

## Melbourne Airport Link to OMR and Bulla Bypass Planning Study

### DETAILED SOCIAL IMPACT ASSESSMENT



- Final
- 06 August 2013





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## Contents

<b>Executive Summary</b>	<b>iv</b>
<b>1. Introduction / Background</b>	<b>1</b>
1.1. Purpose	1
1.2. Project description	1
<b>2. Methodology</b>	<b>7</b>
2.1. Definition of the study area	7
2.2. Literature review and analysis of maps	8
2.3. Site visit	8
2.4. Community profile	8
2.5. Consultation	8
2.6. Assessment of the Bulla Bypass and Melbourne Airport Link	8
<b>3. Results</b>	<b>11</b>
3.1. Implications of social and planning policy and legislation	11
3.2. Social and demographic profile	13
3.3. Community Resources, Facilities, Valued Sites & Activities	17
3.4. Consultation Findings	18
3.5. Assessment of impacts – including the OBEM	22
3.6. Mitigation Measures	45
<b>4. Conclusion</b>	<b>47</b>
<b>5. Recommendations</b>	<b>48</b>
<b>6. Glossary of terms</b>	<b>49</b>
<b>7. References</b>	<b>50</b>
<b>Appendix A Compatibility with the revised project objectives</b>	<b>51</b>
<b>Appendix B Assignment brief</b>	<b>52</b>



## Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Draft 1	27.06.2012	B.Cramphorn	O.Boushel	27.06.2012	Practice Review
Draft 2	28.06.2012	P. Heath	O. Boushel	04.07.2012	Project Director Review
Final	05.12.2012	P. Heath	O. Boushel	06.12.2012	Project Director Review
Final	27.12.2012	VicRoads	O.Boushel	09.12.2012	Response to Comments
Final	23.04.2013	VicRoads	O.Boushel	09.05.2013	Legal Review
Final	23.04.2013	VicRoads	O.Boushel	09.05.2013	Minor changes
Draft	25.07.2013	P. Heath	O. Boushel	25.07.2013	Amendment to incorporate BB5
Final	05.08.2013	P. Heath	O. Boushel	06.08.2013	Amendment to incorporate BB5

## Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Joan Gilmer
Final	1	1	Theresa Hamilton
Final	1	1	Theresa Hamilton
Final_ Accessibility	1	1	Theresa Hamilton, Melissa Castle
Final_ Legal	1	1	Theresa Hamilton
Draft (BB5)	1	1	Theresa Hamilton
Final (BB5)	1	1	Theresa Hamilton

<b>Printed:</b>	6 August 2013
<b>Last saved:</b>	6 August 2013 05:18 PM
<b>File name:</b>	VW06713_Bulla_SIA_Ver_12_BB5 incorporated.docx
<b>Author:</b>	Owen Boushel
<b>Project manager:</b>	Owen Boushel
<b>Name of organisation:</b>	VicRoads
<b>Name of project:</b>	Melbourne Airport Link to OMR and Bulla Bypass Planning Study
<b>Name of document:</b>	Detailed Social Impact Assessment
<b>Document version:</b>	Final
<b>Project number:</b>	VW06713

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## Executive Summary

VicRoads is undertaking a planning study to support the reservation of land for the Melbourne Airport Link to the Outer Metropolitan Ring (OMR) and Bulla Bypass. One of the objectives of the OMR is to better link key international transport hubs, such as Melbourne Airport, Avalon Airport and the Port of Geelong. The Melbourne Airport Link to the OMR (Melbourne Airport Link), in conjunction with the OMR, will provide enhanced connectivity and provide for future proposed major intermodal freight activities to the north and south west of Melbourne with the Airport. There would also be increased access to the airport from existing and proposed residential development to the north and west.

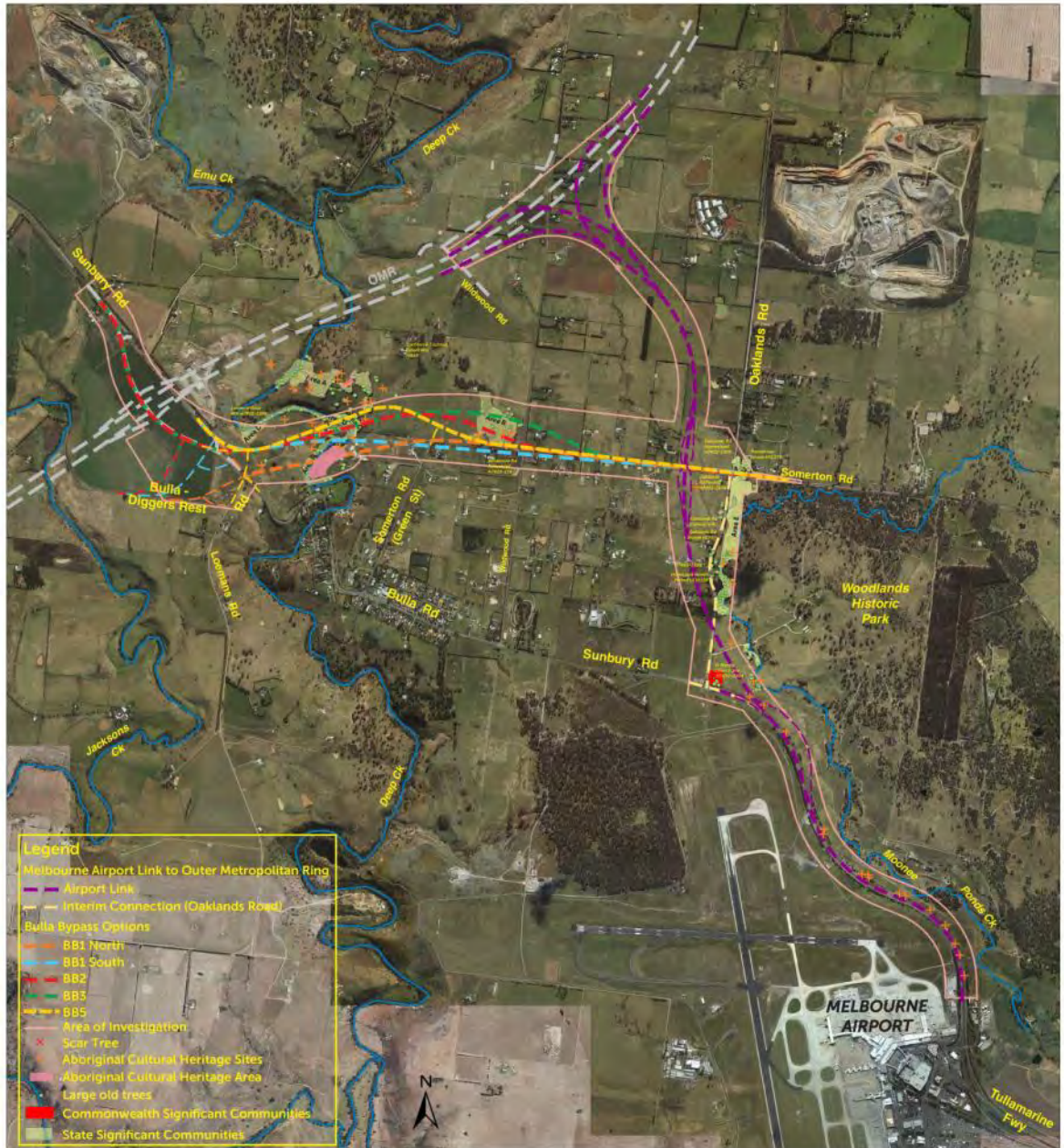
The objective of the Bulla Bypass is to resolve congestion and safety issues on Sunbury Road / Bulla Road associated with the narrow bridge across Deep Creek, sharp curves and very steep grades. Congestion is likely to increase through the township of Bulla as Sunbury develops as it is anticipated that people will continue to access jobs in the vicinity of Melbourne Airport and the industrial areas in Melbourne's north via Sunbury/Bulla Road.

The objectives of this assessment are to:

- review the wider social context in relation to the future development of Sunbury
- provide a clear description of social values and identification of social issues within the study area
- provide a demographic profile of the communities of Sunbury and Bulla
- undertake an objective assessment of the potential impacts of options on residents, community facilities, special interest attractions (taking into account their importance to the community) and current access patterns of different groups within the community
- provide a description of any opportunities to avoid or mitigate these potential impacts through design or management
- assess the likely resultant level of impacts if mitigation measures are adopted

Five alignments of the Bulla Bypass and one alignment of the Melbourne Airport Link were assessed; three of the Bulla Bypass alignments travel to the north of Somerton Road, while the other two travel closely to the existing alignment of Somerton Road (Figure S1).





Source: VicRoads

■ **Figure E.1-1 The Melbourne Airport Link and Bulla Bypass Alignments**

A set of assessment criteria was used to identify the social impacts and opportunities associated with the two projects (Table E.1-1). Using these criteria, two high level objectives for the study have been developed for use in an objectives based evaluation matrix (OBEM):

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- Objective 1: Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.
- Objective 2: Reduce social impacts on the existing and anticipated future community likely to be affected by the project and current and likely future travel patterns.
- **Table E.1-1 Assessment objectives and criteria**

Objectives	Criteria	Key factors
Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities	Regional connectivity	Changes in access to regional employment
		Changes in access to social infrastructure and services with a regional catchment
		Change in access to valued places with a regional catchment
Reduce social impacts on the existing and anticipated future community likely to be affected by the project and current and likely future travel patterns.	Local Connectivity	Changes in access to local employment
		Changes in access to local social infrastructure and services
		Change in local access to valued places and social networks
		Changes to community interactions, linkages and community cohesion including severance impacts
	Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment
		Disruption to current land uses/severance of properties
		Property acquisition / dislocation/direct impacts on residents
		Changes in access
	Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people
	Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)	

This assessment found that the Melbourne Airport Link and all alignment options for the Bulla Bypass will result in improvements in regional connectivity for Sunbury residents through the provision of better transport links to key areas of employment in around Melbourne Airport and the northern suburbs more generally. Both projects will also improve or maintain access to educational and health services in the northern suburbs of Melbourne for Sunbury residents, who lack high level medical and tertiary education opportunities.

Using the OBEM, the Melbourne Airport Link also performed moderately well in reducing social impacts on the existing community. However, there will be impacts that need to be managed, in particular the acquisition of up to five dwellings and changes in access to Woodlands Historic Park and Living Legends.

Using the OBEM, the preferred alignments for the Bulla Bypass are BB1 North, BB2 and BB5. These are preferred as they will result in less amenity impacts associated with the loss of tree screens and buffers between the road and dwellings. They also result in reduced land use change





on the boundaries of several properties on Somerton Road between Greens Street to the northern edge of Woodlands Historic Park. These alignments will also avoid the acquisition of any dwellings.

BB1 South and BB3 are not preferred as they will generate greater social impacts associated with property acquisition, potential to generate land use change and amenity.

BB1 South will require the acquisition of up to three dwellings as well as land from several smaller properties. This acquisition will likely result in changes in current land uses on the southern side of Somerton Road between Deep Creek and Oaklands Road due to the small lots sizes and consequent limited ability to relocate infrastructure. Of all the options, BB1 South is also likely to result in the largest number of landowners losing tree screens and buffers from the existing road, impacting on their amenity.

BB3 will necessitate the acquisition of a large part of each of the properties to the north of Somerton Road, impacting on an extended family living on several of the properties and necessitating the acquisition of one dwelling on the corner of Somerton and Wildwood Roads. Acquisition has the potential to impact on current and future land uses of a stud farm on the corner of Green Street and Somerton Road, a hobby farm on the northern side of Somerton Road on the corner of Wildwood Road, the adjoining residential property on Somerton Road and the property nestled between Deep Creek and Sunbury Road.

This assessment proposes a number of mitigation measures to manage the potential social impacts associated with the project including:

- **Acquisition:** Consider requests from landholders to buy entire lots in the following scenarios:
  - Where 50% or more of a lot is being acquired
  - Where road infrastructure travels in proximity to dwellings
  - Where internal access on properties is severed necessitating landholders to exit their properties to access severed lots.
- **Realignment of the Melbourne Airport Link:** Consider moving the alignment of the Melbourne Airport Link west to avoid directly impacting dwellings on Oaklands Road should landholders express a preference to remain.
- **Realignment of the Bulla Bypass:** At the eastern extent of the Bulla Bypass, consider shifting the alignment south to the northern edge of the Woodland Historic Park to avoid impacting on the existing landholders.
- **Planning uncertainty:** As early as possible, be specific as to which houses will be purchased, which properties will be subject to an overlay and what will be the allowable uses within the overlay.
- **Access and signage:** Where access to existing business such as the cattery, or valued places such as Living Legends and Woodlands Historic Park is to be negatively impacted, consider providing adequate signage on the Melbourne Airport Link to advertise the presence



of these places. During construction ensure that access to all properties is maintained to minimise the impact on households and their businesses.

- **Visual amenity:** As per the Detailed Landscape & Visual Assessment, implement appropriate landscaping to minimise the impact of the Melbourne Airport Link, Bulla Bypass and other infrastructure on the surrounding environment. As part of this process, consult with Hume Council and local residents about the choice of treatments.
- **Community engagement:** Continue to engage the community and provide each directly impacted household and landholder the opportunity for a one-on-one briefing about the project and its timelines.
- **Bike Path:** Integrate the planned bike path with the existing trails within Woodlands Historic Park to create better bicycle linkages into Melbourne.



# 1. Introduction / Background

VicRoads is undertaking a planning study to support the reservation of land for the Melbourne Airport Link to the Outer Metropolitan Ring (OMR) and Bulla Bypass. One of the objectives of the OMR is to better link key international transport hubs, such as Melbourne Airport, Avalon Airport and the Port of Geelong. The Melbourne Airport Link to the OMR (Melbourne Airport Link), in conjunction with the OMR, will provide enhanced connectivity and provide for future proposed major intermodal freight activities to the north and south west of Melbourne with the Airport. There would also be increased access to the airport from existing and proposed residential development to the north and west.

The objective of the Bulla Bypass is to resolve congestion and safety issues on Sunbury Road / Bulla Road associated with a narrow bridge across Deep Creek, sharp curves and very steep grades. Congestion is likely to increase through the township of Bulla as Sunbury develops as it is anticipated that people will continue to access jobs in the vicinity of Melbourne Airport and the industrial areas in Melbourne's north via Sunbury/Bulla Road.

While the planning for these projects is anticipated to be completed by 2013, the timing of construction for each project is unknown.

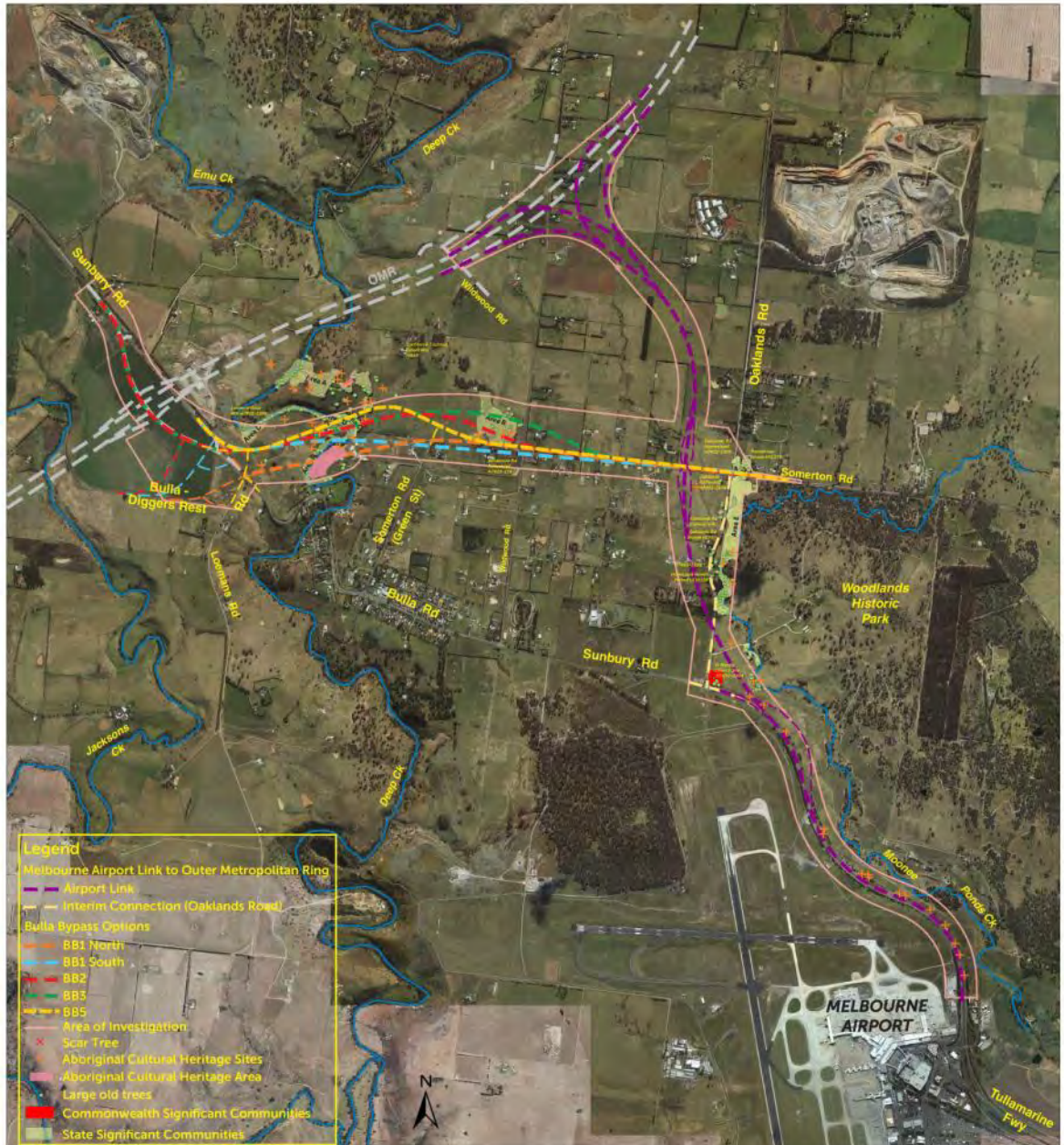
## 1.1. Purpose

The objectives of this assessment are to:

- review the wider social context in relation to the future development of Sunbury
- provide a clear description of social values and identification of social issues within the study area
- provide a demographic profile of the communities of Sunbury and Bulla
- undertake an objective assessment of the potential impacts of options on residents, community facilities, special interest attractions, and current access patterns of different groups within the community
- provide a description of any opportunities to avoid or mitigate these potential impacts through design or management
- assess the likely resultant level of impacts if mitigation measures are adopted.

