

## **Desktop Social Impact Assessment: Outer Metropolitan Ring Link to Melbourne Airport and Bulla Bypass**



### **FINAL REPORT**

- 24<sup>th</sup> June 2011



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## Contents

<b>Executive Summary</b>	<b>3</b>
<b>1. Introduction</b>	<b>7</b>
1.1. Purpose	7
1.2. Objectives of this Study	7
<b>2. Methodology</b>	<b>8</b>
2.1. Details of the study	8
<b>3. The Social Context</b>	<b>11</b>
3.1. Key Community Features	11
3.2. Regional Context	12
3.3. Future Growth	14
3.4. Social Profile	14
3.5. Implications	17
3.6. Brief description of Planning Context	17
3.6.1. Implications of the Planning Context for the SIA	19
<b>4. Assessment of Social Impacts and Benefits</b>	<b>21</b>
4.1. Assessment Criteria	21
4.2. Assessment of route options	22
4.2.1. Option A	23
4.2.2. Option B	25
4.2.3. Option C	26
4.2.4. Option D (Very similar to Option C)	28
4.2.5. Option E	29
4.2.6. Option F	31
4.2.7. Option G (similar to Option E)	33
4.2.8. Option F- G	35
4.2.9. Option H	36
4.2.10. Option I	38
<b>5. Mitigation measures</b>	<b>40</b>
<b>6. References</b>	<b>41</b>



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## Document history and status

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## Executive Summary

The purpose of this study is to provide a desktop social impact assessment (SIA) for the outer metropolitan ring link to Melbourne Airport and Bulla Bypass and assess preliminary corridor options.

The objectives of the study are to provide:

- a broad overview of social issues and identify any social constraints within the study area;
- the demographic profile of the study area;
- the community interactions and linkages;
- identification of impacts of potential corridors on community cohesion;
- identification of impacts of potential corridors on accessibility and transport needs;
- an evaluation of broad potential corridors identified and suggested amelioration measures.

Ten alignment options have been assessed as part of this SIA. They include alignments to the south and north of Bulla Township as well as options that go through the township itself.

A set of assessment criteria was developed in order to undertake an assessment of each of the options based on the desktop information that was gathered, which was supplemented by a site inspection (it should be noted that no consultation was undertaken to inform the assessment).

The assessment criteria were as follows:

Criteria	Key factors	Stakeholders
Regional connectivity	<ul style="list-style-type: none"> <li>■ Elimination of significant and growing peak period congestion</li> <li>■ Providing a less circuitous route</li> <li>■ Improved travel times</li> <li>■ Improved employment options for the local community facilitated by better road connections</li> <li>■ Improved access to community facilities , other social infrastructure and social opportunities more generally</li> </ul>	<ul style="list-style-type: none"> <li>■ Regional community and travellers through Bulla</li> <li>■ Regional businesses and people doing business in the region</li> <li>■ Local residents accessing work and other social commitments within the region</li> </ul>
Local Connectivity	<ul style="list-style-type: none"> <li>■ Local access to valued places and social networks</li> <li>■ Community interactions and linkages</li> <li>■ Community cohesion</li> </ul>	<ul style="list-style-type: none"> <li>■ Local Bulla Community</li> </ul>
Local Amenity	<ul style="list-style-type: none"> <li>■ Amenity Impacts on households</li> <li>■ Changes in traffic noise and air pollution</li> <li>■ Visual impacts</li> </ul>	<ul style="list-style-type: none"> <li>■ Landholders and occupiers in the immediate vicinity of options</li> <li>■ Bulla community more</li> </ul>

Criteria	Key factors	Stakeholders
		generally
Impacts to private property owners and occupiers	<ul style="list-style-type: none"> <li>Disruption to current land uses</li> <li>Impact on emotional attachment to the affected land parcel</li> <li>Access to severed parcels of land</li> <li>Access to residential and business properties during and post construction</li> </ul>	<ul style="list-style-type: none"> <li>Directly affected landholders and occupiers</li> <li>Local residents of abutting properties</li> </ul>
Impacts to valued community assets	<ul style="list-style-type: none"> <li>Direct impacts to valued assets</li> <li>Impacts to use or experience of valued assets including specific places and the broader rural environment</li> </ul>	<ul style="list-style-type: none"> <li>Local and regional communities</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Safety improvements or impacts for vehicle traffic</li> <li>Safety improvements or impacts for pedestrians and cyclists, particularly vulnerable groups (i.e. elderly and young children)</li> </ul>	<ul style="list-style-type: none"> <li>Regional and local community</li> </ul>

The summarised results of this assessment are shown in the table below. The options assessed are listed in order from lowest (comparative) social impact to highest (comparative) social impact. Details of each of the alignments are provided within the report.

