Environment and Heritage



- Clause 18 - Transport.
- Clause 19 - Infrastructure

Table 7 below provides an assessment of each of the segments against State Planning Policy.

**Table 7 Assessment against State Planning Policy, Plans and Strategies**

Segment	Assessment
<b>1 and 2</b> (Melton Highway to Calder Freeway)	<ul style="list-style-type: none"> <li>- The new intersection at Calder Park Drive and the Calder Freeway will help improve road safety for road users. The intersection will also provide for improved and more efficient freight movement city bound and to Bendigo via the Calder Freeway.</li> <li>- Improved access arrangements will be created at the Calder Park Motor Sports Complex, which generates a lot of congestion in this area during large events.</li> <li>- The upgrade of Palmer's Road Corridor will provide much needed improvements to the important north-south transport link in the outer-suburban growth areas.</li> <li>- The design and assessment of the proposed Corridor has considered the impacts and integration of the development with the existing conditions, including urban settlement, environment, amenity, built environment and heritage, and other infrastructure.</li> <li>- The proposed corridor is consistent with State plans and strategies, including Growth Corridor Plans, Precinct Structure Plans, Outer Western Suburbs Transport Strategy.</li> </ul>
<b>3 and 4</b> (Western Highway to Melton Highway)	<ul style="list-style-type: none"> <li>- The upgrade of Palmer's Road Corridor will provide much needed improvements to the important north-south transport link in the outer-suburban growth areas to the west of Melbourne.</li> <li>- The design and assessment has considered the impacts and integration of the development with the existing conditions, including urban settlement, environment, amenity, built environment and heritage, and other infrastructure.</li> <li>- The proposed corridor is consistent with State plans and strategies, including Growth Corridor Plans, Precinct Structure Plans, Outer Western Suburbs Transport Strategy.</li> </ul>
<b>5 and 6</b> (Western Highway to Western Freeway)	<ul style="list-style-type: none"> <li>- These segments of the Palmer's Road Corridor are undergoing significant development for residential and industrial uses in particular. This is increasing the level of traffic on an already well utilised road. The upgrade of Palmer's Road Corridor will provide much needed improvements to the important north-south transport link in the outer-suburban growth areas.</li> <li>- Upgrading the Palmer's Road Corridor will create a significant road link for road users coming from the north and south to access the Western Freeway at Deer Park.</li> <li>- Upgrading Palmer's Road Corridor will help improve road safety as well transport efficiency.</li> <li>- The design and assessment has considered the impacts and integration of the development with the existing conditions, including urban settlement, environment, amenity, built environment and heritage, and other infrastructure.</li> <li>- The proposed corridor is consistent with State plans and strategies, including Growth Corridor Plans, Precinct Structure Plans, Outer Western Suburbs Transport Strategy.</li> </ul>

Table 8 overleaf evaluates the level of performance of each of the road segments against State Planning Policies. The overall rating of the Palmer's Road Corridor Project consistency with State Planning Policies, Plans and Strategies is **Very Well**.

Table 8 Consistency with State Planning Policy, Plans and Strategies

Segment	Rating
1 and 2	Very Well
3 and 4	Very Well
5 and 6	Very Well
<b>Overall</b>	<b>Very Well</b>

### 5.1.2 Consistency with Local Planning Policy, Plans and Strategies

Section 3 of this report outlined the local policies that need consideration in order to assess the consistency of the Palmers Road Corridor upgrade against local strategies, goals and objectives. The relevant local policies to each of the segments are detailed in Table 9 below.