## 1.2. Project description

The assessment considers one alignment of the Melbourne Airport Link and five possible alignments for the Bulla Bypass (see Figure 1-1).



Source: VicRoads

■ **Figure 1-1 The Melbourne Airport Link and Bulla Bypass alignments**

**Melbourne Airport Link to OMR**

The Melbourne Airport Link will extend from the end of the Tullamarine Freeway to an interchange with the proposed OMR (Figure 1-2). The Bulla bypass will be connected to this link via an interchange at Somerton Road. Sunbury Road would be connected via an underpass near Oaklands Road.

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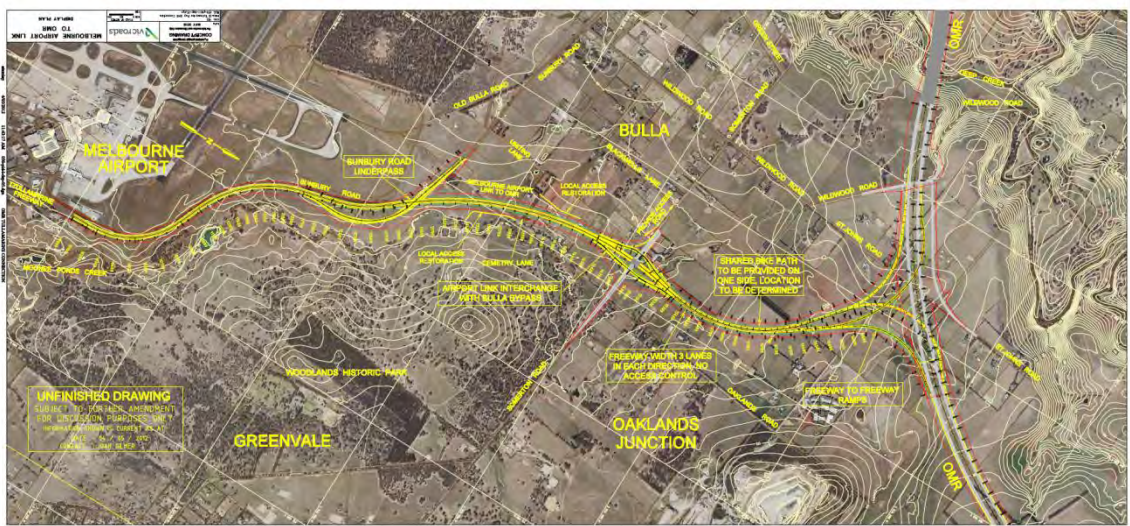




The Melbourne Airport Link is planned to ultimately provide a six lane freeway option with access only at the interchanges. A shared off road bicycle and pedestrian facility will be provided on one side of the Melbourne Airport Link.

The Melbourne Airport Link will also necessitate a number of changes to the local road network:

- an underpass will be constructed to link Sunbury Road to Melbourne Airport Link for south bound vehicles. North bound vehicles for Bulla will exit the Melbourne Airport Link at Somerton Road or, if constructed, the Bulla bypass
- the crossing of the Bulla Bypass and Melbourne Airport Link will be grade separated.



Source: VicRoads

■ **Figure 1-2 Melbourne Airport Link**

**The Bulla Bypass**

The Bulla Bypass will extend from Sunbury Road in the vicinity of the proposed Melbourne Airport Link. The route will ultimately become a six lane divided arterial road option with three lanes in each direction. The lanes will be separated by a 10 metre median which will narrow to allow for two turning lanes at intersections and at the interchange with the Melbourne Airport Link.

There will be direct access to and from properties onto the arterial road on a left in, left out basis. A shared off road and bike path facility will be provided on one side of the road.

Refer to Figure 1-3 and Figure 1-4 for an aerial overview of BB1south and north respectively.

From the proposed interchange with the Melbourne Airport Link, these two options closely follow the existing Somerton Road with widening either to the north or the south deviating after the Somerton Road and Green Street intersection.

Refer to Figure 1.4, Figure 1-5 and Figure 1-7 for an aerial overview of BB2, BB3 and BB5.

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From the proposed interchange with the Melbourne Airport Link, BB2, BB3 and BB5 deviate to the north from the Wildwood Road intersection. The alignments are linked into Sunbury Road north of the proposed OMR interchange. BB2, BB3 and BB5 link into the future OMR.

The Bulla Bypass will also necessitate the following:

- a median break provided between Wildwood and Oaklands Roads
- no access on or off Green Street from the bypass
- retention of the intersection on the corner of Oaklands Road and Somerton Road and Wildwood Road and Somerton Road with either a roundabout or traffic lights
- where the bypass deviates away from existing Somerton Road intersection (alignments BB2 and BB3), the intersection will be relocated to the new crossing point. Consideration will then be made for the existing Somerton Road to become an access road for southern properties
- where the bypass intersects Sunbury Road, the design will facilitate access for those living in Bulla to Bulla Road. A redesign will attempt to direct through traffic onto the bypass
- the Melbourne Airport Link and OMR will intersect with a freeway to freeway standard interchange
- where access is impacted, an alternative will be provided
- Uniting Lane will be closed at the Oaklands Road end
- an access road will be provided for those properties east of Blackwells Lane and west of the Melbourne Airport Link interchange with the Bulla Bypass in order to restore access and maintain a safe distance from the off ramp.



Source: VicRoads

- **Figure 1-3 Bulla Bypass - BB1 North**

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Source: VicRoads

■ **Figure 1-4 Bulla Bypass - BB1 South**



Source: VicRoads

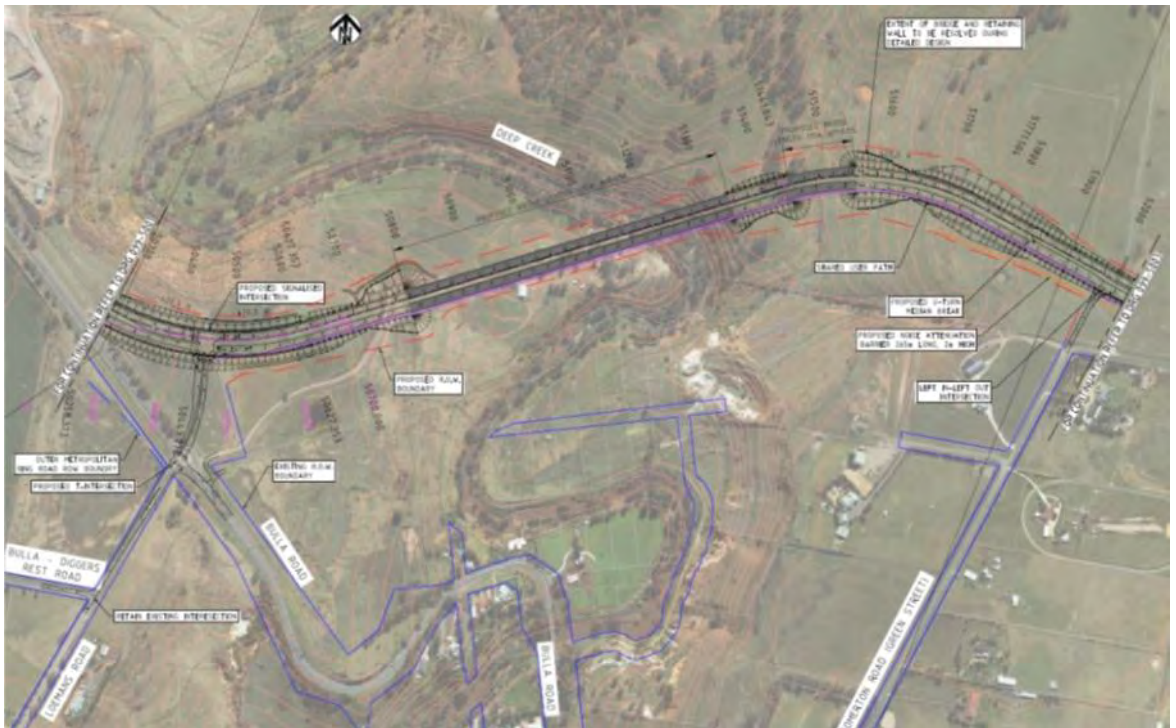
■ **Figure 1-5 Bulla Bypass - BB2**





Source: VicRoads

■ **Figure 1-6 Bulla Bypass - BB3**



■ **Figure 1-7 Bulla Bypass – BB5**



## 2. Methodology

### 2.1. Definition of the study area

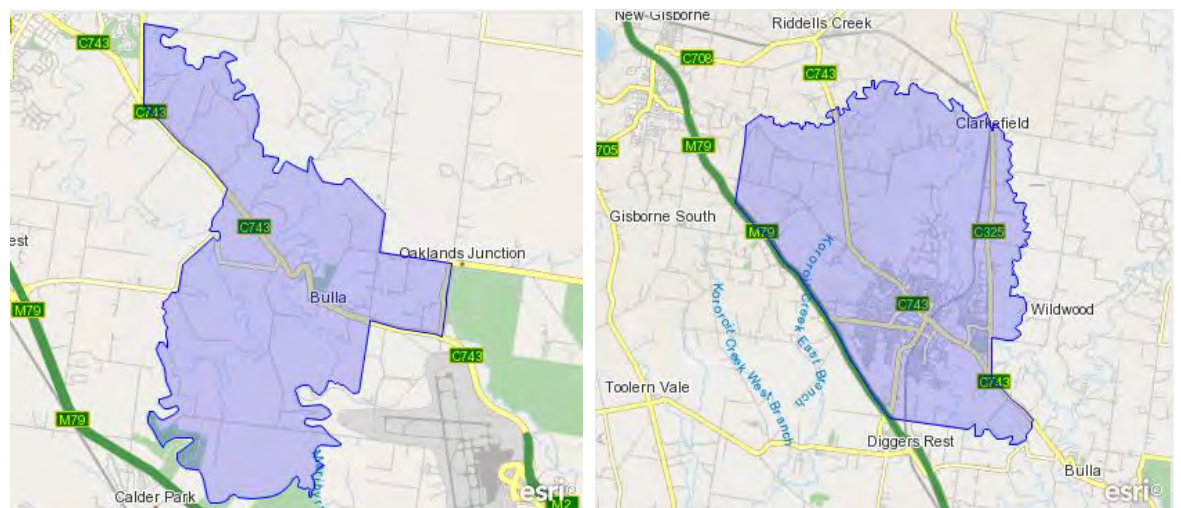
The proposed Melbourne Airport Link and Bulla Bypass are located within the local government area (LGA) of Hume Council (Figure 2-1).



Source: ABS 2012

#### ■ Figure 2-1 Hume Local Government Area

The majority of the social benefits and opportunities associated with both projects are likely to accrue to the communities of Sunbury and Bulla and their surrounds so this assessment has focused on both.



Source: ABS 2012

#### ■ Figure 2-2 Bulla and Sunbury

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## 2.2. Literature review and analysis of maps

This included a review of existing reports, policies and other information relevant to the study area.

## 2.3. Site visit

A site visit was undertaken on Thursday the 7<sup>th</sup> of June 2012.

## 2.4. Community profile

A brief community profile was developed using information from the desktop assessment, population projections and other data sources such as the 2006 Census.

## 2.5. Consultation

A series of interviews and a focus group were undertaken in June 2012 to inform the assessment. A summary of the findings from these interviews is contained in Section 3.4. Table 2-1 provides a summary of the stakeholders who were consulted with. In addition to these, a number of other resident and non-resident landholders were invited to participate in the study but declined.

### ■ Table 2-1 Stakeholders consulted with for this assessment

Type	Stakeholder	Details
Organisational	The City of Hume	<ul style="list-style-type: none"> <li>■ Manager of Economic Development</li> <li>■ Manager Traffic, Civil Design and Asset Management</li> <li>■ Manager Social Development</li> </ul>
	Growth Areas Authority	<ul style="list-style-type: none"> <li>■ Director of Economic Planning and Development</li> <li>■ Director of Infrastructure</li> </ul>
	Parks Victoria	<ul style="list-style-type: none"> <li>■ Ranger in charge, Woodlands Historic Park</li> <li>■ District Planner</li> <li>■ Strategic Planner</li> </ul>
Local landholders	Somerton Road	<ul style="list-style-type: none"> <li>■ 13 Landholders</li> </ul>
	Green Street	<ul style="list-style-type: none"> <li>■ 3 Landholders</li> </ul>
	Oaklands Road	<ul style="list-style-type: none"> <li>■ 3 Landholders</li> </ul>
	Wildwood Road	<ul style="list-style-type: none"> <li>■ 2 Landholders</li> </ul>
	Sunbury Road	<ul style="list-style-type: none"> <li>■ 1 Landholder</li> </ul>

## 2.6. Assessment of the Bulla Bypass and Melbourne Airport Link

An OBEM has been used to assess the Melbourne Airport Link and each of the Bulla Bypass options. The criteria used in the previous desktop assessment utilised in this assessment for consistency. Overarching social objectives, based on these criteria have been developed for use in the OBEM. These are:

- Objective 1: Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities



- Objective 2: Reduce social impacts on the existing and anticipated future community likely to be affected by the project and current and likely future travel patterns.

Table 2-2 provides a description of each of the objectives used in the OBEM, the criteria under these and the key factors against which each alignment will be assessed.

**Table 2-2 Assessment objectives and criteria**

Objectives	Criteria	Key factors
Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities	Regional connectivity	Changes in access to regional employment
		Changes in access to social infrastructure and services with a regional catchment
		Change in access to valued places with a regional catchment
Reduce social impacts on the existing and anticipated future community likely to be affected by the project and current and likely future travel patterns.	Local connectivity	Changes in access to local employment
		Changes in access to local social infrastructure and services
		Change in local access to valued places and social networks
		Changes to community interactions, linkages and community cohesion including severance impacts
	Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment
		Disruption to current land uses/severance of properties
		Property acquisition / dislocation/direct impacts on residents
		Changes in access
	Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services
	Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.
	Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)

An assessment against each criterion has been made using the OBEM rating scale (Table 2-3) provided by VicRoads.

**Table 2-3 OBEM rating scale**

Rating	Defined Values
Very Well	Best practice, strong level of compliance, major positive impact
Well	Improved practice, good policy compliance, positive impact
Moderately Well	Partial policy compliance, no distinct positive or negative impact
Poor	Policy non-compliance and negative impact
Very Poor	Major policy non-compliance and major negative impact



To inform the planning process and identify the preferred options, the unweighted ratings for each alignment were aggregated into an overall assessment. In instances where the overall assessment could sit between ratings (e.g. poor / moderately well) consideration was given to the key factors underlying the rating of each criterion. Where these tended towards a more positive rating for each criteria, the overall score assumed the higher rating (e.g. poor / moderately well = moderately well). Where these trended towards a more negative rating for each criteria, the overall score assumed the lower rating (e.g. poor / moderately well = poor).





## 3. Results

### 3.1. Implications of social and planning policy and legislation

Sunbury and Bulla are subject to a number of overlays and zonings that have implications for population and dwelling growth, future plans of existing landholders and the achievability of each community's vision.

#### **Green Wedge Zone (GWZ)**

Large areas to the north of Somerton Road in Bulla are located within the GWZ. The purpose of the GWZ is:

- to recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources
- to encourage use and development that is consistent with sustainable land management practices
- to encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses
- to protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes
- to protect and enhance the biodiversity of the area.

The presence of the GWZ means that rural amenity currently enjoyed by residents of Bulla is likely to persist into the future, with future land uses unlikely to change significantly from today.