Order (lowest to highest social impacts)	Alignment	Comparative Rating	Comments
1	Option A	<b>Low/Medium Social Impact</b>	<ul style="list-style-type: none"> <li>One house affected by this alignment</li> <li>Moderate amenity impacts</li> <li>No direct impact on Bulla Township</li> <li>No impacts on valued community assets</li> </ul>
2	Option C	<b>Medium Social Impact</b>	<ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> <li>Minimal impact on valued community assets</li> <li>Two houses directly affected by this alignment</li> </ul>
3	Option D	<b>Medium Social Impact</b>	<ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> <li>Minimal impact on valued community assets</li> <li>Two houses directly affected</li> </ul>
4	Option H	<b>Medium Social Impact</b>	<ul style="list-style-type: none"> <li>Two houses directly impacted in the vicinity of Somerton and Oaklands Road –</li> <li>No direct impact on Bulla Township</li> <li>Minimal impacts on valued community assets</li> </ul>
5	Option I	<b>Medium / High Social Impact</b>	<ul style="list-style-type: none"> <li>Moderate amenity impacts for rural properties</li> <li>No direct impact on Bulla Township</li> <li>Severance of some rural properties</li> <li>Two houses directly impacted</li> </ul>



<b>6</b>	Option B	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Visual and noise amenity impacts because alignment traverses the hill opposite Bulla Township</li> <li>Alignment would bisect heritage listed Glenara Estate and impact corner of Glen Loeman Heritage property</li> <li>Two houses affected by this alignment</li> </ul>
<b>7</b>	Option F-G	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Impact on Bulla township</li> <li>Direct impact on two heritage listed sites of state significance.</li> <li>Three houses/buildings directly impacted</li> </ul>
<b>8</b>	Option F	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs adjacent to residential areas in Bulla causing amenity impacts and loss of rural ambience of many houses.</li> <li>Impacts two historic sites of state significance and of value to the local community</li> <li>Three houses/buildings directly impacted</li> </ul>
<b>9</b>	Option G	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs through residential areas in Bulla increasing current amenity impacts</li> <li>Route through the middle of Bulla will affect local connectivity, community cohesion and valued community assets.</li> <li>One house directly impacted</li> </ul>
<b>10</b>	Option E	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs through residential areas in Bulla increasing current amenity impacts</li> <li>Route through the middle of Bulla will affect local connectivity, community cohesion and valued community assets.</li> <li>One house directly impacted</li> </ul>

The table above outlines the comparative assessment of the options. As a general rule, those options which would run through or close to the community of Bulla are less desirable from a social perspective. Similarly, those further away are likely to have less impact for the local community and more benefits for regional connectivity.

As such, Options E and G are considered the worst from the social perspective because there are no positives for the local community in terms of amenity improvements and the routes would effectively sever the community of Bulla. These impacts outweigh the improvements afforded in regional connectivity.

Option A is considered to have the lowest social impact in that it does not run through the Bulla Township and has a moderate noise and visual impact on amenity. It also has minimal impacts on valued community assets while contributing significantly to improved regional connectivity.

The projected growth at Sunbury, envisaged as a result of the expansion of the Urban Growth Boundary, reinforces the need for the selected option to improve regional connectivity while at the same time minimising impacts on local communities.

# **1. Introduction**

## **1.1. Purpose**

The purpose of this study is to provide a desktop social impact assessment for the outer metropolitan ring link to Melbourne Airport and Bulla Bypass and assess preliminary corridor options. One major objective of the Outer Metropolitan Ring (OMR) / E6 Transport Corridor is to provide a high standard link to Melbourne Airport. A study area for the extension of the Tullamarine Freeway to the OMR was published in 2009.

Sunbury / Bulla Road is already congested in peak periods through the township of Bulla and is constrained by steep grades and tight curves as the road crosses Deep Creek. As a result of changes in August 2010 to the Metropolitan Urban Growth Boundary at Sunbury, Sunbury's population will rapidly expand as development proceeds. This will result in increased traffic volumes on Sunbury/ Bulla Road as it is the main link to employment in the vicinity of Melbourne Airport and industrial areas to the North West. The current 2 lane, 2 way road will not be sufficient to cater for the anticipated growth in traffic demand.

VicRoad's planning study is investigating options to link Melbourne Airport to the OMR / E6 Transport Corridor and Sunbury Township. Options include potential arterial road bypasses of Bulla Township to the south and north and a freeway to freeway link to the OMR /E6 Transport Corridor west of Oakland Road and north of Somerton Road. An option to upgrade the road through Bulla to arterial road standard is also considered.

## **1.2. Objectives of this Study**

The objectives of this consultancy are to provide:

- a broad overview of social issues and identify any social constraints within the study area;
- the demographic profile of the study area;
- the community interactions and linkages;
- identification of impacts of potential corridors on community cohesion;
- identification of impacts of potential corridors on accessibility and transport needs;
- an evaluation of broad potential corridors identified and suggested amelioration measures.