Table 9 Assessment against Local Planning Policy

Segment	Assessment
<b>1 and 2 (Melton Highway to Calder Freeway)</b>	
<u>Melton:</u> <ul style="list-style-type: none"> <li>- Clause 21.03-2 Planning Objectives</li> <li>- Clause 22.03 Recreation and Open Space Networks Policy</li> <li>- Clause 22.04 Urban Policy Development</li> <li>- Clause 22.07 Transport and Movement Policy.</li> </ul>	<p>The proposed Corridor is consistent with local plans and strategies including the Melton East Strategy Plan, Brimbank Industrial Land Strategy, Brimbank Cycling and Walking Strategy, Brimbank Activity Centres Strategy and Western Melbourne Transport Strategy 2012-2030.</p> <p><u>Melton</u></p> <ul style="list-style-type: none"> <li>- The upgrade of Palmers Road Corridor would provide more efficient road movements, particularly for cars, trucks, pedestrians and cyclists. This allows for a choice of transport options for people and meets the varying needs of people in the community.</li> <li>- Open space within these segments would not be impacted by the upgrade.</li> </ul>
<u>Brimbank:</u> <ul style="list-style-type: none"> <li>- Clause 21.03 Council's Strategic Vision</li> <li>- Clause 21.04 Strategic Land Use Vision</li> <li>- Clause 21.10 Transport and Infrastructure</li> </ul>	<p><u>Brimbank</u></p> <ul style="list-style-type: none"> <li>- The upgrade of the Palmers Road Corridor will provide a much needed road link between the Calder Freeway and the Western Freeway, providing effective and more efficient access within and outside Brimbank. This upgraded road and associated walking/cycling path will provide more equitable transport options for disadvantaged people.</li> <li>- The proposed duplication meets Brimbank's Urban Design Policy through the provision of facilities for walking and cycling.</li> </ul>
<b>3 and 4 (Western Highway to Melton Highway)</b>	
<u>Melton:</u> <ul style="list-style-type: none"> <li>- Clause 21.03-2 Planning Objectives</li> <li>- Clause 22.03 Recreation and Open</li> </ul>	As per comments in segment 1 and 2 above.

Segment	Assessment
Space Networks Policy - Clause 22.04 Urban Policy Development - Clause 22.07 Transport and Movement Policy <u>Brimbank:</u> - Clause 21.03 Council’s Strategic Vision - Clause 21.04 Strategic Land Use Vision - Clause 21.10 Transport and Infrastructure	
<b>5 and 6 (Western Highway to Western Freeway)</b>	
<u>Melton:</u> - Clause 21.03-2 Planning Objectives - Clause 22.03 Recreation and Open Space Networks Policy - Clause 22.04 Urban Policy Development - Clause 22.07 Transport and Movement Policy <u>Brimbank:</u> - Clause 21.03 Council’s Strategic Vision - Clause 21.04 Strategic Land Use Vision - Clause 21.10 Transport and Infrastructure	As per comments in segment 1 and 2 above.

Table 10 below evaluates the level of performance of each of the road segments against the Local Planning Policies. The overall rating of the Palmers Road Corridor upgrade consistency with Local Planning Policies is **Very Well**.

**Table 10 Consistency with Local Planning Policy, Plans and Strategies**

Segment	Rating
1 and 2	Very Well
3 and 4	Very Well
5 and 6	Very Well
<b>Overall</b>	<b>Very Well</b>

### 5.1.3 Consistency with other local planning documents

There are several local planning documents of relevance to particular segments of the Palmers Road Corridor Project. The relevant local planning documents and associated assessment are outlined below in Table 11.

Table 11 Assessment against local planning documents

Segment	Assessment
<b>1 and 2</b> (Melton Highway to Calder Freeway)	
<u>Melton</u> - Melton East Strategy Plan	<u>Melton</u> - The Palmers Road Corridor will help to provide a high quality north / south connection which in the future may provide access to the railway network. - The Corridor supports the following transportation objectives detailed in the Melton East Strategy Plan: <ul style="list-style-type: none"> <li>• Provision of space for the progressive upgrade of the existing road network.</li> <li>• Plan for a pedestrian/cycle network which links neighbourhoods.</li> <li>• Plan for good road connections.</li> </ul>
<u>Brimbank</u> - Sydenham Transit City Master Plan - Brimbank Activity Centres Strategy - Cycling and Walking Strategy - Brimbank Industrial Land Strategy	<u>Brimbank</u> <ul style="list-style-type: none"> <li>• The Palmers Road Corridor contributes to a range of shared path connections and crossings including improved access to the Sydenham Railway Station from the south-west.</li> <li>• The Corridor contributes to the opportunity for higher end uses at the Calder Park Precinct.</li> <li>• There is an opportunity for an industrial precinct located at Calder Park.</li> <li>• The Corridor will expand the principal bicycle network to enhance route continuity and building linkages between public transport nodes.</li> <li>• Road widening as part of the project will relieve congested sections of roadway.</li> </ul>
<b>3 and 4</b> (Western Highway to Melton Highway)	
<u>Melton</u> - Melton East Strategy Plan.	<u>Melton</u> - Refer to comments as per segment 1 and 2.
<u>Brimbank</u> - Sydenham Transit City Master Plan - Brimbank Activity Centres Strategy - Cycling and Walking Strategy - Brimbank Industrial Land Strategy	<u>Brimbank</u> - Refer to comments as per segment 1 and 2.
<b>5 and 6</b> (Dohertys Road to Western Highway)	
<u>Melton</u>	<u>Melton</u>