However, the allowed uses of land with the GWZ are currently subject to review by the Department of Planning and Community Development. It is possible as a result of this review, currently proscribed uses such as primary schools, secondary schools and tertiary institutions could be allowed in future.

Other land uses such as places of worship are currently permissible; however they require a permit from council. This may also be subject to change as a result of the review.

#### **Melbourne Airport Environs Overlay (MAEO)**

The purpose of the MAEO is:

- to ensure that land use and development are compatible with the operation of Melbourne Airport
- 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.

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The overlay imposes general permit requirements for certain land uses, buildings and works and subdivisions according to two schedules. Table 3-1 provides a summary of the conditions associated with the schedules under the MAEO.

■ **Table 3-1: Schedules associated with the MAEO**

<b>Schedule 1</b>	
Houses	A permit is required to use land for a dwelling or a dependent person's unit can be permitted on a lot.
Prohibited Uses	Land must not be used for: <ul style="list-style-type: none"> <li>■ accommodation (other than Backpackers lodge, Dwelling, Dependent person's unit, Host farm and Residential hotel)</li> <li>■ Child-care centre, Drive-in theatre, Education centre and Hospital.</li> </ul>
Subdivision	Any subdivision which would increase the number of dwellings which the land could be used for is prohibited.
<b>Schedule 2</b>	
Houses	A permit is required to use land for a dwelling. The development of a single lot for two or more dwellings must not exceed a density of one dwelling per 300 square metres.
Prohibited Uses	The schedule does not prohibit specific uses.
Subdivision	A permit must not be granted to subdivide land to be used for accommodation into lots with an average area of less than 300 square metres.

The MAEO effectively limits development in the area surrounding Bulla, particularly between Oaklands Road and Wildwood Road. This will protect the existing rural amenity of these areas and limit the range of possible developments allowable in this area, such as those sensitive to aircraft noise. For the existing landholders, the MAEO combined with the GWZ already significantly restrict the feasibility of future plans.

### **Hume Municipal Strategic Statement (MSS)**

Section 22.04 in the Hume MSS notes a number of the existing subdivisions in the Bulla Township are inappropriately small for the level of services that can be provided to households. The township is now subject to a restructure plan that encourages the consolidation of allotments prior to the construction of dwellings.

### **Revisions to the Urban Growth Boundary (UGB)**

The Minister for Planning has approved six Precinct Structure Plans (PSP) for suburbs through the extension of the UGB:

- Diggers Rest
- Lockerbie
- Lockerbie North
- Manor Lakes
- Merrifield West
- Rockbank North.

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The 'PSP's are geared towards creating homes and delivering new roads, schools, sporting facilities, parks and health, education, leisure and community services.

Diggers Rest is located to the immediate south west of Sunbury, adjacent to the Calder Highway. In 2006 the suburb of Diggers Rest had 2,381 people, however the new PSP's will facilitate the construction of 3,800 new dwellings, for a projected 10,700 people over the next 20 years. It is likely that many of the households will access services and employment in Sunbury, the northern suburbs of Melbourne and when opened in areas adjoining the OMR.

### **Implications of the Planning Context for the SIA**

The presence of the GWZ and MAEO over large parts of the Melbourne Airport Link and the Bulla bypass effectively limit the scope of future plans for residents. While it is possible that the conditions governing these overlays may change into the future, the nature of this change is unknown at this point. This assessment will therefore need to assume that currently proscribed activities will continue to be. Where there are clusters of yet undeveloped subdivisions within the township, it is likely that residential development on these cannot occur on all of these, reducing the impacts if any on these landholders.

The revisions to the UGB increase the number of people likely to use the Melbourne Airport Link and Bulla Bypass to access employment, social infrastructure or social networks, increasing the extent of any potential benefits associated with improvements in travel times.

### **3.2. Social and demographic profile**

The following section contains a brief social and demographic profile of the study area. As noted previously, the study area for this assessment is the Hume LGA, with a specific focus on the communities of Bulla and Sunbury.

As shown in Table 3-2, in 2006 Sunbury had a much larger and younger population than Bulla, with a median age of 34 years. This likely reflects the presence of the many new estates in Sunbury, a designated growth area for Melbourne (GAA 2012).

■ **Table 3-2 Select characteristics of the study area in 2006**

	<b>Population</b>	<b>Median age</b>	<b>Median household weekly income</b>
Hume LGA	147,781	32	\$1,030
Bulla (State Suburb)	398	37	\$1,335
Sunbury (State Suburb)	31,002	34	\$1,165
Greater Melbourne	3,592,591	36	\$1,079

Source: ABS 2007



Households in Bulla also reported higher median incomes than the City of Hume and Greater Melbourne. This suggests the residents of Bulla are likely to be more financially advantaged than people in Sunbury. This relative financial advantage appears to still exist with many of the properties in and around Bulla of a significant size and surrounded with additional infrastructure. The presence of a large number of horses and related facilities in the area also suggest that the community is still relatively financially advantaged.

Since 2006, Sunbury has experienced significant growth with an estimated 5,656 additional residents moving into the town between then and 2011. Table 3-3 shows Sunbury is projected to grow into the future by approximately 8.4% to 13.4% every five years. In contrast, Greater Melbourne is projected to grow at between 5.7% and 8.4% every five years across this period.

■ **Table 3-3 Projected population growth 2016 to 2031**

		2016	2021	2026	2031
Sunbury SLA	No.	40,217	43,577	48,029	54,453
	Growth over 5 years	9.7%	8.4%	10.2%	13.4%
Melbourne SD	No.	4,483,604	4,808,836	5,118,447	5,411,938
	Growth over 5 years	8.4%	7.3%	6.4%	5.7%

Source VIF 2012

Table 3-4 shows that the number of dwellings is predicted to grow at a faster rate than the overall population. This suggests that growth in smaller households such as couple only households or one child households is likely to increase at a higher rate than family with children households.

■ **Table 3-4 Projected dwelling growth 2016 to 2031**

		2016	2021	2026	2031
Sunbury SLA	No.	14,197	15,556	17,309	19,821
	Growth over 5 years	10.5%	9.6%	11.3%	14.5%
Melbourne SD	No.	1,699,132	1,841,512	1,977,219	2,108,485
	Growth over 5 years	9.5%	8.4%	7.4%	6.6%

Source: VIF 2012

It is likely that rate of car ownership will increase in Sunbury placing further demand on the existing network, as people seek to travel to work, shop or engage in social activities. This rapid rate of projected growth and low level of employment containment indicate that Sunbury will likely require more efficient transport links to key employment areas and key social infrastructure such as hospitals into the future.

### Social infrastructure

Table 3-5 shows that social infrastructure provision in Sunbury is quite comprehensive with the exception of emergency medical services and tertiary education. In comparison, Bulla has a limited number of facilities. It is likely that most regular trips outside Sunbury by residents will be for

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employment or to meet family and friends, while in Bulla there will be a high proportion of trips undertaken outside Bulla to access shopping, medical, educational and other services.

■ **Table 3-5 Select social infrastructure in Bulla and Sunbury**

<b>Sunbury</b>	
<p><b>Churches (9)</b></p> <ul style="list-style-type: none"> <li>■ Melbourne Christian Fellowship</li> <li>■ Baptist Church (Gap Rd)</li> <li>■ Community Church</li> <li>■ St Mary Anglican</li> <li>■ Lutheran Church of Australia</li> <li>■ Church of Jesus Christ of Latter Day Saints</li> <li>■ Australian Christian Churches</li> <li>■ Catholic Archdiocese of Melbourne</li> <li>■ Churches of Christ Confines in Victoria</li> </ul>	<p><b>Recreational Facilities (total 9)</b></p> <ul style="list-style-type: none"> <li>■ Eric Broadman Reserve</li> <li>■ Sunbury Untied Sporting Clun (Langana Park)</li> <li>■ Sunbury Riding Club</li> <li>■ Sunbury Leisure Centre</li> <li>■ Sunbury Reserve (Clarke Oval) includes aquatic centre, football and social club, bowls, skate and BMX facilities</li> <li>■ Goonawarra Golf Club</li> <li>■ Goonawarra Public Golf Club</li> <li>■ Sunbury Indoor Sports Stadium</li> </ul>
<p><b>Education Facilities (total 18)</b></p> <ul style="list-style-type: none"> <li>■ Sunbury Heights Primary School</li> <li>■ Sunbury Downs Secondary College</li> <li>■ Sunbury West Primary School</li> <li>■ St Anne's Catholic School</li> <li>■ Sunbury College</li> <li>■ Salesian Catholic College</li> <li>■ Goonawarra Primary School</li> <li>■ Sunbury Primary School</li> <li>■ Sunbury and Macedon Ranges Specialist School</li> <li>■ Killiara Primary School</li> <li>■ Community Kids Sunbury early education centre</li> <li>■ Kismet Park Primary</li> <li>■ Sunningdale Childcare</li> <li>■ Elizabeth Drv Child Care</li> <li>■ Rees Road Childcare</li> <li>■ Forever Friends Sunbury Childcare</li> </ul>	<p><b>Medical (total 10)</b></p> <ul style="list-style-type: none"> <li>■ Goonawarra Nursing Home</li> <li>■ Riddle Gardens Aged Care</li> <li>■ Sunbury Private Hospital</li> <li>■ Sunbury Medical Centre (x2)</li> <li>■ Family Medical Centre</li> <li>■ Evans Clinic</li> <li>■ Gap Road Medical Centre</li> <li>■ McKell Avenue Medical Centre</li> <li>■ Maternal &amp; Child Health Centres</li> </ul>
<b>Bulla</b>	
<ul style="list-style-type: none"> <li>■ Congregational Christian Church of Samoa</li> <li>■ Alistair Clark Rose Garden- Street</li> <li>■ Jack McKenzie/Bulla Community Centre</li> <li>■ The Calabria Club</li> </ul>	<ul style="list-style-type: none"> <li>■ Bulla Garden Club</li> <li>■ Bulla Village Tennis Club</li> <li>■ Tullamarine Live Steam Society and miniature railway</li> </ul>

### Sources of employment

Sunbury has a relatively low level of employment self- containment with 11,000 people leaving the township every day for work in 2006 (Hume 2012). Of these approximately 10,000 drove to work underscoring the critical nature of road transport links for the current and future population of Sunbury. While there are sources of employment within Sunbury, these were predominately within retail, government services and education. Many of those leaving Sunbury to access work are travelling to Melbourne Airport and along the Hume corridor to work in the manufacturing, transport / warehousing and public administration sectors.

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While Sunbury is projected to experience significant growth into the future, there is insufficient access to employment precincts to provide the requisite number of jobs (GAA 2012). Even with the electrification and doubling of capacity in the existing rail service towards Melbourne, Sunbury residents will require improved transport access to employment markets in the north and west of Melbourne and to Melbourne Airport.

### Length of tenure

Despite being a growth area, Sunbury's level of population mobility in 2006 wasn't much higher than Greater Melbourne with 55% of people reported to be living in the same address as five years previous (Table 3-6).

- **Table 3-6: Number of people living in the same address as 1 and 5 years previous to the 2006 Census.**

	Same address as 1 year ago as in 2006 (%)	Same usual address 5 years ago as in 2006 (%)
<b>Hume LGA</b>	82% (120,256)	58.4% (79,747)
<b>Bulla (State Suburb)</b>	90% (358)	76% (280)
<b>Sunbury (State Suburb)</b>	82% (25,156)	55% (15,840)
<b>Greater Melbourne</b>	80.5% (2,853,783)	57% (1,913,946)

Source: 2006 Census

Bulla, in contrast, had very low levels of population mobility with 76% of persons reporting to live in the same address as they had five years previously. This suggests households in Bulla are likely to have a strong link to their properties given their length of tenure, possibly increasing the impact of any property acquisition.

### Community Vision

The stated vision for the Sunbury community is to remain physically separate yet closely integrated to Melbourne with good transport links (Hume 2012). Remaining separate will allow it to retain its rural setting and accessible countryside.

Bulla residents, based on feedback in the interviews, want to remain a distinct town, with a rural lifestyle with good transport links to social and economic opportunities within Melbourne.

### Implications

The community of Sunbury is highly dependent on good transport links to access employment. If these links were to become degraded, it is likely that Sunbury residents would have limited alternative options, potentially leading to a diminishment of the quality of life for residents who commute. Should the population of Sunbury and Diggers Rest grow as projected without an improvement in transport connections, the increased number of vehicles movements generated and associated congestion will cause them to become less attractive places to live. This may reduce population growth as people seek housing in other better connected areas.





Bulla is dependent on good transport links to the east and south but is unlikely to grow significantly in the future. Increased volumes of traffic that will travel through the town as a result of population growth in Sunbury will likely have a significant impact on the amenity of existing and future residents in proximity to Bulla Road. It will also impact on the amenity on the limited social infrastructure in Bulla, spreading the impact further.

### **3.3. Community Resources, Facilities, Valued Sites & Activities**

#### **Woodlands Historic Park**

This park is managed by Parks Victoria and located to the East of Bulla, with the park's western boundary travelling along Oaklands Road. The park is one of the most substantial in Greater Melbourne at 820 hectares in size. The parks supports a number of activities due to its size such as nature walks, picnics, viewing historic sites, off road cycling and, unlike most other parks, horse riding. Gellibrand Hill within the park is also a significant attractor as it has panoramic views of the wider area including Melbourne Airport. There is also a historic homestead from the 1840's within the park. It was reported by Parks Victoria that there were plans to soon release Bandicoots into a protected area of the park which would likely attract more visitors.

The park was also reported to be popular with conservation volunteer groups with an average of 7.5 volunteers in the park each day undertaking a range of activities.

Access to the park is located to the north on Somerton Road and the west on Oaklands Road. During consultation, Parks Victoria noted that the proximity of the airport to the park, combined with the mixture of facilities and attractions available meant that the catchment of the park is stratified as follows:

- Local: people living within 15 kilometres
- Regional: people attracted for the cultural values of the park and / or the opportunity to ride horses within the park and visit Living Legends. Drawn from all over Melbourne
- Interstate / international: People drawn to the park as a day trip while in Melbourne or to see the Living Legends, particularly during the Spring Carnival.

#### **Living Legends**

The Living Legends is a privately run facility situated within Woodlands Historic Park, with access via Oaklands Road. The facility acts as a "Home of Rest for Champion Racehorses" and at any one time hosts a number of famous horses. While the facility is privately run and owners of the horses fund their accommodation, the facility is open to the public for enthusiasts and casual visitors to meet the horses. The facility also hosts events, functions and weddings and acts as a charity through which people interested in racehorses can donate money for their continued welfare. This site was reported to have a wider significance by Parks Victoria, with visitors drawn from across the country and internationally, particularly during the Spring Carnival and other major racing events in Melbourne. Its current position and method of access means that it is easily accessible for people travelling through Melbourne airport.

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## Other places of significance

During the interviews a number of other places in and around Sunbury and Bulla were identified as key attractors for people from outside the area. These include:

- Rupertswood Mansion
- Wineries
- Emu Bottom Homestead
- Emu Bottom wetlands
- The viewing area for Melbourne Airport located on the corner of Sunbury and Oaklands Road.

It was reported that the Woodlands Historic Park and Living Legends have regional significance

### 3.4. Consultation Findings

#### Why people live in Sunbury and Bulla

During consultation it was reported that people live in Sunbury and Bulla for similar reasons. Residents of Sunbury were reported by Hume Council to be attracted to the town due to its village feel. Sunbury's vegetated rolling hills, gullies and creeks provide a visual reminder to residents that they are living in a country town. The presence of the MAEO has also preserved the rural vista for people travelling to and from work on Somerton Road, the Calder and Tullamarine Freeways. The presence of wineries and parks were also considered a significant attractor, with residents able to access cellar doors such as Goonawarra in proximity to their homes. Adding to the attractiveness of the town are Sunbury's association with the ashes, the presence of the Rupertswood Manor, historic sites and access to affordable housing.

Residents interviewed in Bulla also valued living there for the rural amenity, the peace and nature as well as the space from neighbours afforded by the large house blocks. For those with an interest in horses the township has a long association with the horse industry and provides a number of related facilities. A majority of interviewed residents prized their ability to enjoy the rural lifestyle while still being close to the city. Bulla was noted as unique for this and the presence of the airport and related overlay was seen as critical to maintaining this into the future.

#### The residents

The majority of landholders interviewed within Bulla, either lived on or had plans to live in their properties in the near future with very few properties rented despite community perceptions to the contrary. Nearly all landholders were living in couple only or family with children households with no lone person or group households encountered. Many respondents in the interviews reported that their properties were the focal point for their wider family and friends with the sizes of the properties lending themselves to larger events such as family gatherings, religious ceremonies, parties and other gatherings.

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The table below provides a snapshot of some of the key characteristics of the communities within the study area.