## 2. Methodology

The methodology used is outlined below. Key tasks included:

- **Review of background information** including:
  - **Council websites**- looking at current and recent issues, key community facilities and sites, important community events and key groups within the community.
  - **Relevant background reports and policies**- to provide background to the study
  - **GIS information on the study area**
  - **Review of relevant planning zones and overlays**- to understand formal planning constraints and help identify key community sites.
  - Review of other relevant specialist studies undertaken for this planning project
- **Demographic profiling of the study area**- to understand the social composition of the study area.
- **Assessment of route options** including:
  - **Development of assessment criteria**- which were used to structure the assessment of different options.
  - **Assessment of potential social issues and constraints** associated with each route option
- **Development of social infrastructure maps** to show key community facilities and sites and other social constraints.
- **Report writing**- this is the final report, which builds on the interim report produced previously.

It is important to note that as a desktop assessment, no community or stakeholder consultation has been undertaken as part of the assessment.

### 2.1. Details of the study

Ten road alignment corridors of approximately 240 m width between Melbourne Airport and Sunbury Road have been assessed. A brief description of each alignment is provided below:

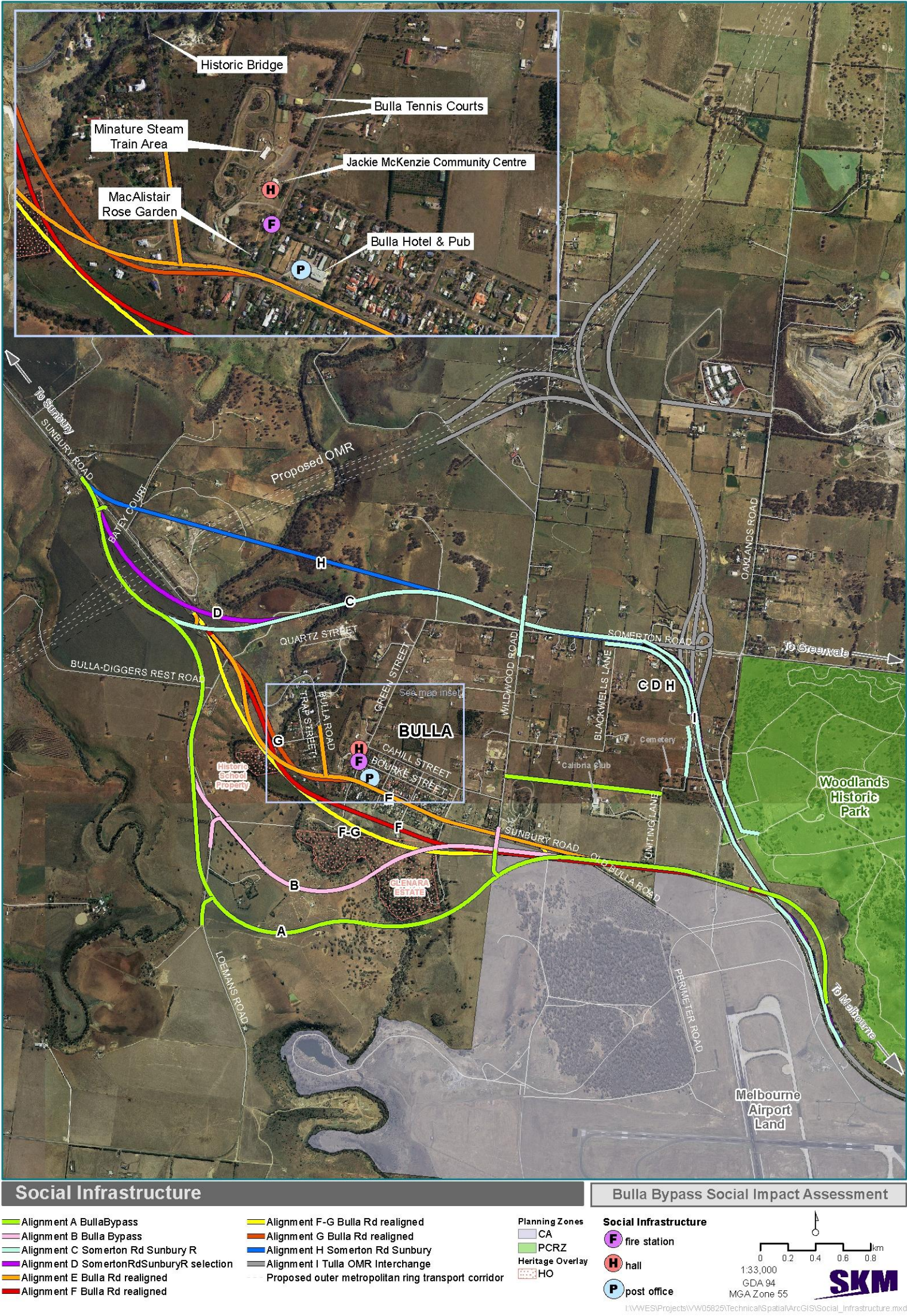
- Option A: Bulla Bypass (most southerly)
- Option B: Bulla Bypass (south lower down Deep Creek Gully)
- Option C: Somerton Road (link to OMR interchange)
- Option D: Somerton Road (variation to north of interchange and lower down Deep Creek gully)
- Option E: Bulla Road realigned to north of Option F including traffic lights where the roundabouts are at Wildwood Road and Somerton Road (Green Street) and a set of pedestrian lights.