Segment	Assessment
- Melton East Strategy Plan	- Refer to comments as per segment 1 and 2.
<u>Brimbank</u>	<u>Brimbank</u>
- Sydenham Transit City Master Plan	- Refer to comments as per segment 1 and 2.
- Brimbank Activity Centres Strategy	
- Cycling and Walking Strategy	
- Brimbank Industrial Land Strategy	

Table 12 evaluates the level of performance of each of the road segments against local planning documents for the respective municipalities. The overall rating of the Palmers Road Corridor Project consistency with local planning documents is Well.

Table 12 Consistency with local planning documents

Segment	Rating
1 and 2	Very Well
3 and 4	Very Well
5 and 6	Very Well
<b>Overall</b>	<b>Very Well</b>

#### 5.1.4 Site specific impacts

Table 13 evaluates the level of performance of each of the road segments against land use compatibility.

Table 13 Assessment against site specific impacts

Segment	Assessment
<b>1 and 2</b> (Melton Highway to Calder Freeway)	<ul style="list-style-type: none"> <li>- The majority of the properties within Segments 1 and 2 are not affected by the proposed PAO.</li> <li>- Potential land acquisition impact on Calder Park Motor Sports Complex situated on the western side of Calder Park Drive and a future industrial estate (situated on the eastern side of Calder Park Drive, between Calder Freeway and the Melbourne-Bendigo Railway Line) from the grade separation.</li> <li>- It is noted that no land acquisition is required outside of the existing reservation for the Organ Pipes National Park.</li> <li>- South of the Melbourne-Bendigo Railway Line (on the western side of the Palmers Road Corridor) there will be land acquisition of a small part of Banchory Grove Nature Conservation Reserve. Access to the reserve is proposed to be changed. A small section of land along the western boundary of Pioneer Park would be acquired. However this would not impact on the function and useability of the park.</li> </ul>
<b>3 and 4</b> (Western Highway to Melton Highway)	<ul style="list-style-type: none"> <li>- The majority of the properties within Segments 3 and 4 are not affected by the proposed PAO.</li> <li>- There are more than 2 areas where land acquisition may be required. The required land acquisition applies to: <ul style="list-style-type: none"> <li>• Parkland</li> <li>• One vacant residential landholding in the vicinity of Kororoit Creek</li> <li>• Land on the south-west corner of the intersection at Calder Park Drive and</li> </ul> </li> </ul>

Segment	Assessment
	<p>Melton Highway</p> <ul style="list-style-type: none"> <li>• Taylors Road Shopping Centre (splay)</li> <li>• Ballarat Road Shopping Centre (splay)</li> <li>• A petrol station, and</li> <li>• 2 residential lots on the corner of Hume Drive are impacted by minor land acquisition splays.</li> </ul> <p>- The bridge over Kororoit Creek is of the same dimensions and alignment as Westwood Drive. The bridge will have minimal impact on private and public land. Only one vacant residential property is affected by the proposed road.</p> <p>- South of the Melbourne–Bendigo Railway Line (on the eastern side of the Palmers Road Corridor) some minor land acquisition of Council (tree reserve) and freehold land will be required.</p>
<p><b>5 and 6</b> (Dohertys Road to Western Highway)</p>	<p>- The majority of the properties within Segments 5 and 6 are not affected by the proposed PAO.</p> <p>- The petrol station at 1001-1007 Western Highway (the south-west corner of the intersection of Westwood Drive and Western Highway) and the property at 67-71 Westwood Drive (Lazaway Pools) will be affected by land acquisition and may impact the future operation of the businesses at these sites.</p> <p>- 6 industrial sites on common property</p> <p>- South of the Melbourne-Ballarat Railway Line to Riding Boundary Road acquisition is required on the western side of Robinsons Road. These properties are currently transitioning from vacant land to business / light industrial landholdings.</p> <p>- Significant acquisition of a vacant industrial site at 163 Robinsons Road</p> <p>- From Riding Boundary Road to just north of the Western Freeway, the land acquisition identified for the PAO affects properties on the eastern side of the Corridor. This includes a Council tree reserve and 1 vacant mixed use lot</p>

Table 14 evaluates the level of performance of each of the road segments against land use compatibility. In regards to land use compatibility, the Palmers Road Corridor duplication meets this component of the assessment criteria **Moderately Well**.