Location	Description	Details
<b>North side of Somerton Road</b>	Four properties clustered to the east of Oaklands Road	<ul style="list-style-type: none"> <li>■ Smaller block sizes.</li> <li>■ Owned by four families, all of which have occupied dwellings on each property</li> <li>■ One property operates a cattery, another a place of worship and two remaining are private residences</li> <li>■ One private residence wishes to open their garden to the public</li> <li>■ One family reported to have lived there for more than 20 years, while the remainder have all arrived in recent years</li> <li>■ Children are present in some of the houses on both a full time and intermittent basis</li> <li>■ Subject to the GWZ and MAEO</li> </ul>
	Six properties between Oaklands Road and Deep Creek	<ul style="list-style-type: none"> <li>■ Five of the properties are owned by members of the one family with four dwellings located on the properties. Each property is occupied by a directly related family member, except one which is currently being rented.</li> <li>■ The other dwelling is currently being rented</li> <li>■ One of the properties operates as a stud farm with the others occupied as rural living blocks</li> <li>■ One of the landholders is considering building an educational or accommodation facility</li> <li>■ Both families have lived in the area for a longer period of time</li> <li>■ Unknown whether there are children present in the dwellings</li> <li>■ Subject to the GWZ and MAEO</li> </ul>
<b>South side of Somerton Road</b>	Ten properties between Wildwood Road and Oaklands Road	<ul style="list-style-type: none"> <li>■ Properties appear to be owned by different families with eight dwellings. All of which appear to be occupied</li> <li>■ Several of the dwellings operate as family households with children present in some of them</li> <li>■ Several of these households have put significant efforts into improving their properties through plantings, the creation of sheltered gardens, and other improvements</li> <li>■ At least two households have been there for a two years or less and another two more than 15 years</li> <li>■ One property requires a private garden for cultural reasons</li> <li>■ All properties with residences appear to be operated as hobby farms except one</li> <li>■ Subject to the MAEO</li> </ul>
	Four properties between Wildwood Road and Deep Creek	<ul style="list-style-type: none"> <li>■ Three dwellings are located on the properties all of which are occupied for residential purposes</li> <li>■ One of the properties operates a small olive plantation while another operates some horse riding facilities</li> <li>■ At least two of the property owners have lived there for 17 years or more</li> <li>■ At least two of the households are family households with at least one also have children.</li> <li>■ Subject to the MAEO</li> </ul>
<b>Oaklands Road</b>	Eight properties between Sunbury and Somerton Roads	<ul style="list-style-type: none"> <li>■ Six dwellings located on the properties all of which are occupied for residential purposes</li> <li>■ One Property operates a business while the others are hobby farms</li> <li>■ Two of the properties have residents with a serious illness. For one of these households, their property has been significantly modified to</li> </ul>

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Location	Description	Details
		<p>cater to this illness meaning they would be significantly vulnerable to any need to leave their property.</p> <ul style="list-style-type: none"> <li>Several households have put extensive work in to their homes and gardens at significant personal expense</li> </ul>
	Seven properties between The OMR and Somerton Roads	<ul style="list-style-type: none"> <li>Four dwellings are located on these properties</li> <li>Several of the properties appear to also be hobby farms</li> <li>Subject to the MAEO</li> </ul>
<b>Sunbury Road</b>	Two Properties	<ul style="list-style-type: none"> <li>There is one unoccupied dwelling on one property with plans to demolish and replace it with a new house.</li> <li>Both owners of the properties have plans to build businesses on the properties although one of these has already been impacted by the OMR.</li> <li>One property has been recently purchased by its current owners. When the house is constructed, the family living there will also host a number of visitors on a regular basis.</li> <li>Subject to the GWZ</li> </ul>

### Length of tenure

Residents of Bulla have a reasonably low level of household turnover. Of the respondents in the focus group and stakeholder interviews who lived in Bulla, the shortest any had lived in their current address was 18 months, with many having lived in Bulla for ten years or more. Sunbury was reported to have a much shorter length of average residence, owing to its status as a growth area, with new dwelling and landholders moving into the town on a regular basis.

### Sense of community

Within Bulla, participants in the interviews had relatively few connections to the neighbours and the wider community. When the focus group was held with a number of landholders, this was the first time that many had met each other despite having lived in the same town for several years. However, participants also noted that one of the things they valued about living in Bulla was that people were friendly and that going to the post office was a good opportunity to meet some of the people they knew.

Some residents also had family within Bulla or close by in suburbs such as Roxbrough Park, Craigieburn and the northern suburbs of Melbourne. Many noted they lived in Bulla because the location allowed them to remain in close contact with families, friends and services in the northern suburbs, while enjoying properties large enough to act as a hub for social gatherings of large numbers of friends.

### Places of employment

Most people interviewed within Bulla, worked in Tullamarine or the northern suburbs of Melbourne while some worked on their properties or in the city. None reported to work in Sunbury, reflecting the limited employment opportunities there.



Sunbury was reported by Hume Council and the GAA to have a relatively low level of employment containment, with one quarter of residents reported to leave every day for work. Major locations of employment were reported to include the northern suburbs of Melbourne accessed via Somerton Road, Tullamarine Airport, areas adjoining the Calder Freeway and the CBD via the existing train line. One of the major benefits of the outer metropolitan link (OMR) cited was the ability of current and future residents to access employment opportunities to the east and the southwest such as in the councils areas of Wyndham or Whittlesea.

### **Method of travel to work**

All of the persons interviewed reported they travelled to work by car or other private vehicles, reflecting the large geographic distances travelled and the relatively limited public transport options in the area. However, it was reported by Hume Council officers that the existing diesel train service from Sunbury is well utilised by residents working in the city. Use of this as a mode of travel was expected to increase as a result of the electrification of the service which will increase the regularity of services.

### **Access to social infrastructure**

It was reported that reasonably few children live in Bulla but of those households that had school age children several reported their children went to school in Greenvale or Moonee Ponds. Residents of Sunbury were also reported to predominately use the schools within Sunbury with a range of school options available for both private and public education.

To access tertiary education students travel into Melbourne. It was reported during consultation with Hume Council that the lack of tertiary options in Sunbury had anecdotally resulted in lower numbers of people pursuing it.

In respect to shopping, Sunbury was reported to be reasonably self-sufficient with large and small retail outlets able to provide for most people's needs. Bulla residents however, reported they did not travel to Sunbury to shop, instead they travel to Greenvale, Airport West, Moonee Ponds or Highpoint in Maribyrnong.

While Sunbury has a significant amount of social infrastructure and services available to the community, there are still a number that people were reported to have to travel to the northern suburbs or the city to access. These include Broadmeadows and city based hospitals, Centrelink and other government shop fronts.

### **Personal circumstances**

The personal circumstances of interview participants varied significantly. Within Bulla, many appeared to have established houses with well-tended grounds. However, some reported to be subject to significant, chronic ill health that made them more vulnerable to change than other households.

In the case of one household, ill health of one member necessitated the move to Bulla. The size and price of the land allowed for significant modification to their dwelling to better manage the

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health of a family member. Further the proximity of Bulla to medical providers in the north of Melbourne, mean they are better able to cater to their medical needs. The size of the property has also facilitated the creation of a private garden for their sick family member who, in another setting would have to be confined to their house. For this household the loss of their property was perceived to be a significant impact on their ability to continue to care for their family.

Residents of another household also noted the value they placed on the privacy of their front garden. For cultural reasons, some members of this household wear a head cover while in public. However, as their garden is not currently visible to passers-by they don't wear a head covering while using it. Should the vegetation at the front of their garden be removed, the private garden will become visible to the public and diminish the resident's enjoyment of it.

### **Future plans**

All residents of Bulla interviews took significant interest in their properties with most noting they had already put significant work into their properties. This has included the beautification of their dwellings, landscaping of gardens, extensive plantings, the creation of infrastructure such as trotting tracks as well as the maintenance of productive hobby farms producing fruits, vegetables, olives, honey and livestock.

Some directly impacted households have plans to create businesses or facilities with a potentially wider significance. These include an education facility, caravan park, amusement park, cellar door, church \ multipurpose facility and a public garden. While significant planning may have gone into most of these ideas, they were reported to yet to be formalised through planning applications.

The exception is the household with the plans to open their garden to the wider public. Located off Somerton Road in proximity to Woodlands Historic Park, this household have been working on their garden for more than twenty years and report that they are five years from opening their property under the Open Gardens Australia scheme. This scheme, as its name implies, allows for public access to approximately 600 private gardens each season<sup>1</sup> that are considered good examples of their type. It was reported by the household that they had engaged a famous landscaper (Phillip Johnson) to design their garden with a view to improving public access. Part of this design has involved the establishment of a billabong on the property line adjoining Somerton Road. It was reported that the plan was supported by the local council, who had donated approximately 700 trees to the garden in 2012 and were planning to donate a further 700 in 2013.

### **3.5. Assessment of impacts – including the OBEM**

This section contains an assessment of the likely social impacts associated with each Bulla Bypass option and the Melbourne Airport Link. The first part of this section contains a general discussion of the main impacts and opportunities associated with both projects with the following tables detailing

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<sup>1</sup> <http://www.opengarden.org.au/aboutus.html>  
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the impacts specific to each infrastructure option. This analysis reflects the views expressed during consultation and are not based on detailed technical assessments (e.g. acoustics, economics)

### **Regional connectivity**

The Melbourne Airport Link and Bulla Bypass will improve regional connectivity for Sunbury residents through the provision of better transport links to key areas of employment in around Melbourne Airport and the northern suburbs more generally. Sunbury, more so than other growth areas is particularly sensitive to changes in external employment opportunities as it is unable to provide sufficient internal employment opportunities to its current and future residents.

During operation, both projects will improve or maintain access to educational and health services in the northern suburbs of Melbourne for Sunbury residents, who lack high level medical and tertiary education opportunities. They will also improve access to the Sunbury region for people travelling to see sites such as Rupertswood Mansion or Emu Bottom Wetlands

The Melbourne Airport Link will impact on access to Woodlands Historic Park by necessitating a 3.3 kilometre detour from the current access off Oakland Road. For visitors to Living Legends originating from the south, there will be a longer detour impacting on access. Loss of passing traffic for Living Legends may adversely impact on current visitation to this locally valued facility.

### **Local connectivity**

Some of the Bulla Bypass options are likely to result in a limited diminishment of local connectivity as they impact on households that are used by family and wider social networks. There is expected to be no impact in access to local social infrastructure and services in either Bulla or Sunbury.

The five possible alignments of the Bulla Bypass impact on different households to the north and south of Somerton Road. During the planning stage, this is likely to lead to a diminishment of community cohesion as each group of residents seeks to avoid the selection of the alignment that impacts on them.

Further, the placement of both the Melbourne Airport Link and the Bulla Bypass will likely act as a north south and east west barrier potentially resulting in severance of the community of Bulla. This impact is diminished by the low levels of current interaction between the two communities either side of Somerton Road and the lack of significant social infrastructure and services in Bulla to attract the residents from the north. Further diminishing the possible severance is the high levels of motor vehicles as the primary form of transport.

### **Impacts to private property owners and occupiers**

Both projects are likely to result in a loss of amenity for residents as the projects pass their dwellings. In the case of the Melbourne Airport Link, the impact on visual amenity associated with the Somerton Road flyover is likely to impact on households across the local area. They will however improve amenity for residents living on Sunbury - Bulla Road, including residents of Bulla Township.

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Both projects will necessitate a change in land uses along their alignments as infrastructure is moved, and in the case of smaller lots, can't be relocated elsewhere on properties. This could result in a cessation of agricultural activities on properties such as the stud farm between Oaklands and Deep Creek Roads, potentially impacting on the financial wellbeing of their owners. On a number of properties this will also result in the partial loss of private gardens, and reduced residential amenity. In total the Melbourne Airport Link will require the acquisition of up to five dwellings and the Bulla Bypass between zero and three.

Each project will necessitate the acquisition of private property. Some households in Bulla are especially vulnerable to change due to personal circumstances and property acquisition is likely to have a disproportionate impact on their wellbeing. The small number of alternative properties for sale in Bulla means it is likely that some of these families may have to relocate elsewhere.

The most significant planning impact is the uncertainty that both of the projects introduce into residents' future plans. A lack of firm dates for construction for the Melbourne Airport Link and Bulla Bypass means residents can't plan adequately for the medium to long term. This may impact on any decisions on improvements to their properties, whether to stay or leave and even whether to continue with current uses. The application of the PAO will reduce the level of this uncertainty.

Further, shorter term uncertainty associated with the final alignment of the Bulla Bypass reservation prior to its inclusion within the planning scheme extends this impact to all landholders in each of the five possible alignments.

### **Social infrastructure**

There is very little social infrastructure and services in proximity to either project, although all options for the Bulla Bypass will impact on Congregational Christian Church located adjacent to Woodlands Historic Park. This Church has a small close knit congregation but periodically hosts community events that attract a large number of visitors.

### **Impacts to valued community assets**

The Woodlands Historic Park and Living Legends are both likely to experience a change in amenity. This impact may be diminished by their current exposure to airport noise. The project is also likely to draw additional traffic west from the direction of Roxborough Park, diminishing the amenity of users at the northern end of Woodlands Historic Park.

### **Safety**

Both projects are likely to reduce current and future traffic flows through central Bulla, potentially increasing the safety of pedestrians and others users on Bulla Road.

### **Community expectations**

These projects are likely to be consistent with the wider Sunbury community's expectation of being able to balance country living with a short commute to work in the northern suburbs of Melbourne. They will also allow Bulla to retain its rural identify and amenity. However, they are unlikely to be consistent with Somerton Road's resident's expectations as they bought properties on the

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assumption they could enjoy the rural amenity and not be subject to the amenity impacts associated with additional traffic flows.

**Cumulative impacts**

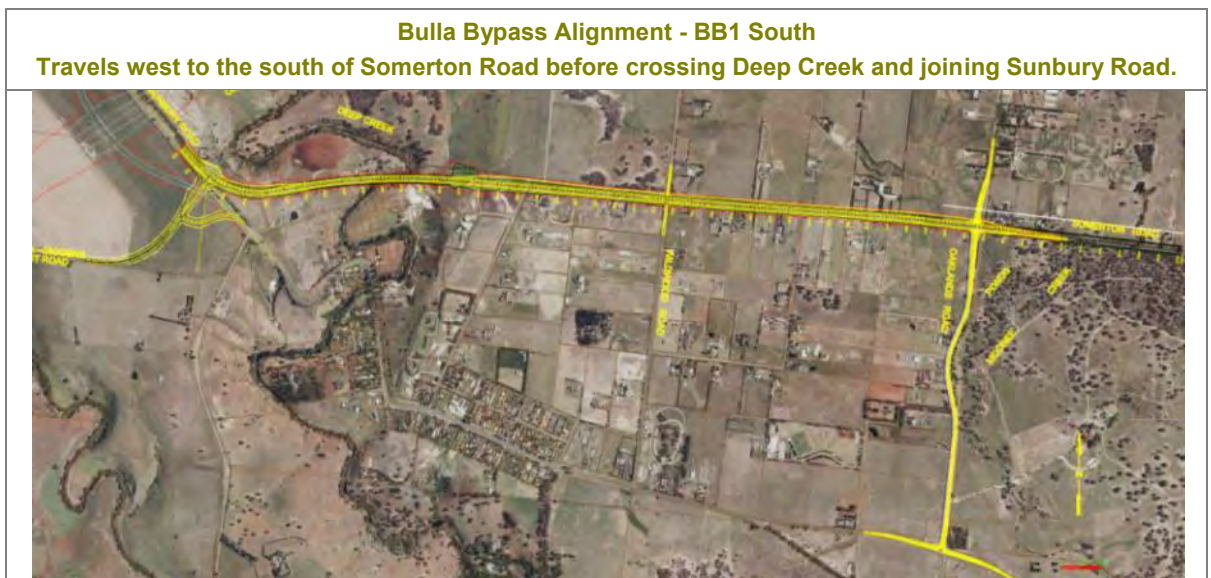
When considered cumulatively with the OMR, some of the opportunities of the projects are likely to be amplified, such as the improvements in regional connectivity for both Sunbury and Bulla residents.

There is the possibility that impacts on individual residents may be amplified. In one case, a residential property on the northern side of Somerton Road may lose part of their eastern boundary to the Melbourne Airport Link and southern boundary to the Bulla Bypass. There is also the potential for properties to the north of Somerton Road to be severed from the remainder of the Bulla community as they will be ringed by Bulla Bypass to the south, the OMR Link to the East and OMR to the north and west, subject to final design treatments. However, the limited existing pedestrian access in this area and the construction of a bike path alongside the OMR and Bulla Bypass would reduce this limited impact.

**Bulla Bypass - BB1 South**

Table 3-7 below provides an analysis of the impacts associated with the BB1 South alignment of the Bulla Bypass. Table 3-8, provides a summary of the assessment.