- Option F: Bulla Road realigned to south of residential area
- Option G: Upgrade of Bulla Road through town and west of Trap Street including traffic lights where the roundabouts are at Wildwood Road and Somerton Road (Green Street) and a set of pedestrian lights.
- Option F/G: Combination of Option G west of Trap Street and Option F south of Bulla
- Option H: Somerton Road (variation to north of interchange and under OMR bridge with no direct connection to OMR)
- Option I: Tullamarine Freeway Link

For comparison purposes, all alignments have the same start point (just west of the proposed OMR) and end where the Tullamarine Freeway is divided.

These options are displayed on the following page.







### 3. The Social Context

Bulla township is located on the outskirts of Melbourne approximately, 29 kilometres north-west from Melbourne's central business district. It is located adjacent to the Melbourne metropolitan area just north of the Tullamarine Airport. The town is situated next to Deep Creek, a tributary of the Maribyrnong River.

#### 3.1. Key Community Features

The commercial centre of Bulla township is primarily focussed around a combined petrol station and post office and the Bulla Pub which includes hotel-motel accommodation.

Bulla also boasts a large reserve which includes a sports centre, tennis club and community centre. This reserve is home to the Tullamarine Live Steam Society, which maintains a miniature railway that is open to the public on the first and third Sunday afternoon of each month. The Country Fire Authority Bulla station is also located nearby.

Alistair Clark Memorial Rose Garden is also located in central Bulla. Alistair Clark, several times shire president of the old shire of Bulla, whose house 'Glenara' lies on Deep Creek, was the most prolific and best known of Australian rose breeders. The garden, created and maintained by local volunteers, has a nearly complete collection of his surviving roses.

Whilst the township is located next to the Deep Creek valley, the surrounding land was suitable for dairying. The name was given to the Bulla Cream Co., a metropolitan dairy, and later to Bulla Ice Cream, to be found in most Melbourne supermarkets.

Key Community Features of Bulla include:

- The Bulla Hotel and Pub- 80 Bulla Road, Bulla Vic 3428
- Bulla BP service Station and Post office- 84-86 BULLA RD, BULLA, VIC, 3428
- Alistair Clark Rose Garden- Street Address: Cnr Bulla Road & Green Street
- Jack McKenzie/Bulla Community Centre- Street Address: Greens Road, Bulla
- Bulla CFA- Street Address: 15 Green Street, Bulla
- The Calabria Club- Street Address: 5 United Rd, Bulla
- Wildwood Winery- Street Address: 80 St John's Road, Oakland Junction VIC 3063
- Bulla Garden Club- Street Address: Old Shire Offices Bulla
- Bulla Village Tennis Club- Street Address: Green Street, Bulla
- Sampenny Kennel and Cattery- Street Address: 55 Cooper Road, Bulla

- Tullamarine Live Steam Society and miniature railway- Street Address: 15 Green Street, Bulla

### **3.2. Regional Context**

Bulla Township is surrounded by rural agricultural land but lies between the urban growth areas of Sunbury to the west and Craigieburn to the east. The main road through Bulla is the main route from Sunbury to Melbourne. It is located in the City of Hume which is on the urban- rural fringe, just 20 kilometres north-west of Melbourne.

Residents of Bulla are likely to travel to Greenvale or Sunbury (as the nearest metropolitan areas) for services such as schools, doctors, shopping and other services, as none of these facilities exist in Bulla.

The City of Hume is one of the fastest growing municipalities in Australia. It has the following key characteristics:

- Hume has a rapidly expanding population of approximately 168,000 people. Prior to the recent expansion of the Urban Growth Boundary (Amendment VC68 to the metropolitan planning scheme) the population of the City of Hume was projected to be 244,575 by 2031. However based on the new UGB it is likely that, by 2031, the population of Hume will be considerably greater than this (projections are currently being updated for the City of Hume by ID Consulting).
- It has a rich cultural diversity, with approximately 140 nationalities and 125 languages other than English spoken in the home
- Hume has a large number of young people, with 31.1 percent of its residents aged 19 years and under, while 9.1 percent are aged 65 years and above.
- Hume's vast 504 square kilometres comprise approximately 65 percent rural land, 25 percent urban land and 10 percent occupied by the Melbourne Airport. It is bounded by Merri Creek, the Maribyrnong River, Western Ring Road, the Calder and Tullamarine Freeways, and the foothills of the Macedon Ranges
- It includes the rapidly growing urban centres of Craigieburn, Roxburgh Park and Sunbury. Rural areas and townships include Bulla, Mickleham and Kalkallo
- Building investment in Hume totalled \$480 million for 2008/2009

A good description of the City of Hume and its historic and future growth prepared by ID Consulting is provided below:



“Hume City is a diverse local government area on Melbourne's north-western fringe, with the major commercial centres located at Broadmeadows and Sunbury. The City is diverse in its land use. Although residential areas have grown rapidly north and north west away from the Broadmeadows area over the last twenty years, agriculture and rural living remain the dominant land uses in the north and central parts of the City. Rapid residential growth over the last twenty years and future growth means that commercial centres at Craigieburn and Greenvale are likely to increase substantially. The area is a major transport hub, with the Melbourne Airport and a number of arterial roads and freeways traversing and bounding the City. The quality of the transport in the area underpins the industrial base of the City which stretches from Tullamarine, Campbellfield and Broadmeadows in the south to Somerton and Craigieburn in the north, providing another important employment source for the broader northern suburban region.