**Table 14 Performance against site specific impacts**

Segment	Rating
1 and 2	Moderately Well
3 and 4	Moderately Well
5 and 6	Poorly
<b>Overall</b>	<b>Moderately Well</b>

## 5.2 Summary

In summary, the current and future land use has been assessed for the proposed Palmers Road Corridor, which has detailed that there are several potential land use changes in the short to medium term. The land uses were then reviewed based on a set of criteria for potential impacts of the route. It has been determined that the main long term impacts are land acquisition, as well as potential changes in access arrangements. Other implications are in the short term where access may be affected during construction. From a land use compatibility perspective the proposed reservation of the Palmers Road Corridor is consistent with long term and current strategic planning for the future growth of the western suburbs.

Table 15 below evaluates the overall level of performance of the Palmers Road Corridor upgrade against the assessment criteria. The overall rating of the Palmers Road Corridor Project against the assessment criteria is **Very Well**.

Table 15 Overall Assessment

Assessment criteria	Rating
Consistency with State Planning Policy Framework	Very Well
Consistency with Local Planning Policy Framework	Very Well
Consistency with other planning documents	Very Well
Site specific impacts	Moderately Well
<b>Overall</b>	<b>Very Well</b>

## 6.0 Key findings and recommendations

### 6.1 Key findings

The key findings from the Land Use Planning Assessment for the Palmers Road Corridor (Western Freeway to Calder Freeway) are as follows:

#### Legislation

In accordance with the Minister for Planning's decision in 2009, an EES is required for the northern section of Palmers Road Corridor between Western Freeway and Calder Freeway. Pursuant to the legislative provisions of the *Planning and Environment Act 1987*, PSA's are required to the Melton and Brimbank Planning Schemes to formally reserve and protect additional land for the Palmers Road Corridor.

The *Transport Integration Act 2010* requires all Victorian transport agencies including VicRoads to work towards an integrated and sustainable transport system. This report confirms that VicRoads has given due consideration and regard to the integration of land use and transport. It confirms that the Palmers Road Corridor is consistent with the *Transport Integration Act 2010*.

#### Policies, Plans and Strategies

The proposed reservation of the Palmers Road Corridor is consistent with relevant State and local government planning and transport policies, plans and strategies. The proposed reservation is consistent, as it will:

- Support key land use policies and outcomes.
- Support the provision of strategic transport links for the movement of people and goods thereby linking communities together.
- Support the integrated delivery of urban growth (i.e. settlement planning) and transport infrastructure.
- Provide sufficient width to provide for the movement of freight, private vehicles, public transport, cycling and walking.

#### Zones and Overlays

In recent years, there have been several changes to the zoning and overlay regime of land adjacent to Palmers Road Corridor. These changes herald the transition of land in the area from non-urban zones to urban zones where the land has (and will continue to be) developed for residential, industry, business and recreational purposes. Further change to the zoning controls will occur in the next 12 months with the application of the new suite of residential and commercial zones in the Brimbank and Melton Planning Schemes. Changes in zoning and land use have directly resulted in an increased demand for road capacity along Palmers Road to key destinations within the surrounding region.

#### Land use impacts

Land use impacts have been minimised by using land that has not yet been developed upon.

The most significant impacts are the future acquisition of strips of lot frontages, particularly around both of the existing rail corridor reserves that bisect the Palmers Road Corridor and one vacant residential lot at Kororoit Creek. Ensuring a grade separated corridor is critical from both transport efficiency and safety perspectives. Existing land uses to the north and south of the railway corridors will be able to continue to operate and function post construction.

The impacts associated with the proposed application of a PAO are considered to be minor as:

- The majority of affected land is undeveloped with no or buildings impacted upon.
- Developed land along the Palmers Road Corridor has generally occurred with buildings setback from the road in expectation of the future road widening of the Palmers Road Corridor.
- Where access will be affected by land acquisition, driveway/road access to the affected land use will be restored.