■ **Table 3-7 Bulla Bypass Alignment - BB1 South**





BB1 South Assessment				
Criteria	Key Factors	Description	OBEM <sup>2</sup>	
Regional connectivity	Changes in access to regional employment	During operation will improve current and future Sunbury and Diggers Rest residents' access to key employers at Melbourne Airport and adjoining the Tullamarine Freeway Likely to result in marginal improvement for people living in Bulla.	VW	VW
	Changes in access to social infrastructure and services with a regional catchment	During operation will improve access to educational and health services in the northern suburbs of Melbourne for Sunbury residents. Likely to result in marginal improvement for people living in Bulla.	VW	
	Change in access to valued places with a regional catchment	During operation will improve access for day trippers travelling from the south to Sunbury to sites such as Rupertswood Mansion or Emu Bottom Wetlands	VW	
Local connectivity	Changes in access to local employment	No impact.	VW	MW
	Changes in access to local social infrastructure and services	No change in access to local social infrastructure. Loss of through traffic may impact on viability of the petrol station / post office in the Bulla township.	MW	
	Change in local access to valued places and social networks	Likely to significantly impact on several properties that act as hub for wider networks of friends and family, potentially diminishing their usefulness for this purpose.	VP	
	Changes to community interactions, linkages and community cohesion including severance impacts	During planning, levels of community cohesion will likely diminish between residents on the north and south sides of Somerton Road with either group of residents having a vested interest in placement of the bypass through the other.  Will result in severance between households north of the alignment and those to the south. This will be diminished by current low levels of interaction and the reliance on cars as the primary form of transport.  Could also result in a slight reduction in severance between households on either side of Bulla Road as traffic flows through town are reduced during peak periods.	MW	

<sup>2</sup> VW = Very Well, W= Well, MW = Moderately Well, P = Poor and VP = Very Poor  
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BB1 South Assessment			
Criteria	Key Factors	Description	OBEM <sup>2</sup>
Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment	<p>Will result in a loss of amenity during construction and operation due to traffic, the loss of existing tree screens and other buffers for existing dwellings and business on Somerton Road from Green Street towards Roxborough Park. Most properties affected are residential or hobby farms but will also impact on one place of worship.</p> <p>Likely to have amenity impacts for current residents on Oaklands Road between Sunbury and Somerton Roads as traffic increases.</p> <p>Will improve amenity for a large number of existing residences on Bulla Road.</p> <p>Could result in diminishment of amenity for a small number of residents on Green Street if there is a significant increase in traffic on this road. This impact will be reduced by the significant setback of most dwellings from the road.</p>	VP
	Disruption to current land uses	<p>Will likely result in the change of some current land uses on the southern side of Somerton Road between Deep Creek and Oaklands Road due to the small lots sizes and limited ability to relocate infrastructure on some lots. These uses include hobby farms, a trotting track, private gardens and residences.</p> <p>Will likely lead to a partial change in land uses on the boundaries of several properties on the northern side of Somerton Road from Greens Street to the northern edge of Woodlands Historic Park. In the majority of cases this will result in the loss of trees, fences or the edges of gardens.</p>	VP
	Property acquisition / dislocation	<p>Will likely require the acquisition of up to three dwellings. The smaller size of lots to the south of Somerton Road means partial acquisition will have a disproportionate impact. The proximity of the alignment to dwellings between Green Street and Blackwells Lane may result in these becoming vacated due to amenity impacts. The limited levels of housing stock in Bulla may result in households leaving the area to secure alternative housing.</p> <p>Will require the planned location for a new dwelling to be moved to an alternative spot on the property between Deep Creek and Sunbury Road</p>	VP
	Changes in access	<p>Changes in access to properties on Somerton Road between Wildwood Road and Woodlands Historic Park likely to be minimally affected (most report they predominately travel to the east and south).</p> <p>Households on Somerton Road between Wildwood Rd and Green Street will get more direct access to their properties as Somerton Road is closed at Wildwood Road.</p>	MW





BB1 South Assessment				
Criteria	Key Factors	Description	OBEM <sup>2</sup>	
Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people	May impact on a church located to the north of Somerton Road near the corner of Oaklands Road. Increased traffic flows, the resultant amenity impacts and increased proximity to the road will impact on the amenity of the congregation. Reducing the impact, the facility is primarily used on weekends and outside of peak travel times so the congregation's activities are less likely to be impacted.	P	P
Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.	Increased traffic on Somerton Road may diminish the amenity of users of the northern extent of Woodlands Historic Park.	P	P
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups	During operation will reduce current and future growth in traffic flows through central Bulla potentially increasing the safety of pedestrians and others users on Bulla Road. This benefit could be offset if traffic speeds increased due to an easing in congestion. If traffic lights are placed on the corner of Somerton and Oaklands Road, this will improve the safety of the small number of users walking across the Somerton Road to access Woodlands Historic Park.	W	W

■ Table 3-8 Summary of compatibility with project objectives – BB1 South

	Objective 1	Objective 2	
Objective	Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Reduce social impacts on the existing community associated with the project and current travel patterns.	
Criteria	Regional connectivity	Local connectivity	Moderately Well
		Impacts to private property owners and occupiers	Very poor
		Social infrastructure	Poor
		Impacts to valued community assets	Poor
		Safety	Well
Overall assessment	Very Well	Poor	



**Bulla Bypass - BB1 North**

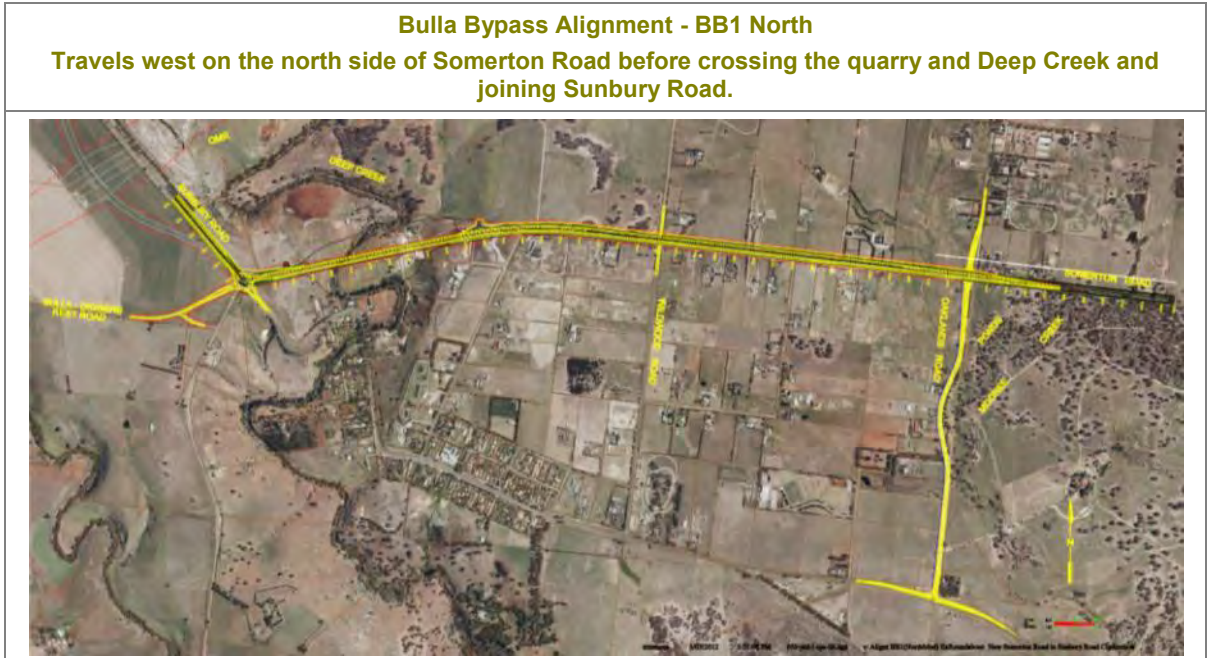


Table 3-9 below provides an analysis of the impacts associated with the BB1 North alignment of the Bulla Bypass. Table 3-10 provides a summary of the assessment.

■ **Table 3-9 Bulla Bypass BB1 North**

BB1 North Assessment				
Criteria	Key Factors	Description	OBEM <sup>3</sup>	
Regional connectivity	Changes in access to regional employment	As per BB1 South	VW	VW
	Changes in access to social infrastructure and services with a regional catchment	As per BB1 South	VW	
	Change in access to valued places with a regional catchment	As per BB1 South	VW	
Local Connectivity	Changes in access to local employment	Impacts on the viability of the cattery on the corner of Oaklands and Somerton Roads if buildings are acquired. Will impact on a landholder's tentative plans to establish an educational facility on the corner of Somerton and Wildwood Roads. The landholder doesn't have a permit to construct this facility as it is not a permitted use	MW	MW

<sup>3</sup> VW = Very Well, W= Well, MW = Moderately Well, P = Poor and VP = Very Poor  
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BB1 North Assessment				
Criteria	Key Factors	Description	OBEM <sup>3</sup>	
		under the GWZ but this could change as a result of the review currently underway. The high degree of planning uncertainty diminishes the likelihood and in turn significance of this impact.		
	Changes in access to local social infrastructure and services	As per BB1 South	MW	
	Change in local access to valued places and social networks	None identified	VW	
	Changes to community interactions, linkages and community cohesion including severance impacts	As per BB1 South	MW	
Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment	As per BB1 South, but will impact on fewer landholders and business on Somerton Road from Green Street towards Roxborough Park. Most properties affected are residential or hobby farms but will also impact on one place of worship.	P	P
	Disruption to current land uses	Likely lead to a partial change in land uses on the boundaries of several properties on Somerton Road from Greens Street to the northern edge of Woodlands Historic Park. In the majority of cases this will result in the loss of trees, fences or the edges of gardens. Will likely result in the cessation of the current use of one hobby farm on the corner of Green Street and Somerton Road. Will limit the future use of the property adjoining Deep Creek and Green Street as the alignment travels through a possible future residential subdivision.	P	
	Property acquisition / dislocation	Will necessitate the acquisition of a small part of several properties to the north of Somerton Road. The impact of this will be minimised due to the large size of these properties and distance from the existing road at which most of the homes are located.	P	
	Changes in access	As per BB1 South but during construction this option will result in a possible improvement in access for the proposed house on the property between Deep Creek and Sunbury Road. Current access is via the existing roundabout.	MW	



BB1 North Assessment				
Criteria	Key Factors	Description	OBEM <sup>3</sup>	
Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people	As per BB1 South.	P	P
Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.	As per BB1 South.	P	P
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)	As per BB1 South.	W	W

■ Table 3-10 Summary of compatibility with project objectives – BB1 North

	Objective 1	Objective 2	
Objective	Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Reduce social impacts on the existing community associated with the project and current travel patterns.	
Criteria	Regional connectivity	Local connectivity	Moderately Well
		Impacts to private property owners and occupiers	Poor
		Social infrastructure	Poor
		Impacts to valued community assets	Poor
		Safety	Well
Overall assessment	Very Well	Moderately Well	



**Bulla Bypass - BB2**

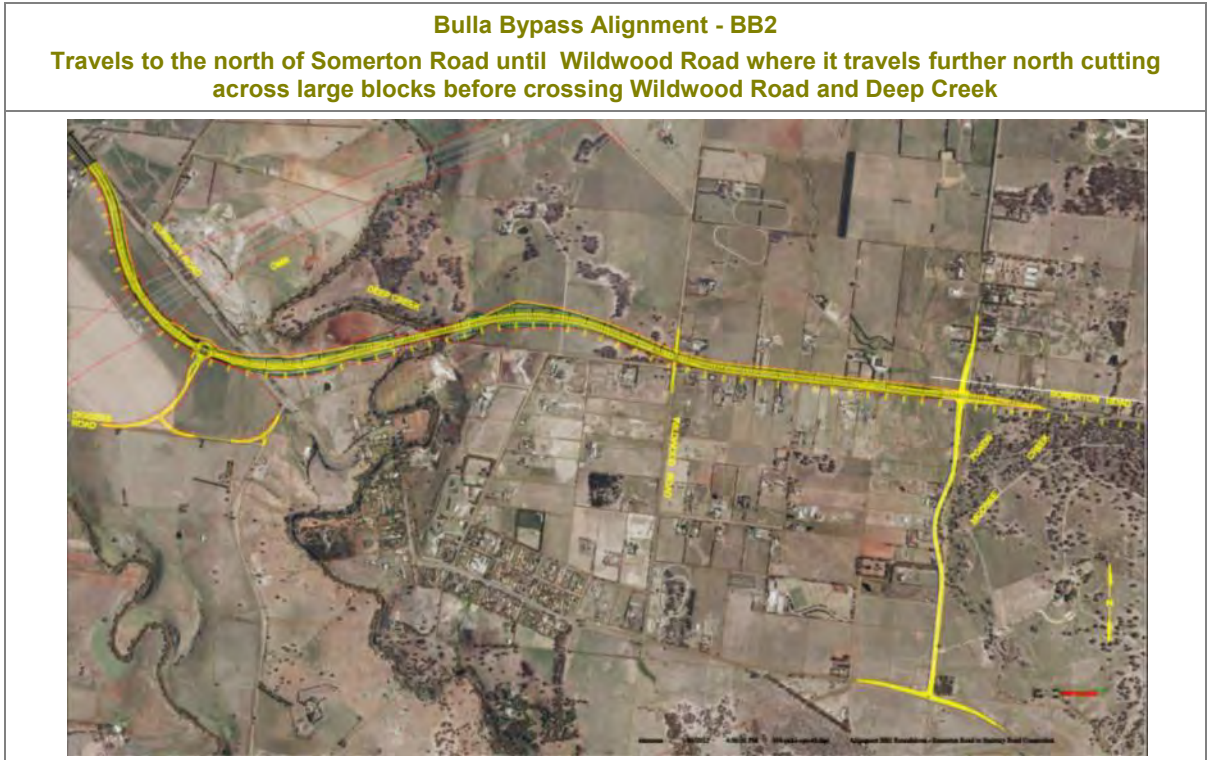


Table 3-11 below provides an analysis of the impacts associated with the BB2 alignment of the Bulla Bypass. Table 3-12 provides a summary of the assessment.

■ **Table 3-11 Bulla Bypass BB2**

<b>BB2 Assessment</b>				
<b>Criteria</b>	<b>Key Factors</b>	<b>Description</b>	<b>OBEM<sup>4</sup></b>	
Regional connectivity	Changes in access to regional employment	As per BB1 South	VW	VW
	Changes in access to social infrastructure and services with a regional catchment	As per BB1 South	VW	
	Change in access to valued places with a regional catchment	As per BB1 South	VW	
Local Connectivity	Changes in access to local employment	As per BB1 north but may also impact on the viability and access to the Stud Farm.	MW	MW

<sup>4</sup> VW = Very Well, W= Well, MW = Moderately Well, P = Poor and VP = Very Poor  
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BB2 Assessment				
Criteria	Key Factors	Description	OBEM <sup>4</sup>	
	Changes in access to local social infrastructure and services	As per BB1 South	MW	
	Change in local access to valued places and social networks	None identified	VW	
	Changes to community interactions, linkages and community cohesion including severance impacts	As per BB1 South	MW	
Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment	As per BB1 North but will not result in the loss of any tree screens on private property	P	P
	Disruption to current land uses	<p>Will likely lead to a partial change in land uses on the boundaries of several properties on Somerton Road from Blackwells Lane to the northern edge of Woodlands Historic Park. In the majority of cases this will result in the loss of trees, fences or the edges of gardens.</p> <p>Will sever two properties resulting in the possible cessation of current and future land uses. These are:</p> <ul style="list-style-type: none"> <li>■ A stud farm on the corner of Green Street and Somerton Road.</li> <li>■ Will limit current plans for one landholder to build a new dwelling on the property between Sunbury Road and Deep Creek, however, an alternative site exists on the property.</li> </ul>	P	
	Property acquisition / dislocation	<p>Will necessitate the acquisition of a large part of several properties to the north of Somerton Road significantly impacting on an extended family.</p> <p>Acquisition of a significant amount of land on the Lochton stud farm north of Somerton Road and the subsequent fragmentation this will cause may impact on the viability of the business and the ability of the owner to retain the property, potentially leading to a loss of a family from the wider family network in Bulla.</p> <p>Acquisition through the middle of the property between Deep Creek and Sunbury Road will limit current plans for the landholder to build a new dwelling; however, an alternative site exists on the property.</p>	p	
	Changes in access	As per BB1 South.	P	



BB2 Assessment				
Criteria	Key Factors	Description	OBEM <sup>4</sup>	
Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people	As per BB1 South.	P	P
Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.	As per BB1 South.	P	P
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)	As per BB1 South.	W	W

■ **Table 3-12 Summary of compatibility with project objectives – BB2**

	Objective 1	Objective 2	
Objective	Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Reduce social impacts on the existing community associated with the project and current travel patterns.	
Criteria	Regional connectivity	Local connectivity	Moderately Well
		Impacts to private property owners and occupiers	Poor
		Social infrastructure	Poor
		Impacts to valued community assets	Poor
		Safety	Well
Overall assessment	Very Well	Moderately Well	



**Bulla Bypass - BB3**

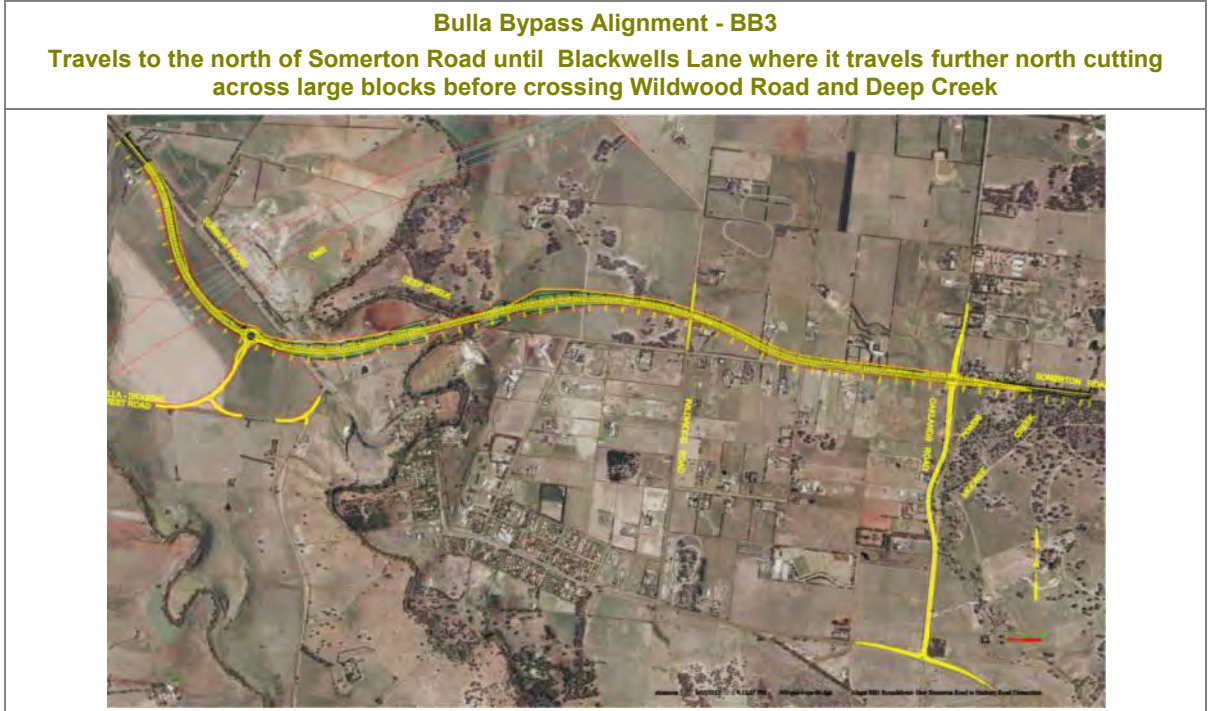


Table 3-13 below provides an analysis of the impacts associated with the BB3 alignment of the Bulla Bypass. Table 3-14 provides a summary of the assessment.