Hume City has increased in population over the last twenty years, with growth around Sunbury and Craigieburn townships in the north and north-west of the City, as well as through the creation of 'new' suburbs such as Meadow Heights, Greenvale and Roxburgh Park. The primary housing market role that the City played over this period was to provide affordable home owning opportunities for families and prospective families from the middle and outer northern suburbs of Melbourne, as well as overseas migrants.

Many of the more rural parts of the City are attractive to mature families looking to upgrade to their second and third home and in most cases seeking a rural environment and lifestyle.”

Source: <http://forecast2.id.com.au/default.aspx?id=216&pg=5000>

While the above excerpt provides a good general description, since it was published, several new residential development areas have been established in Hume. As a result, Hume is likely to see continued high levels of continued population growth in the short to medium term. As explained on the Growth Areas Authority (GAA) website:

Hume is a gateway city with strong capacity for long-term growth..... Hume has been experiencing significant residential growth in the last few decades. It has a diverse population with a high proportion of its residents born overseas. We expect that the development of the growth area will result in an increase of 97,000 people.

Source: [http://www.gaa.vic.gov.au/ga\\_hume/](http://www.gaa.vic.gov.au/ga_hume/)

### 3.3. Future Growth


Hume City is expected to increase in population in the short and medium term with the majority of growth focused around the urbanised areas in the North and North West such as Craigieburn and Sunbury. Prior to the establishment of the new Urban Growth Boundary Sunbury was projected to grow by 2.4% annually to reach nearly 59,000 people by 2031 (current population is estimated to be 35,770). However the expanded Urban Growth Boundary has had a large effect on the growth potential at Sunbury. It is not known at this time how much the predicted population will change at particular milestones – this information will emerge based on revised population forecasts by the City of Hume and based on the growth area framework plans being produced by the Growth Areas Authority (GAA). However, applying various development assumptions to the gross area of land that has been added to the Urban Growth Boundary indicates that the additional population capacity of the Sunbury urban area could range from 48,000 to 75,000 – an effective potential doubling of the population capacity of the Sunbury urban area. (this information has been derived from the Desktop Assessment of Land Use Issues prepared for VicRoads by George Ward Consulting).

Airport- Rural (which contains Bulla and extensive green wedge land to the north) is projected to grow by 4.1% annually to 2031.

The projected growth of Sunbury underscores the need for improved access between Sunbury and Tullamarine Airport and the importance of reducing impacts of this ever increasing traffic through the township of Bulla.

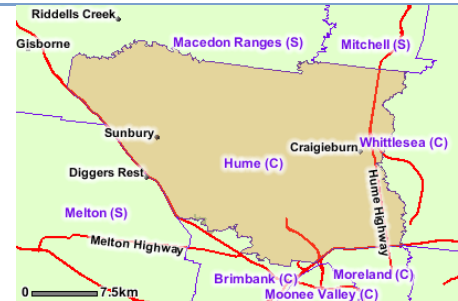
### 3.4. Social Profile

A brief social profile for the state suburb of Bulla is provided below. Hume Local Government Area, Metropolitan Melbourne and the State of Victoria are used for comparison.

Locations	Maps
<p><b>Bulla Township (State Suburb)- 2006</b></p> <ul style="list-style-type: none"> <li>■ Total Persons:398</li> <li>■ Median Age: 37 years</li> <li>■ Median Household weekly Income: \$1,335</li> </ul>	 <p>The map shows Bulla Township in orange, surrounded by green areas. Labels include Wildwood, Diggers Rest, Bulla, Melbourne Airport, and Sunbury Road. A scale bar indicates 0 to 0.6km.</p>

### Hume Local Government Area- 2006

- Total Persons: 147,781
- Median Age: 32 years
- Median Household weekly Income: \$1,030



### Melbourne (Major Statistical Region)- 2006

- Total Persons: 3,592,591
- Median Age: 36 years
- Median Household Weekly Income: 1,079