## EES Assessment

The report has been assessed in accordance with the EES Scoping Requirements and from a land use planning perspective. The impacts of the proposed road upgrade are minor and the project is consistent with Commonwealth, State and Local strategies and policies.

## Objective Based Evaluation Model Assessment for Study Area

An OBEM was used for project appraisal. The clear benefits of this approach are that it provides robust and objective criteria and ensures a policy focus. Based on the OBEM Assessment the proposed Palmers Road PAO performs either Very Well or Well against all criteria except for existing and future land use compatibility where it performed Moderately Well.

## 6.2 Recommendations

From a land use planning perspective, it is recommended that:

- Amendments to introduce the Public Acquisition Overlay into the Brimbank and Melton Planning Schemes be pursued to ensure that the road is reserved for its future ultimate development.
- The Amendments be pursued immediately to ensure that the reservation is formalised and that land uses are not inadvertently developed within the future reservation.
- An Incorporated Document be introduced into the Brimbank and Melton Planning Schemes to ensure that the "use" of a road and "buildings and works" are exempt from all existing and future planning permit triggers contained in the Victoria Planning Provisions.

## 6.3 Conclusion

This report demonstrates the proposed PAO is consistent with State and local policy, which seek the integrated delivery of urban growth and transport infrastructure.

The impacts associated with the proposed reservation are considered to be minor as:

- No residential or commercial buildings are proposed to be acquired.
- The majority of affected land is undeveloped with no access driveways or buildings impacted upon.
- Where the land has been developed, buildings have been setback from the road in expectation of the future road widening of Palmers Road.
- Where access will be affected by land acquisition, driveway access can be restored through VicRoads' access restoration program.

The proposed Amendments to the Melton and Brimbank Planning Schemes are required to implement a PAO to reserve land for the upgrade of Palmers Road. Rather than providing exemptions for planning permit triggers for the use and development of road, it is proposed to introduce a site specific exclusion (i.e. Clause 52.03), an Incorporated Document (i.e. Clause 81.01) to facilitate the reservation and future construction of the Palmers Road Corridor. This approach is preferred as it ensures that the intent of the Incorporated Document will be unchanged regardless of whether zones and overlays change and further amendments will not be required.

## References

Department of Infrastructure (2001) *Outer Western Suburbs Transport Strategy: Framework for Transport Network Development 2001*

Department of Sustainability and Environment (2006) *Growth Area Framework Plans*

Department of Transport, Planning and Local Infrastructure (2006) *Ministerial Guidelines for Assessing Environmental Effects*

Department of Transport, Planning and Local Infrastructure (2014) *Victoria in the Future 2014*

GHD (1997) *Melton East Strategy Plan*

Growth Areas Authority (2009) *Precinct Structure Planning Guidelines*

Growth Areas Authority (2012) *Growth Corridor Plans – Managing Melbourne Growth 2012*

State Government of Victoria (2013) *Scoping Requirements for Palmers Road Corridor Project – Western Freeway to Calder Freeway Environment Effects Statement*

State Government of Victoria (2014) *Plan Melbourne*

VicRoads (2011) *SmartRoads*

# Appendix 1

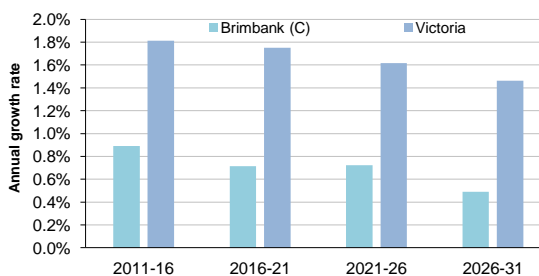
## Victoria in Future 2014: Brimbank and Melton Profiles

# Brimbank (C)



Location: 14 km west of Melbourne  
 Area (2011): 123 km<sup>2</sup>  
 Pop. Density (2011): 1,551.8 persons per km<sup>2</sup>  
 Major Centres: Sunshine; St Albans; Keilor

Average annual population growth rate 2011 to 2031



## Population and households

	2011	2016	2021	2026	2031
Total Population	191,496	200,185	207,429	215,022	220,331
Pop. in private dwellings	190,285	198,713	205,787	213,133	218,112
Households	65,196	68,859	71,601	74,540	77,316
Average household size	2.92	2.89	2.87	2.86	2.82