■ **Table 3-13 Bulla Bypass BB3**

BB3 Assessment				
Criteria	Key Factors	Description	OBEM <sup>5</sup>	
Regional connectivity	Changes in access to regional employment	As per BB1 South	VW	VW
	Changes in access to social infrastructure and services with a regional catchment	As per BB1 South	VW	
	Change in access to valued places with a regional catchment	As per BB1 South	VW	
Local Connectivity	Changes in access to local employment	As per BB2 but may also impact on the viability of the existing stud farm to the north of Somerton Road and will impact on a landholder's tentative plans to establish an educational facility on the corner of Somerton and Wildwood Roads. The landholder doesn't have a permit	P	P

<sup>5</sup> VW = Very Well, W= Well, MW = Moderately Well, P = Poor and VP = Very Poor  
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BB3 Assessment				
Criteria	Key Factors	Description	OBEM <sup>5</sup>	
		to construct this facility as it is not a permitted use under the GWZ but this could change as a result of the review currently underway. The high degree of planning uncertainty diminishes the likelihood and in turn significance of this impact.		
	Changes in access to local social infrastructure and services	As per BB1 South	MW	
	Change in local access to valued places and social networks	Likely to significantly impact on several properties occupied by members of the same family possibly resulting in some households leaving the area. This will result in a significant disruption to their social network.	VP	
	Changes to community interactions, linkages and community cohesion including severance impacts	As per BB1 South	MW	
Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment	Will impact on the amenity of residents to the north of Somerton Road, particularly those between Wildwood and Oaklands Roads.  The amenity of residents living on the south side Somerton Road between Blackwells Lane and Wildwood Road will improve as the existing and future traffic flows are moved further away from their dwellings.	VP	
	Disruption to current land uses	Will likely lead to a partial change in land uses on the boundaries of several properties on Somerton Road from Blackwells Lane to the northern edge of Woodlands Historic Park. In the majority of cases this will result in the loss of trees, fences or the edges of gardens.  Will likely sever four properties resulting in the possible cessation of current and future land uses. These are: <ul style="list-style-type: none"> <li>• A stud farm on the corner of Green Street and Somerton Road.</li> <li>• A hobby farm on the northern side of Somerton Road on the corner of Wildwood Road</li> <li>• The adjoining residential property on Somerton Road.</li> <li>• The property nestled between Deep Creek and Sunbury Road.</li> <li>• Will likely require the acquisition of one dwelling that is currently unoccupied on the corner of Wildwood and Somerton Roads.</li> <li>• Will limit current plans for one landholder to build a new dwelling on the property between Sunbury Road and Deep Creek, however, an alternative site exists on the property.</li> </ul>	VP	VP
	Property acquisition/	Will necessitate the acquisition of a large part of each of the properties to the north of Somerton Road	VP	

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BB3 Assessment				
Criteria	Key Factors	Description	OBEM <sup>5</sup>	
	dislocation	significantly impacting on an extended family and necessitating the acquisition of one dwelling on the corner of Somerton and Wildwood Roads. Acquisition of a significant amount of land on the Lochton stud farm north of Somerton Road and the subsequent fragmentation this will cause may impact on the viability of the business and the ability of the owner to retain the property, potentially leading to a loss of a family from the wider family network in Bulla. Acquisition through the middle of the property on between Deep Creek and Sunbury Road will prevent the construction of the dwelling in the preferred location. Minimising the impact of this is the presence of an alternative site on the property.	MW	
	Changes in access	Likely to minimally impact on existing access to homes and businesses except for households on Somerton Road between Blackwells Lane and Wildwood Road. Access to their homes may change slightly as they will no longer have direct access to Somerton Road. The impact of this is likely to be limited.		
Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people	As per BB1 South.	P	P
Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.	As per BB1 South.	P	P
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)	As per BB1 South.	W	W





■ **Table 3-14 Summary of compatibility with project objectives – BB3**

	<b>Objective 1</b>	<b>Objective 2</b>		
Objective	Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Reduce social impacts on the existing community associated with the project and current travel patterns.		
Criteria	Regional connectivity	Very Well	Local connectivity	Poor
			Impacts to private property owners and occupiers	Very Poor
			Social infrastructure	Poor
			Impacts to valued community assets	Poor
			Safety	Well
Overall assessment	Very Well	Poor		

**Bulla Bypass – BB5**

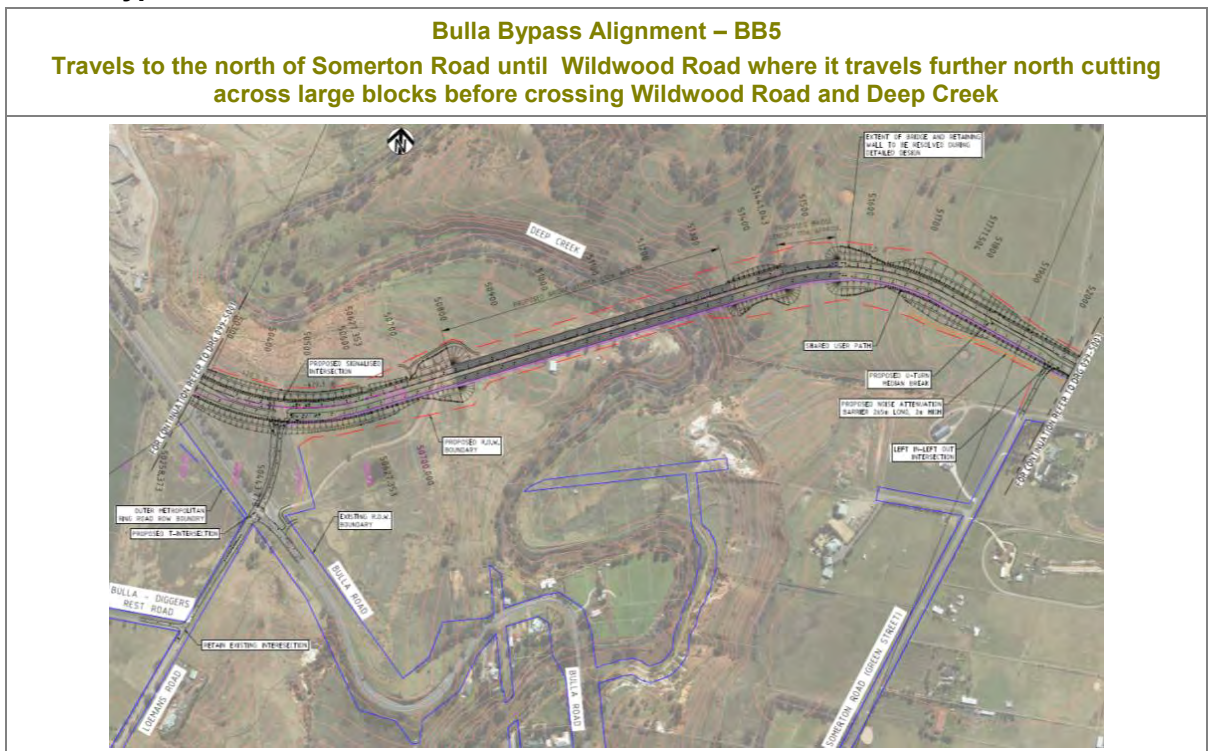


Table 3-9 below provides an analysis of the impacts associated with the BB1 North alignment of the Bulla Bypass. Table 3-10 provides a summary of the assessment.

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■ **Table 3-15 Bulla Bypass BB5**

<b>BB5 Assessment</b>				
<b>Criteria</b>	<b>Key Factors</b>	<b>Description</b>	<b>OBEM<sup>6</sup></b>	
Regional connectivity	Changes in access to regional employment	As per BB1 South	VW	VW
	Changes in access to social infrastructure and services with a regional catchment	As per BB1 South	VW	
	Change in access to valued places with a regional catchment	As per BB1 South	VW	
Local Connectivity	Changes in access to local employment	Impacts on the viability of the cattery on the corner of Oaklands and Somerton Roads if buildings are acquired. Will impact on a landholder's tentative plans to establish an educational facility on the corner of Somerton and Wildwood Roads. The landholder doesn't have a permit to construct this facility as it is not a permitted use under the GWZ but this could change as a result of the review currently underway. The high degree of planning uncertainty diminishes the likelihood and in turn significance of this impact.	P	MW
	Changes in access to local social infrastructure and services	As per BB1 South	MW	
	Change in local access to valued places and social networks	None identified	VW	
	Changes to community interactions, linkages and community cohesion including severance impacts	As per BB1 South	MW	
Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment	As per BB1 North but will not result in the loss of any tree screens on private property on the southern side of Somerton Road.	VP	P
	Disruption to current land uses	Will likely lead to a partial change in land uses on the boundaries of several properties on Somerton Road from Wildwoods Road to the northern edge of Woodlands Historic Park. In the majority of cases this will result in the loss of trees, fences or the edges of gardens. Will sever two properties resulting in the possible cessation of current and future land	P	

<sup>6</sup> VW = Very Well, W= Well, MW = Moderately Well, P = Poor and VP = Very Poor  
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BB5 Assessment					
Criteria	Key Factors	Description	OBEM <sup>6</sup>		
		uses. These are: <ul style="list-style-type: none"> <li>• A stud farm on the corner of Green Street and Somerton Road which will have two parcels of land severed from the southern boundary.</li> <li>• Will limit current plans for one landholder to build a new dwelling on the property between Sunbury Road and Deep Creek, however, an alternative site exists on the property.</li> </ul>			
	Property acquisition dislocation	As per BB2 but will necessitate the acquisition of a larger proportion of the property located between Deep Creek and Sunbury Road. This landholder has plans to construct a replacement dwelling on the eastern side of the property and to move in. Should this site no longer be feasible, there is an alternative site that could be used on the property.			P
	Changes in access	As per BB1 South but access will change for the property between Deep Creek and Sunbury Road. Current access via the existing roundabout will likely be improved through the creation of the Loeman's Road intersection but internal access will likely be impeded. The division of the property into two by the alignment means the landholder will likely have to exit the southern section to access the northern extent via a new access provided by the project.			MW
Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people	As per BB1 South.	P	P	
Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.	As per BB1 South.	P	P	
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)	As per BB1 South.	W	W	



■ **Table 3-16 Summary of compatibility with project objectives – BB5**

	Objective 1		Objective 2	
Objective	Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.		Reduce social impacts on the existing community associated with the project and current travel patterns.	
Criteria	Regional connectivity	Very Well	Local connectivity	Moderately Well
			Impacts to private property owners and occupiers	Poor
			Social infrastructure	Poor
			Impacts to valued community assets	Poor
			Safety	Well
Overall assessment	Very Well		Moderately Well	

**Melbourne Airport Link**

Table 3-17 below provides an analysis of the impacts associated with the Melbourne Airport Link. Table 3-18 provides a summary of the assessment.

■ **Table 3-17 Melbourne Airport Link**

Melbourne Airport Link Assessment			
Criteria	Key Factors	Description	OBEM <sup>7</sup>
Regional connectivity	Changes in access to regional employment	Will improve access for current and future Sunbury and Diggers Rest residents' to key employers at Melbourne Airport and adjoining the Tullamarine Freeway.	VW
	Changes in access to social infrastructure and services with a regional catchment	Will improve access to educational and health services in the northern suburbs of Melbourne for Sunbury residents.	VW
	Change in access to valued places with a regional catchment	Will improve access for day trippers travelling from the south to Sunbury to sites such as Rupertswood Mansion or Emu Bottom Wetlands Will negatively impact on access to Woodlands Historic Park by necessitating a detour from the current access off Oakland Road. For visitors to Living Legends originating from the south, there will be a longer detour impacting on access. Loss of passing traffic for Living Legends may adversely impact on its viability into the future and threaten a facility valued by the wider community. The closure of Cemetery Lane will make it more difficult for current users to access the Calabria Club from the	P

<sup>7</sup> VW = Very Well, W= Well, MW = Moderately Well, P = Poor and VP = Very Poor  
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Melbourne Airport Link Assessment				
Criteria	Key Factors	Description	OBEM <sup>7</sup>	
		east. Access will be maintained via Bulla Road and the facility does not rely on through traffic so the impact of this will be diminished.  The construction of a shared path will improve regional connectivity for cyclists between Sunbury, Bulla, Woodlands Historic Park and Melbourne		
Local Connectivity	Changes in access to local employment	Unlikely to impact on local employment except where it necessitates the cessation of current business activities on properties.	W	MW
	Changes in access to local social infrastructure and services	Unlikely to alter access to local social infrastructure and services	VW	
	Change in local access to valued places and social networks	The closure of Uniting Lane will make it more difficult for current users to access the Bulla cemetery. This facility does not rely on through traffic diminishing this impact.  The church on Uniting Lane appears disused and was recently sold reducing the impact of this change in access.	MW	
	Changes to community interactions, linkages and community cohesion including severance impacts	Melbourne Airport Link may be perceived as barrier between Bulla and areas to the east such as Greenvale and Craigieburn. This could alter existing and future links with these areas  The acquisition of properties on Oaklands Rd will diminish existing community linkages through the loss of up to two families with children in the impacted dwellings. However, their existing links with the wider Bulla community appear to be weak which will diminish the significance of this.	P	
Impacts to private property owners and occupiers	Changes in amenity for residents and places of employment	Likely to have significant amenity impacts for residents of Oaklands Road between Sunbury and Somerton Roads as traffic increases. Sensitivity to this impact is likely to be diminished due to their location immediately under the flight path for Melbourne Airport and the requisite sound attenuation their properties are likely to have installed.  The alignment travels very close to existing residences on Oaklands Road between Sunbury and Somerton Roads. This will result in significant visual impacts associated with the construction and operation of the Melbourne Airport Link.	P	VP
	Disruption to current land uses	The construction and operation of the Melbourne Airport Link will result in a change to current land uses along the alignment. Prior to construction, landholders and residents may defer or cancel improvements to their dwellings and properties due to the uncertainty around the timing of the construction stage.	VP	
	Property acquisition/ dislocation	There will be acquisition required across a number of properties; Several of these properties will effectively be severed by the Melbourne Airport Link with five	VP	

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Melbourne Airport Link Assessment				
Criteria	Key Factors	Description	OBEM <sup>7</sup>	
		<p>dwellings acquired.</p> <p>During the planning stage there is at least one household on Oaklands Rd who will need to consider relocation for medical reasons which make them vulnerable to changes in their surroundings. To accommodate for the medical condition the family has made significant modifications to their home at significant personal cost.</p>		
	Changes in access	Properties that aren't acquired on Oakland's Road between Sunbury and Somerton Roads will experience a change in access. Dependent on the final design, they may have to travel to Somerton Road and perform a u turn back on Oaklands Road, adding approximately a kilometre to their trip. Diminishing the impact of this these households are very likely to use cars as their primary form of transport	P	
Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people	No impact on social infrastructure identified.	VW	VW
Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.	The Melbourne Airport Link will provide a visual barrier on the western edge of Woodlands Historic Park with the existing park / rural interface replaced with a park freeway interface. Construction activities as well as the operation of the Melbourne Airport Link are also likely to result in amenity impacts on users of the park. While the park is subject to high volumes of traffic on its southern extent, the alignment on the northwest section of the park will increase the traffic impacts the park is subject to.	VP	VP
Safety	Health and safety improvements for all road users with a focus on pedestrians, cyclists and vulnerable groups (i.e. elderly and children)	<p>The provision of a shared path alongside the Melbourne Airport Link will significantly improve the safety of any cyclist travelling between the northern suburbs of Melbourne, Woodlands Historic Park, Bulla and Sunbury.</p> <p>There appears to be minimal amounts of pedestrian traffic crossing Oaklands Road currently so safety benefits for pedestrians are likely to be minimal.</p>	W	W

■ **Table 3-18 Summary of compatibility with project objectives – Melbourne Airport Link**

	Objective 1	Objective 2
Objective	Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Reduce social impacts on the existing community associated with the project and current travel patterns.