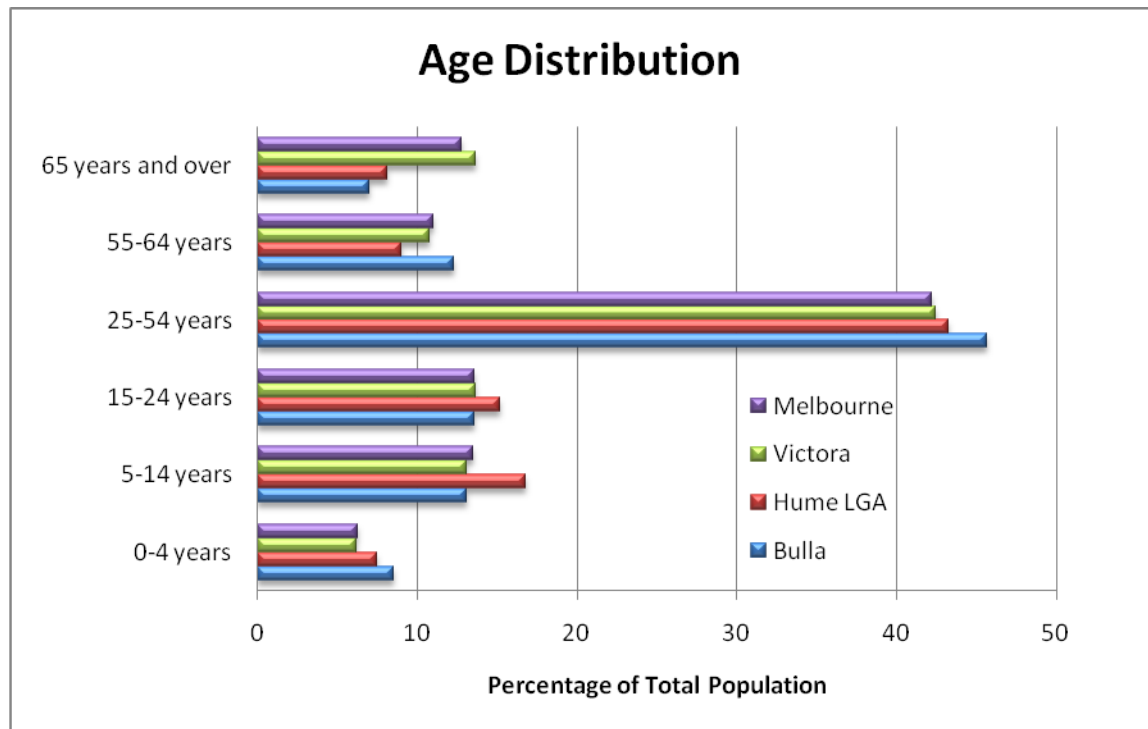


### Victoria (State)- 2006

- Total Persons: 4,932,422
- Median Age: 37 years
- Median Household weekly Income: \$1,022



As can be seen in the figure below, in 2006, Bulla had a lower percentage of children and young people (5-14 years and 15-24 years) when compared to Hume as a whole, but similar percentages to Melbourne and Victoria as a whole. This is likely because Hume had a number of affordable well established housing estates popular with young families and so has relatively high proportions of children and young people. Bulla also had a relatively high proportion of people in their middle years (aged between 25-54 years), and relatively few older people (65 years plus) when compared to the three other geographies.



In 2006, 85.7% of Bulla residents spoke only English at home, compared to only 58.3% in Hume, 74.4% in Victoria and 68.1% in Melbourne. After English, the two languages most commonly spoken at home in Bulla were Italian (5.5%) and Serbian (2.5%).

Bulla had a relatively low unemployment level in 2006 of 3.2% when compared to Hume (7%), Melbourne (5.3%) and Victoria (5.4%).

In the 2006 Census, the most common industries of employment for persons aged 15 years and over usually resident in Bulla (Suburb) were Cafes, Restaurants and Takeaway Food Services (5.7%), Printing and Printing Support Services (3.8%), Automotive Repair and Maintenance (3.8%), Road Freight Transport (3.8%) and Grocery, Liquor and Tobacco Product Wholesaling (3.8%). This was broadly consistent with the main industries of employment for Hume as a whole. As this data suggests, it is likely that many residents of Bulla were employed in Tullamarine and industrial areas to the east.

The median individual weekly income in Bulla in 2006 was \$567, ahead of Hume (\$403), Melbourne (\$481) and Victoria (\$456).

### **3.5. Implications**

Bulla, when compared to the other geographies has mainly people in their working years (aged between 25-54 years). Bulla may be unattractive to older and younger people because of the lack of facilities and services. Bulla may act as a semi-rural dormitory suburb for nearby industrial and commercial areas. This is consistent with relatively low unemployment rates and data on key industries of employment. Similarly, Bulla has a relatively higher median income level than neighbouring areas and the state as a whole. Bulla also has a more anglo-australian profile than neighbouring areas. This is consistent with its rural setting and historical background.

Because of the scarcity of local facilities and employment opportunities within Bulla it is clear that the community of Bulla is heavily dependent on good transport links with neighbouring areas for its proper functioning.

### **3.6. Brief description of Planning Context**

This section provides a brief description of the planning context in so far as it is relevant to the social impact assessment. The proposed alignments are located within the City of Hume. The use and development of land within the municipality is governed by the Hume Planning Scheme.

A description of the key zones and overlays that relate to the proposed alignments is provided below.

#### **Green Wedge Zone (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.

#### **Public Conservation and Resource Zone (PCRZ)**

The purpose of the PCRZ is:

- To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.

- To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.
- To provide for appropriate resource based uses.