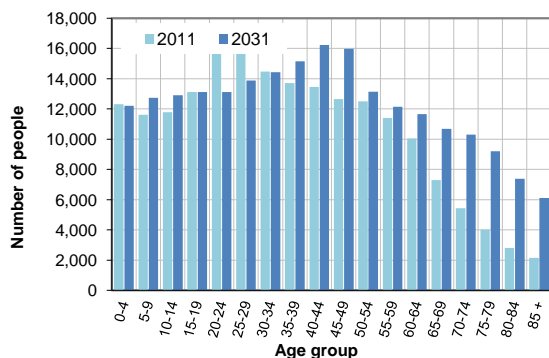
Household types	2011	2016	2021	2026	2031
Couple-only	14,061	15,379	16,283	17,083	17,790
Family with children	35,880	37,317	38,342	39,314	40,108
One-person	11,702	12,671	13,595	14,737	15,919
Other	3,553	3,493	3,381	3,407	3,499

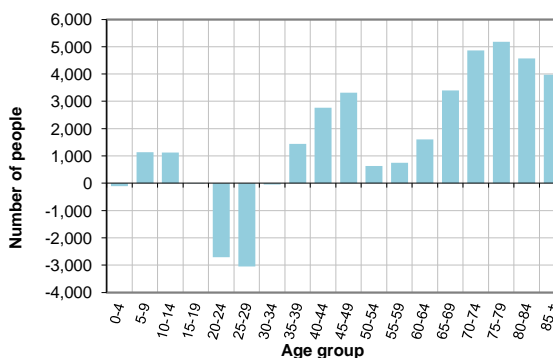
	2011-2031	2011-16	2016-21	2021-26	2026-31
<b>Change in population</b>					
Net	28,835	8,689	7,245	7,593	5,309
Average annual	0.7%	0.9%	0.7%	0.7%	0.5%
<b>Change in households</b>					
Net	12,120	3,663	2,742	2,939	2,776
Average annual	0.9%	1.1%	0.8%	0.8%	0.7%

## Age structures

Population by five-year age group, 2011 and 2031

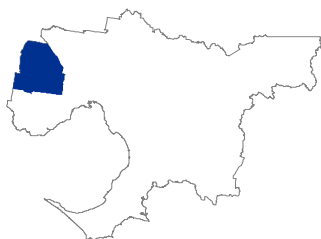


Population change by five-year age group, 2011 to 2031



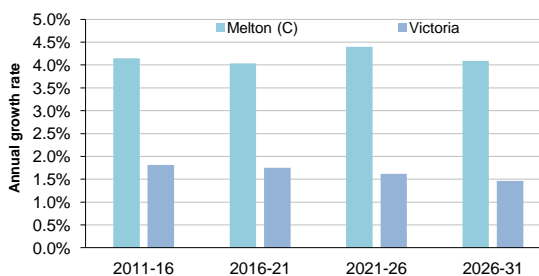
Age Group	2011		2016		2021		2026		2031	
	No.	%	No.	%	No.	%	No.	%	No.	%
0-4	12,307	6.4	13,366	6.7	13,549	6.5	13,100	6.1	12,199	5.5
5-14	23,383	12.2	23,412	11.7	24,721	11.9	25,903	12.0	25,649	11.6
15-24	28,940	15.1	26,349	13.2	24,516	11.8	24,795	11.5	26,236	11.9
25-34	31,401	16.4	33,967	17.0	32,130	15.5	29,687	13.8	28,296	12.8
35-49	39,804	20.8	40,637	20.3	43,605	21.0	46,522	21.6	47,324	21.5
50-59	23,900	12.5	24,227	12.1	24,472	11.8	24,815	11.5	25,274	11.5
60-69	17,346	9.1	20,411	10.2	21,481	10.4	21,914	10.2	22,351	10.1
70-84	12,263	6.4	14,927	7.5	19,480	9.4	23,791	11.1	26,881	12.2
85+	2,152	1.1	2,888	1.4	3,475	1.7	4,495	2.1	6,120	2.8
<b>Total</b>	<b>191,496</b>	<b>100.0</b>	<b>200,185</b>	<b>100.0</b>	<b>207,429</b>	<b>100.0</b>	<b>215,022</b>	<b>100.0</b>	<b>220,331</b>	<b>100.0</b>