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Criteria	Regional connectivity	Well	Local connectivity	Moderately Well
			Impacts to private property owners and occupiers	Very Poor
			Social infrastructure	Very Well
			Impacts to valued community assets	Very Poor
			Safety	Well
Overall assessment	Well		Moderately Well	

**Summary of assessments**

Table 3-19 provides a summary of the assessments of the consistency of each of the Bulla Bypass alignments and Melbourne Airport Link with the project objectives before mitigation.

Of the Bulla Bypass options, BB1 North, BB2 and BB5 performs the best against objective 1 and 2 with ratings of very well and moderately well respectively.

■ **Table 3-19 Summary of Bulla Bypass and Melbourne Airport Link Assessments**

	Assessment	
	Objective 1: Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Objective 2: Reduce social impacts on the existing community associated with the project and current travel patterns.
<b>BB1 South</b>	Very Well	Poor
<b>BB1 North</b>	Very Well	Moderately Well
<b>BB2</b>	Very Well	Moderately Well
<b>BB3</b>	Very Well	Poor
<b>BB5</b>	Very Well	Moderately Well
<b>Melbourne Airport Link</b>	Well	Moderately Well

Overall the Melbourne Airport Link performs well in meeting objective 1 and moderately well in meeting objective 2.



### 3.6. Mitigation Measures

A number of the impacts associated with both the Bulla Bypass and the Melbourne Airport Link can be mitigated through the application of appropriate management measures. The list below provides a summary of suggested mitigation.

- **Early purchase:** Actively consider applications for early purchase where landholders within the alignment are likely to experience hardship as a result of uncertainty associated with the project timing. This is particularly relevant to one of the dwellings on Oaklands Road.
- **Impacts on infrastructure or improvements:** Discuss with landholders the most appropriate method to address project impacts on infrastructure or improvements on their properties.
- **Acquisition:** Consider requests from landholders to buy entire lots in the following scenarios:
  - Where 50% or more of a lot is being acquired
  - Where road infrastructure travels in proximity to dwellings
  - Where internal access on properties is severed necessitating landholders to exit their properties to access severed lots.
- **Realignment of the Melbourne Airport Link:** Consider moving the alignment of the Melbourne Airport Link west to avoid directly impacting dwellings on Oaklands Road should landholders express a preference to remain.
- **Realignment of the Bulla Bypass:** At the eastern extent of the Bulla Bypass, consider shifting the alignment south to the northern edge of the Woodland Historic Park to avoid impacting on the existing landholders.
- **Planning uncertainty:** As early as possible, be specific as to which houses will be purchased, which properties will be subject to an overlay and what will be the allowable uses within the overlay.
- **Access and signage:** Where access to existing business such as the cattery, or valued places such as Living Legends and Woodlands Historic Park is to be negatively impacted, consider providing adequate signage on the Melbourne Airport Link to advertise the presence of these places. During construction ensure that access to all properties is maintained to minimise the impact on households and their businesses.
- **Visual amenity:** As per the Detailed Landscape & Visual Assessment, implement appropriate landscaping to minimise the impact of the Melbourne Airport Link, Bulla Bypass and other infrastructure on the surrounding environment. As part of this process, consult with Hume Council and local residents about the choice of treatments.
- **Community engagement:** Continue to engage the community and provide each directly impacted household and landholder the opportunity for a one-on-one briefing about the project and its timelines.
- **Bike Path:** Integrate the planned bike path with the existing trails within Woodlands Historic Park to create better bicycle linkages into Melbourne.



Table 3-20 presents a summary of the residual impacts once the mitigation measures are applied. It shows that the assessment of the options remains the same.

■ **Table 3-20 Residual impacts once mitigation is applied**

	<b>Assessment</b>	
	Objective 1: Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.	Objective 2: Reduce social impacts on the existing community associated with the project and current travel patterns.
<b>BB1 South</b>	Very Well	Poor
<b>BB1 North</b>	Very Well	Moderately Well
<b>BB2</b>	Very Well	Moderately Well
<b>BB3</b>	Very Well	Poor
<b>BB5</b>	Very Well	Moderately Well
<b>Melbourne Airport Link</b>	Well	Moderately Well



## 4. Conclusion

This report provided an assessment of both the proposed Melbourne Airport Link and Bulla Bypass. Overall both projects are likely to facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities. This will occur primarily by providing better transport links to employment areas for the 54,453 people projected to live in Sunbury by 2031. Improving the significance of external employment opportunities are the limited current and future employment opportunities within Bulla.

Using the OBEM, the Melbourne Airport Link performed moderately well in reducing social impacts on the existing community but there will be impacts that need to be managed including the acquisition of up to five dwellings and changes in access to Woodlands Historic Park and Living Legends.

The preferred alignments for the Bulla Bypass are BB1 North, BB2 and BB5. These are preferred as they will result in less amenity impacts associated with the loss of tree screens and buffers between the road and dwellings. They will also result in reduced land use change on the boundaries of several properties on Somerton Road between Greens Street to the northern edge of Woodlands Historic Park. These alignments will also avoid the acquisition of any dwellings.

BB1 South and BB3 are not preferred as they will generate greater social impacts associated with property acquisition, potential to generate land use change and amenity.

BB1 South will require the acquisition of up to three dwellings as well as land from several smaller properties. This acquisition will likely result in changes in current land uses on the southern side of Somerton Road between Deep Creek and Oaklands Road due to the small lots sizes and consequent limited ability to relocate infrastructure. Of all the options, BB1 South is also likely to result in the largest number of landowners losing tree screens and buffers from the existing road, impacting on their amenity.

BB3 will necessitate the acquisition of a large part of each of the properties to the north of Somerton Road, impacting on an extended family living on several of the properties and necessitating the acquisition of one dwelling on the corner of Somerton and Wildwood Roads. Acquisition has the potential to impact on current and future land uses of a stud farm on the corner of Green Street and Somerton Road, a hobby farm on the northern side of Somerton Road on the corner of Wildwood Road, the adjoining residential property on Somerton Road and the property nestled between Deep Creek and Sunbury Road.





## 5. Recommendations

To manage the social impacts associated with these projects, it will be critical for VicRoads to implement the mitigation measures proposed in Section 3.6. During the planning stage of the project, priority actions for VicRoads should be to:

- continue to engage the community and ensure that all households and landholders on each of the alignments have been met in person by a VicRoads representative to explain the project and its timelines
- consider moving the alignment of the Melbourne Airport Link slightly west to avoid the dwellings on Oaklands Road. While some households may still choose to move, this will allow others who wish to stay to do so
- at the eastern extent of the Bulla Bypass, consider shifting the alignment south to the northern edge of the Woodland Historic Park to avoid impacting on the existing landholders
- as early as possible, be specific as to which houses will be purchased, which properties will be subject to an overlay and what are the allowable uses for each property within the alignment.

During construction there are a number of other actions that will need to be implemented as details in Section 3.6.



## 6. Glossary of terms

<b>Glossary</b>	
BB1	Bulla Bypass 1
BB2	Bulla Bypass 2
BB3	Bulla Bypass 3
CBD	Central Business District
GAA	Growth Areas Authority
GWZ	Green Wedge Zone
LGA	Local Government Area
MAEO	Melbourne Airport Environs Overlay
MSS	Municipal Strategic Statement
OBEM	Objectives Based Evaluation Matrix
OMR	Outer Metropolitan Ring
PSP	Precinct Structure Plan
SD	Statistical Division
SIA	Social Impact Assessment
SLA	Statistical Local Area
UGB	Urban Growth Boundary



## 7. References

AEC (2011), "Economic Assessment for Sunbury", Hume City Council, September 2011.

AECOM (2012), "Melbourne Airport Link to OMR / Bulla Bypass Study", AECOM, Melbourne.

GAA (2012), "Growth Corridor Plans: Managing Melbourne's Growth", Growth Areas Authority, 2012.

GAA (2012b), "Diggers Rest Precinct Structure Plan (PSP 1073)", Growth Areas Authority.

Hume (2012), "Draft Sunbury HIGAP Spatial Strategy", Hume City Council.

Hume (2011), "Draft Sunbury HIGAP Delivery & Infrastructure Strategy", Hume City Council.

Hume (2011b), "Hume Integrated Growth Area Plan Detailed Options Paper Consultation October 2011", Hume City Council.

Hume (2011c), "Hume Integrated Growth Area Plan: Emerging Options Paper Consultation May/June 2011", Hume City Council.

SKM (2011), Desktop Social Impact Assessment – Outer Metropolitan Ring Link to Melbourne Airport and Bulla Bypass", Sinclair Knight Merz.

Hume (2006), Hume City Council Municipal Strategic Statement, Hume City Council

ABS (2007), 2006 Census of Population and Housing.

DPCD (2012), Victoria in Future 2012, Department of Planning and Community Development.



## Appendix A Compatibility with the revised project objectives

Since this assessment was undertaken, VicRoads revised the overall project objectives. The project objectives are now:

- 1) To effectively link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and employment in Metropolitan Melbourne
- 2) To protect existing land uses and the character of significant landscapes, open space, recreational values, to the extent practicable
- 3) To improve safety and functionality of the road network, including in Bulla township and surrounds
- 4) To protect and improve residents' amenity and wellbeing, and minimise any dislocation or severance of communities, to the extent practicable
- 5) To minimise impacts on biodiversity, including catchment values/waterways
- 6) To minimise impacts on cultural heritage to the extent practicable
- 7) To support the long term objectives for the future development of Metropolitan Melbourne, including land use objectives for Sunbury

Objectives 1, 2, 3 and 4 are of relevance to this assessment. Table 7-1 displays the OBEM criteria used in this assessment that address the revised project objectives.

### ■ Table 7-1 The criteria used in the OBEM that address the revised objectives

Revised Objectives of relevance to the SIA	Criteria used in the OBEM that addresses the revised objective
To effectively link the Outer Metropolitan Ring Transport Corridor to Melbourne Airport and employment in Metropolitan Melbourne	<ul style="list-style-type: none"> <li>• Regional connectivity</li> </ul>
To protect existing land uses and the character of significant landscapes, open space, recreational values, to the extent practicable	<ul style="list-style-type: none"> <li>• Impacts to valued community assets</li> <li>• Impacts to private property owners and occupiers</li> </ul>
To improve safety and functionality of the road network, including in Bulla township and surrounds	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
To protect and improve residents' amenity and wellbeing, and minimise any dislocation or severance of communities, to the extent practicable	<ul style="list-style-type: none"> <li>• Social infrastructure</li> <li>• Local Connectivity</li> <li>• Impacts to private property owners and occupiers</li> </ul>
To support economic performance for the local and regional economy	<ul style="list-style-type: none"> <li>• Impacts to private property owners and occupiers</li> </ul>



## Appendix B Assignment brief





## 1. PURPOSE OF THE ASSIGNMENT

The purpose of this Assignment is to conduct a detailed social impact assessment for Melbourne Airport Link to Outer Metropolitan Ring (OMR) and Bulla Bypass Planning Study.

## 2. BACKGROUND

### 2.1 Project Details

The Melbourne Airport Link to OMR and Bulla Bypass Planning Study will provide a freeway link from the future proposed Outer Metropolitan Ring (OMR) / E6 Reservation to Melbourne Airport and a route to bypass Bulla.

One of the objectives of the OMR / E6 Reservation is to better link key international transport hubs, such as Melbourne Airport, Avalon Airport and the Port of Geelong. The Melbourne Airport Link to OMR would provide that link and also provide for future proposed major intermodal freight activities to the north and south west of Melbourne with the Airport. There would also be increased access to the airport from existing and proposed residential development to the north and west.

The objective of the Bulla Bypass is to resolve congestion and safety issues on Sunbury Road / Bulla Road associated with a narrow bridge across Deep Creek, sharp curves and very steep grades. Congestion is likely to increase through the township of Bulla as Sunbury develops as it is anticipated that people will continue to access jobs in the vicinity of Melbourne Airport and the industrial areas in Melbourne's north.

### 2.2 Planning Study Area Description

Bulla has a small town population of 398 people and is located 29 kilometres north-west from Melbourne's CBD and lies just outside the Melbourne Metropolitan Area just north of Melbourne Airport. Nearby Suburbs include Sunbury to the north west (approximately 6km away) and Craigieburn Roxburgh Park, situated about 10km to the east. It is anticipated that the township of Bulla will not grow to any great extent as it is constrained by the Melbourne Airport Environs Overlay.

There is currently a mixture of rural residential land, rural lifestyle and hobby farms use, rural grazing and extensive uses within the study area. Rural residential land use is predominately located to the east of Bulla township. Rural lifestyle and hobby farm is located to the north east and south west of the study area.

The study area lies in the City of Hume. Bulla township is zoned residential with a restructure overlay to the north of the town. Large areas of the surrounding countryside are covered by the Melbourne Airport Environs Overlay, which restricts further development due to air safety. A majority of the study area is within a Green Wedge Zone. There is an Environment Significance Overlay along Deep Creeks, with Public Park and Recreation Zone (PPRZ) along the banks of Deep Creek in the vicinity of Bulla township. The parkland/recreational facilities (ie Woodlands

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historic park), located to the east of the study area is also zoned Public Park and Recreation Zone (PPRZ) and Public Conservation and Resource Zone (PCRZ).

The immediate study area is shown in **Figure 1**. For the purpose of this detailed social impact assessment, the area to be assessed may extend outside the immediate study area to include Bulla and surrounding suburbs such as Sunbury. The Provider will need to determine the extent of this area.

### **Urban Development**

This planning study is to facilitate the future development of Sunbury and surrounding areas covered by the expansion of the Urban Growth Boundary around Sunbury as outlined in the recently published draft Growth Corridor Plans titled 'The Melbourne North Growth Corridor Plan' and 'The Sunbury Growth Corridor Plan'. More information is available from the Growth Areas Authority's website ([http://www.gaa.vic.gov.au/growth\\_corridor\\_planning/](http://www.gaa.vic.gov.au/growth_corridor_planning/)). The wider study area will need to take into account these proposals.

## **2.3 Planning History**

### **Melbourne Airport Link to OMR and OMR/E6 Reservation**

The planning for the OMR/E6 Reservation identified an area for consideration of a link between the OMR / E6 Reservation and Melbourne Airport. The OMR/E6 Reservation was published as part of documentation associated with Amendment VC68 to the Wyndham, Melton, Hume, Mitchell and Whittlesea Planning Schemes. The Public Acquisition Overlay, which sets aside the land for the OMR/E6 reservation, was gazetted in 2010.

### **Bulla Bypass**

In addition to developing the Melbourne Airport Link to OMR (ie OMR Link), preliminary work was undertaken in 2010/11 to investigate three corridors for the bypass of Bulla; a southern corridor, inner Bulla corridor and a northern corridor.

As a result of desktop studies and assessment of environmental, economic and technical constraints and opportunities, VicRoads refined the number of corridors. This resulted in the elimination of the southern and inner Bulla corridors, with the northern corridor taken forward for further investigation. The northern corridor is essentially the study area identified in Figure 1.

### **Northern Corridor Options**

**Figure 2** illustrates the OMR Link, the Bulla Bypass alignment options as well as Oaklands Road duplication. These are further detailed below.

### **Bulla Bypass Options**

#### **BB1 (north and south)**

These options begin at the junction of Somerton and Oaklands Road and travel west along Somerton Road. BB1 north is positioned slightly north of Somerton Road, while BB1 (south) is positioned slightly south of Somerton Road. BB1 (north) presents the most southerly crossing of

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Deep Creek and links in at the existing roundabout, while BB1 (south) links into the existing Sunbury Road. Bulla Diggers Rest Road is proposed to be linked via a roundabout or T-intersection subject to grade considerations. BB1 (south) can also link to the ultimate OMR/E6 Reservation interchange or can adopt the BB1 (north) alignment across Deep Creek. BB1 (north) is about 4.9km with a bridge span of 800m while BB1 (south) is about 4.7km with a bridge span of 800 metres.