For example, Woodlands Historic Park is zoned as PCRZ.

#### **Public Park and Recreation Zone (PPRZ)**

The purpose of the PPRZ is:

- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.
- To provide for commercial uses where appropriate.

#### **Township Zone (TZ)**

The purpose of the TZ is:

- To provide for residential development and a range of commercial, industrial and other uses in small towns.
- To encourage residential development that respects the neighbourhood character.

#### **Heritage Overlay (HO)**

The purpose of the HO is:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

The following properties have been identified as being within the vicinity of the alignments. The number next to the HO identifies the specific heritage significance:

**HO11-** 'Glenara' and Glenara Gardens

**HO13** - War Memorial 96 Bulla Road, Bulla

**HO18-** Former State School No. 46, 11 School Lane, Bulla

**HO19-** 'Sunnyside', 20 Loemans Road, Bulla

**HO12-** Former Bulla Shire Hall, 96-98 Bulla Road, Bulla

**HO14-** St Marys (Anglican) Church, 100-102 Bulla Road, Bulla

**HO15-** Gilbert Alston's Cottage

**HO10-** Bluestone road bridge & cutting, Bulla Road (over Deep Creek) Bulla

**HO20-** 'Glen Loeman', 65 Loemans Road, Bulla

**HO21-** Bulla Presbyterian (Uniting) Church and Manse, 1 Sunbury Road, Bulla

**HO22-** Lochton and Lochton Stream Mill

**HO212-** House, 5 Trap Street, Bulla

When a site is listed on the Victorian Heritage Register, the provisions of the *Heritage Act 1995* supersede the requirements of the planning scheme in relation to heritage matters. Both heritage sites HO11 (ref No. HO625 Glenara, 10 Glenara Drive, Bulla) and HO18 (ref No. H1643 Former State School No. 46) are registered on the Victorian Heritage Registry.

#### **Environmental Significance Overlay – Schedule 1 Rural Waterways and Environs (ESO1)**

The purpose of the ESO is:

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

The main purpose of the ESO1 is to maintain the ecological and waterway function of the land.

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

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

The Public Conservation and Resource Zone (PCRZ) the Public Park and Recreation Zone (PPRZ) and the Heritage Overlay (HO) are particularly relevant to the SIA as they are a reflection of those assets which are important to the community who live in the area. The assessment of the options that follows identifies which of the alignments have a particular impact on any of these specific



community assets. In addition, certain of the alignments (E and G) affect central Bulla and hence intrude into the Township Zone. All alignments affect the Green Wedge Zone.



## 4. Assessment of Social Impacts and Benefits

This section provides a description of the assessment criteria and their elements. The criteria were developed for this study. They were developed based on criteria used for other VicRoads social impact assessments and professional experience with similar projects.

### 4.1. Assessment Criteria

Criteria	Key factors	Stakeholders
Regional connectivity	<ul style="list-style-type: none"> <li>■ Elimination of significant and growing peak period congestion</li> <li>■ Providing a less circuitous route</li> <li>■ Improved travel times</li> <li>■ Improved employment options for the local community facilitated by better road connections</li> <li>■ Improved access to community facilities , other social infrastructure and social opportunities more generally</li> </ul>	<ul style="list-style-type: none"> <li>■ Regional community and travellers through Bulla</li> <li>■ Regional businesses and people doing business in the region</li> <li>■ Local residents accessing work and other social commitments within the region</li> </ul>
Local Connectivity	<ul style="list-style-type: none"> <li>■ Local access to valued places and social networks</li> <li>■ Community interactions and linkages</li> <li>■ Community cohesion</li> </ul>	<ul style="list-style-type: none"> <li>■ Local Bulla Community</li> </ul>
Local Amenity	<ul style="list-style-type: none"> <li>■ Amenity Impacts on households</li> <li>■ Changes in traffic noise and air pollution</li> <li>■ Visual impacts</li> </ul>	<ul style="list-style-type: none"> <li>■ Landholders and occupiers in the immediate vicinity of options</li> <li>■ Bulla community more generally</li> </ul>
Impacts to private property owners and occupiers	<ul style="list-style-type: none"> <li>■ Disruption to current land uses</li> <li>■ Impact on emotional attachment to the affected land parcel</li> <li>■ Access to severed parcels of land</li> <li>■ Access to residential and business properties during and post construction</li> <li>■ Number of houses/ buildings affected</li> </ul>	<ul style="list-style-type: none"> <li>■ Directly affected landholders and occupiers</li> <li>■ Local residents of abutting properties</li> </ul>
Impacts to valued community assets	<ul style="list-style-type: none"> <li>■ Direct impacts to valued assets</li> <li>■ Impacts to use or experience of valued assets including specific places and the broader rural environment</li> </ul>	<ul style="list-style-type: none"> <li>■ Local and regional communities</li> </ul>
Safety	<ul style="list-style-type: none"> <li>■ Safety improvements or impacts for vehicle traffic</li> <li>■ Safety improvements or impacts for pedestrians and cyclists, particularly vulnerable groups (i.e. elderly and young children)</li> </ul>	<ul style="list-style-type: none"> <li>■ Regional and local community</li> </ul>

#### 4.2. Assessment of route options

The route options are assessed separately including consideration of both impacts and benefits for each option for each of the identified criteria. From this assessment, each option is given a **comparative** rating; low, medium or high social impact. A summary of the assessment is provided below followed by more detailed analysis. It should be noted that all of the alignments will have some level of social impact – the ratings provided have been done on a comparative basis.