# Melton (C)



Location: 40 km west of Melbourne  
 Area (2011): 528 km<sup>2</sup>  
 Pop. Density (2011): 213.5 persons per km<sup>2</sup>  
 Major Centres: Melton; Diggers Rest; Hillside

Average annual population growth rate 2011 to 2031



## Population and households

	2011	2016	2021	2026	2031
Total Population	112,643	138,003	168,195	208,570	254,899
Pop. in private dwellings	111,121	136,153	165,068	204,972	250,673
Households	37,810	47,134	57,294	71,620	88,435
Average household size	2.94	2.89	2.88	2.86	2.83

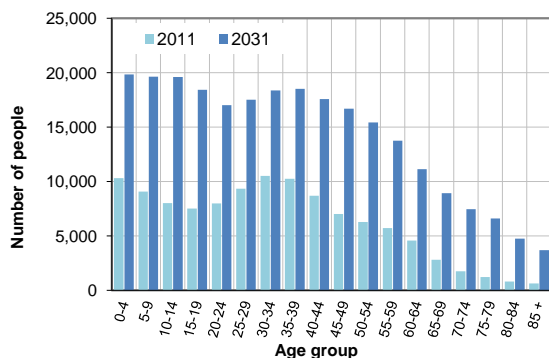
Household types	2011	2016	2021	2026	2031
Couple-only	8,362	10,548	13,061	16,783	21,279
Family with children	21,993	27,161	32,398	39,437	47,495
One-person	6,255	8,020	10,140	13,204	16,873
Other	1,200	1,406	1,694	2,196	2,788

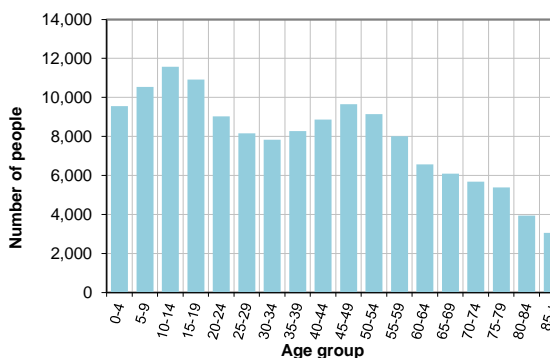
	2011-2031	2011-16	2016-21	2021-26	2026-31
<b>Change in population</b>					
Net	142,256	25,360	30,192	40,375	46,330
Average annual	4.2%	4.1%	4.0%	4.4%	4.1%
<b>Change in households</b>					
Net	50,624	9,324	10,159	14,327	16,814
Average annual	4.3%	4.5%	4.0%	4.6%	4.3%

## Age structures

Population by five-year age group, 2011 and 2031



Population change by five-year age group, 2011 to 2031



Age Group	2011 No.	2011 %	2016 No.	2016 %	2021 No.	2021 %	2026 No.	2026 %	2031 No.	2031 %
0-4	10,298	9.1	12,460	9.0	14,364	8.5	16,805	8.1	19,844	7.8
5-14	17,104	15.2	21,981	15.9	27,447	16.3	33,228	15.9	39,218	15.4
15-24	15,505	13.8	17,239	12.5	21,552	12.8	28,492	13.7	35,451	13.9
25-34	19,879	17.6	21,434	15.5	23,438	13.9	28,611	13.7	35,868	14.1
35-49	25,963	23.0	32,929	23.9	39,145	23.3	45,563	21.8	52,749	20.7
50-59	12,012	10.7	14,247	10.3	18,120	10.8	23,691	11.4	29,169	11.4
60-69	7,398	6.6	10,621	7.7	12,864	7.6	15,631	7.5	20,062	7.9
70-84	3,839	3.4	6,092	4.4	9,884	5.9	14,334	6.9	18,842	7.4
85+	645	0.6	1,001	0.7	1,381	0.8	2,215	1.1	3,696	1.5
<b>Total</b>	<b>112,643</b>	<b>100.0</b>	<b>138,003</b>	<b>100.0</b>	<b>168,195</b>	<b>100.0</b>	<b>208,570</b>	<b>100.0</b>	<b>254,899</b>	<b>100.0</b>