### **BB2**

BB2 also begins at the junction of Somerton and Oaklands Road and travels west along Somerton Road. It then splits from Somerton Road just before Wildwood Road and curves to the north. It then loops back southwards and crosses Deep Creek with a bridge length of about 600 metres or 270 metres pending further design of cut and fill. It finally then connects into the OMR interchange only, as the depth of cut would not allow the route to get over the OMR on the existing road. Bulla Diggers Rest Road is proposed to be linked via roundabout or T- intersection. BB2 is approximately 6.3km.

### **BB3**

BB3 begins at the junction of Somerton and Oaklands Road and travels west along Somerton Road. Along Somerton Road, between Oaklands Road and Wildwood Road, the alignment splits off and curves northwards to avoid vegetation. It then loops back southwards where it crosses Deep Creek with a bridge length of about 600 metres or 270 metres pending further design of cut and fill. Similar to BB2, it connects into the OMR interchange. Bulla Diggers Rest Road is proposed to be linked via roundabout or T- intersection. BB3 is about 6.3km in length.

### **Interim Options**

While the road reservation has to be set for the longer term, it is likely that fewer lanes would be built initially. Options for an interim route linking Bulla Bypass to the Tullamarine Freeway via Oaklands Road will be investigated. One of these options includes duplicating Oakland road to 4 lanes. This duplication will travel along Oaklands Road from Sunbury road to Somerton Road. This is a distance of about 1.5km. This component may be undertaken as an interim arrangement in conjunction with the Bulla Bypass.

### **OMR Link**

This alignment begins at the end of Tullamarine Freeway (east of Melbourne Airport). It then travels northwards towards Somerton Road. After Somerton Road, this alignment then heads north to north west and connects into the future proposed OMR. The corridor is about 8km in length. This link will be an ultimate six lane freeway standard facility with a freeway to freeway interchange with the OMR. Two ramps would be provided in each direction. The ultimate configuration for the OMR would be eight lanes with two auxiliary lanes from the Sunbury Road Interchange.



### **Additional information**

Preliminary traffic analysis has indicated that both a Bulla Bypass (ie options BB1, BB2, BB3) and the OMR link, will be required.

## **2.4 Summary of Previous Consultation**

The Superintendent has had preliminary discussions regarding the planning study with the following stakeholders:

- Hume City Council;
- Melbourne Airport;
- Melbourne Water;
- Port Phillip and Westernport CMA;
- Growth Areas Authority;
- Department of Transport;
- Heritage Victoria;
- Aboriginal Affairs Victoria;
- Wurundjeri Tribe Land and Compensation Cultural Heritage Council;
- Environment Protection Authority;
- Parks Victoria;
- Department of Sustainability and Environment;
- Department of Planning and Community Development;
- Department of Sustainability, Environment, Water, Population and Communities.

The outcomes of these discussions will be provided to the successful Tenderer during the inception meeting.

As detailed in Section 5.1, task 3, it is expected that the Provider will consult with the Growth Areas Authority and Hume City Council as part of the social impact assessment.

Information Days were held in Bulla Community Hall on 16,17 and 22 September 2011 to announce the study, inform residents of VicRoads decision to progress the northern corridor and listen to residents issues. A summary of discussions will be provided to the successful Tenderer during the inception meeting.

Landowners have received information about the planning study via an information bulletin, VicRoads webpage, mail outs and public displays. Further Information days are planned for early May 2012. VicRoads webpage link [omrlinkbullabypass@roads.vic.gov.au](mailto:omrlinkbullabypass@roads.vic.gov.au)

## **2.5 Other Information**

The Desktop Social Impact Assessment was undertaken by SKM in June 2011. This report and other desktop assessments relating to flora and fauna, cultural heritage, landscape and visual

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impacts and land use, can be viewed within  
<http://www.vicroads.vic.gov.au/Home/RoadProjects/PlanningAndProposals/>

### 3. AGREEMENT OBJECTIVES

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

- A review of the wider social context in relation to the future development of Sunbury, taking into consideration the draft Growth Corridor Plans for Sunbury and Melbourne North, outlining any potential benefits and impacts;
- A clear description of social values and identification of social issues. This should be based on collated existing data, the consultant's field investigation and consultation with stakeholders;
- Provision of a demographic profile including reference to groups of people who may have special access needs or concerns about impacts for each of the options.
- An objective assessment of the potential impacts of options on residents, community facilities, special interest attractions, their importance to the community, current access patterns of different groups within the community;
- A description of any opportunities to avoid or mitigate these potential impacts through the design or management;
- An assessment of the likely resultant level of impacts if mitigation measures are adopted.

### 4. ASSIGNMENT SCOPE

#### 4.1 General

##### 4.1.1 Methods

Conduct the Assignment in accordance with the method submitted to and approved by the Superintendent (using Schedule 32), prior to the commencement of the works.

##### 4.1.2 Health and Safety

The Provider is responsible for the safety of all persons engaged in the Detailed Social Impact Assessment and must undertake all things necessary to ensure their safety including (without limitation) complying with the requirements of any Act or Ordinance in Victoria relating to safety. This should be undertaken in part by the implementation of a site specific Health and Safety Plan to address the physical hazards.

##### 4.1.3 Meetings

The Provider shall attend the following meetings:

Meeting	Location	Duration	Date
Inception Meeting	Camberwell Office	2 hour approx	To be advised
Interim Meeting	Camberwell Office	2 hour approx	To be advised
Draft reports feedback meeting	Camberwell Office	2 hour approx	To be advised

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2 <sup>nd</sup> Draft report feedback meeting	Camberwell Office	2 hour approx	To be advised
Final Meeting	Camberwell Office	2 hour approx	To be advised

This clause is not intended to refer to or include any meetings the Provider may have with other stakeholders during the course of undertaking the assignment.

Where the Superintendent directs the Provider to attend additional meetings, payments for additional meetings shall be in accordance with the rates submitted in Schedule 2, Rates for Variation.

### **Technical Working Group (TWG) Workshop**

During 2012, the Provider will be required to attend a Technical Working Group (TWG) workshop. Allow one day for this.

Where the Superintendent directs the Provider to attend the TWG workshop, payment for attendance for the first day will be in accordance with the Provision Quantity Item 10 in Schedule 1 and shall include all preparation work, attendance and all overhead allowances and profit associated with the work. Payment for attendance at days in addition to the first day will be at the rates submitted in Schedule 2 and shall include any preparation work, attendance and all overhead allowances and profit associated with the work.

### **Panel Hearing**

Where directed to attend a panel hearing by the Superintendent, the Provider shall:

- Include an experienced witness, with a suitable level of experience who will present findings at a Panel Hearing. That person shall take an active role in the study;
- Review submissions received during/after the exhibition and prepare appropriate responses, in consultation with the Superintendent and its legal adviser;
- Prepare a written Panel Hearing submission and presentation on the social impact assessment aspects of the project, including the submissions received on the Planning Scheme Amendment;
- Submit these notes and presentation for review by the Superintendent and its legal adviser and revise as agreed;
- Attend one day of the Panel Hearing as requested by the Superintendent ;
- Provide a written and oral submission to the Panel on the project's social impacts and the performance against social impact assessment objectives and on the submissions received during and after the exhibition period;
- Review the submissions on social impact assessment matters that are made during the Panel Hearing itself, and provide advice to the Superintendent and its legal adviser on how a suitable response may be presented in the Superintendents' closing statement.

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Where the Superintendent directs the Provider to attend a Planning Panel Hearing, payment for attendance for the first day will be in accordance with the Provision Quantity Item 11 in Schedule 1 and shall include all preparation work, attendance and all overhead allowances and profit associated with the work. Payment for attendance at days in addition to the first day will be at the rates submitted in Schedule 2 and shall include any preparation work, attendance and all overhead allowances and profit associated with the work.

#### **4.2 Information to be Provided by the Superintendent to the Provider**

The Superintendent will provide aerial photos (if required), and plans showing the proposed study area and alignment options.

#### **4.3 Access to Properties**

A letter of introduction will be provided by the Superintendent to the Provider to be presented to property owners during the interviews.

The Superintendent will provide the consultant with contact details of landowners/business owners where possible. Entry on council land or private land for the purpose of carrying out site inspections is only permitted after the Provider has contacted and received permission from the appropriate authorities or landowners.



## **5. Detailed Task Descriptions**

### **5.1 Task details**

#### **Task 1 Review background information**

The Provider shall review the social impact information included in the desktop social impact study prepared by SKM in June 2011. The Provider shall also assess and review relevant databases and information sources relevant to the area.

#### **Task 2 Determine methodology for inclusion of impacts/benefits to Bulla and Sunbury**

The Provider shall develop a methodology to include Bulla township and the wider social impacts/benefits to the surrounding suburbs, such as Sunbury.

#### **Task 3 Develop interview program**

The Provider shall develop an interview program of an appropriate sample of people and interested parties, taking into account the varied occupations, interests, needs and lifestyles of the people and potential changes to community groups, services and facilities from the Melbourne Airport Link to OMR and Bulla Bypass. The interview program will include people from within or immediately adjacent to the study area plus people remote from the study area.

It is expected that the Provider will also consult with the Growth Areas Authority and Hume City Council.

#### **Task 4 Conduct interviews**

A list of people and organisations to be interviewed and the questions to be asked and the method of interviewing (e.g. one on one, focus groups etc.), will be developed by the Provider and approved by the Superintendent before any consultation commences. The identity and privacy of individual residents and families is to be respected in the reporting of interview results.

#### **Task 5 Detailed assessment of social impacts**

For each alignment option, the Provider shall assess the potential social impacts on the following:

- residents;
- community facilities;
- special interest attractions and their importance to the community;
- current access patterns; and
- different groups within the community.

The Provider shall conduct a detailed investigation to identify the potential social impacts including, but not limited to, the following:

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- 8) Identify community, educational, health, recreational and other facilities and services used by people within and adjacent to the study area and identify the catchments for these facilities and services and how people currently access them;
- 9) Activities and access patterns of, facilities and services used by, vulnerable groups, such as the aged, are to be given particular attention;
- 10) Identify places of special interest, attraction and value to the community, and sites that may be perceived as community "icons" and provide an assessment of their importance to the community;
- 11) Identify pedestrian, motor vehicle, bicycle and other access patterns. Consider local access and community linkages (including links with other towns) that it would be desirable to maintain;
- 12) Identify impacts on private property owners and occupiers; and
- 13) Identify important amenities and impacts upon these facilities.

## **Task 6 Report**

A report covering the outputs from the tasks listed above shall include:

- any constraints and major concerns with the proposed options from a social perspective;
- any opportunities and benefits of the proposed options from a social perspective;
- suggested modifications to the proposed options from a social perspective;
- the identification of measures to mitigate the impacts for each proposed option.

The Provider shall also assess the options using the objective based evaluation matrix, as outlined in Section 5.2 below.

The structure and format of the report are further detailed in Section 6.2.

## **5.2 Assessment of Options**

The Superintendent is using an Objective Based Evaluation Matrix (OBEM) to help assess the performance of each of the alignment options. The Superintendent will collate the assessments of all specialist consultants into an evaluation matrix, which will be used to facilitate discussion with the community and in formal statutory processes to obtain environmental and planning approvals.

### **Project Objectives**

The "Project Objectives" for the project as a whole will be supplied by the Superintendent separately. The Provider shall examine these objectives and nominate the one (or more) objective which is relevant to this Assignment.

### **Sub-objectives**

At the start of the Assignment the Provider shall propose "Sub-objectives" for each "Project Objective". These "Sub-objectives" will generally be derived from legislation, national, State and local policy and planning schemes.

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### Assessment Criteria

The Provider shall also propose the “Assessment Criteria” to be used for each “Sub-objective” and nominate the verifiable data which would be used to support the assessments.

### Hold Point:

The Superintendent will reach agreement with the Provider on the relevant “Project Objective(s)”, the “Sub-objectives” and their related “Assessment Criteria” to be used for this Assignment.

### Assessment

The Provider shall then provide an assessment of the extent to which the existing route and each proposed option meets each nominated project objective. The Provider shall use the sub-objectives, assessment criteria and also provide verifiable data to support this assessment. The assessment shall be in the form of an answer to the question “How well does the proposal meet each nominated project objective?” To ensure consistency, the following scale should be used:

Rating	Defined Values
Very Well	Best practice, strong level of compliance, major positive impact
Well	Improved practice, good policy compliance, positive impact
Moderately Well	Partial policy compliance, no distinct positive or negative impact
Poor	Policy non-compliance and negative impact
Very Poor	Major policy non-compliance and major negative impact

### Consideration of proposed mitigations

Where the Provider has recommended measures to mitigate the impacts of each proposed alignment option, the Provider shall provide two assessments:

- with the proposed mitigation
- without the proposed mitigation





## 6. Deliverables

### 6.1. Timing of Reports

Step	Timing	Details
1. Provider to submit a draft report	Up to 6 weeks commencement of assignment	<p>The draft report shall be submitted to the Superintendent up to 6 weeks after award of the assignment, depending on the availability of draft reports from other consultants.</p> <p>Two unbound copies of the draft report shall be presented to the Superintendent for comment. An electronic copy of the complete draft report are to be provided to the Superintendent in Microsoft Word (doc) format, along with electronic copies of all maps, drawings and photos in the format agreed with the Superintendent.</p> <p>If the draft report is incomplete or inappropriately structured, the Superintendent may request the draft report be revised before reviewing it.</p>
2. Superintendent and TWG to review draft report	After receipt of the completed draft report the Superintendent and TWG will review the report for 4 weeks. (i.e. 2 weeks for VicRoads and 4 weeks for TWG review concurrent)	<p>The Provider may be asked to consider making changes based on the reviewer's comments before the report is finalised. Where the Provider has concerns about any of the review comments, these are to be discussed with the Superintendent's Representative prior to finalisation of the report.</p>
3. Provider updates report and submits final report	2 weeks after receipt of Superintendents and TWG comments	<p>The final report will be submitted 2 weeks after receipt of the collated Superintendents and TWG comments.</p> <p>One unbound and three bound copies of the final report (including colour figures and plates) shall be presented to the Superintendent. An electronic copy of the final reports should be provided to the Superintendent in a secured Adobe Portable Document File (PDF) format as well as in Word</p>

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Step	Timing	Details
		format. A digital copy of all figures should also be provided in a format agreed with the Superintendent.
4. Superintendent's acceptance of final report		The final report will only be accepted after all changes required by VicRoads, and agreed by the Provider, have been completed.

## 6.2. Format of Reports

All reports shall conform to the following requirements:

- Margins:
  - Binding margin: 25mm
  - Open margin: 10mm (NB. In practical terms, provide the 25mm margin on both sides of each page so that VicRoads can produce double-sided documents.)
  - Top margin: 10mm
  - Bottom margin: 10mm
- Fonts:
  - Fonts to be generally no smaller than 12 point.
- Layout:
  - Start each section on the right hand page.
  - Start Chapter 1 on the right hand page. Start all other chapters as they occur.
  - First page of Chapter 1 is Page 1.
  - All preceding pages to be in Roman numerals.
  - Odd numbered pages to be right hand pages.
- Content:
  - Colour figures (including plans) should be capable of being reproduced in black and white.
  - Supply clean artwork (not photography).
  - Supply unfolded plans if greater than A4 size.
  - Supply loose photographic prints.
  - Where continuous corridor drawings are broken down to A3 size drawings, all annotation and text shown on the continuous corridor drawings must be self-contained within each A3 drawing.

It is also expected that the report will contain:

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- The version number (for both hard copy and electronic files)
- Numbering of all pages.

### **Report Structure**

Subject to any specific modifications required for this Assignment, it is expected that the report will have the following chapter headings:

- Executive summary
- Introduction/background
- Methodology
- Results\*
- Conclusions
- Recommendations
- Glossary of terms
- References
- A copy of this Assignment brief as Appendix 1
- Other Appendices, as required.

\*The Results section may include, but are not limited to, the following key areas:

- Implications of social and planning policy and legislation;
- Social and demographic profile of the Study Area and the community;
- Community Resources, Facilities, Valued Sites & Community Activities;
- Consultation Findings;
- Assessment of Likely Impacts – including Object based Evaluation Matrix;
- Mitigation Measures – including Object based Evaluation Matrix after mitigation.

It is also expected that the report will contain:

- A Cover Page with the Project name, type of consultancy, author's name and date;
- A Table of Contents with a list of maps, drawings, tables and Appendices;
- Footers on each page including the date and version number (for both hard copy and electronic files)
- Numbering of all pages; and
- Acknowledgements for persons and organisations that have contributed to the report.



### 6.3 Format of Electric Versions of Maps, Drawings and Photos

Maps are to be produced using GIS software. GIS data should be provided in ESRI Shapefile format. GPS locations should be provided on GDA94 Lat/Long datum to at least and accuracy of 1m, or another similar standard agreed with the Superintendent prior to the assignment being awarded].

Drawings should be provided in a CADD file Microstation Version 8 or dxf, (coordinates in MGA, zone 54) or another similar standard agreed with the Superintendent prior to the agreement being awarded].

Photos are to be in jpeg format and taken with at least a 5 megapixel camera or another similar standard agreed with the Superintendent prior the agreement being awarded.

**The consultant must ensure they adhere to the appropriate colour requirements specified by Department of Planning and Community Developments document titled 'Communicating data with Colour' (April 2011) Guidelines.**