Order (lowest to highest social impacts)	Alignment	Comparative Rating	Comments
1	Option A	<b>Low/Medium Social Impact</b>	<ul style="list-style-type: none"> <li>One house affected by this alignment</li> <li>Moderate amenity impacts</li> <li>No direct impact on Bulla Township</li> <li>No impacts on valued community assets</li> </ul>
2	Option C	<b>Medium Social Impact</b>	<ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> <li>Minimal impact on valued community assets</li> <li>Two houses directly affected by this alignment</li> </ul>
3	Option D	<b>Medium Social Impact</b>	<ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> <li>Minimal impact on valued community assets</li> <li>Two houses directly affected</li> </ul>
4	Option H	<b>Medium Social Impact</b>	<ul style="list-style-type: none"> <li>Two houses directly impacted in the vicinity of Somerton and Oaklands Road –</li> <li>No direct impact on Bulla Township</li> <li>Minimal impacts on valued community assets</li> </ul>
5	Option I	<b>Medium / High Social Impact</b>	<ul style="list-style-type: none"> <li>Moderate amenity impacts for rural properties</li> <li>No direct impact on Bulla Township</li> <li>Severance of some rural properties</li> <li>Two houses directly impacted</li> </ul>
6	Option B	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Visual and noise amenity impacts because alignment traverses the hill opposite Bulla Township</li> <li>Alignment would bisect heritage listed Glenara Estate and impact corner of Glen Loeman Heritage property</li> <li>Two houses affected by this alignment</li> </ul>
7	Option F-G	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Impact on Bulla township</li> <li>Direct impact on two heritage listed sites of state significance.</li> <li>Three houses/buildings directly impacted</li> </ul>
8	Option F	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs adjacent to residential areas in Bulla causing amenity impacts and loss of</li> </ul>

			<ul style="list-style-type: none"> <li>rural ambience of many houses.</li> <li>Impacts two historic sites of state significance and of value to the local community</li> <li>Three houses/buildings directly impacted</li> </ul>
9	Option G	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs through residential areas in Bulla increasing current amenity impacts</li> <li>Route through the middle of Bulla will affect local connectivity, community cohesion and valued community assets.</li> <li>One house directly impacted</li> </ul>
10	Option E	<b>High Social Impact</b>	<ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs through residential areas in Bulla increasing current amenity impacts</li> <li>Route through the middle of Bulla will affect local connectivity, community cohesion and valued community assets.</li> <li>One house directly impacted</li> </ul>

The table above outlines the comparative assessment of the options. Options E and G are considered the worst from the social perspective because there are no positives for the local community in terms of amenity improvements and the routes would effectively sever the community of Bulla. These impacts would not be offset by the improvements achieved in regional connectivity.

As a general rule, those options which would run through or close to the community of Bulla are less desirable from a social perspective. Similarly, those further away are likely to have less impact and more benefits.

Given below is a detailed assessment of each of the options which has been used to inform the above summary

#### 4.2.1. Option A

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Longer than current route through Bulla</li> <li>No improvement for Bulla residents for accessing Melbourne and Sunbury</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne</li> <li>Possibly reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> </ul>

		<ul style="list-style-type: none"> <li>■ Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>■ Possible change to current access for Loemans Road residents to Bulla Township and properties on Sunbury Road between Wildwood Road and Uniting Lane – new access road across agricultural property required north of Sunbury Road</li> <li>■ Alignment bisects Bulla-Diggers Rest Road.</li> </ul>	<ul style="list-style-type: none"> <li>■ Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>■ Improves connectivity for pedestrians and cyclists within Bulla</li> <li>■ Greater opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>■ Noise and visual impacts for local residential properties in close proximity to the alignment including those along or near Loemans Road.</li> <li>■ Noise and visual impacts from Glenara Historic homestead due to proximity of bridge spanning Deep Creek.</li> <li>■ Visual Impacts from some areas of Bulla township</li> </ul>	<ul style="list-style-type: none"> <li>■ Improves amenity of residential areas of Bulla, particularly reduced noise associated with reduced through traffic.</li> <li>■ Reduced noise, particularly from trucks going up and down the hill near the historic bridge</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>■ Proximity to several rural residential houses on or near Loemans Road.</li> <li>■ One house likely to be affected by the road alignment</li> <li>■ Severance of Agricultural Land</li> <li>■ Potential impacts for residential property at intersection with Sunbury road and new alignment (NW end).</li> <li>■ Changed access to private properties on Sunbury Road between Wildwood Road and Uniting Lane (new access road provided)</li> </ul>	<ul style="list-style-type: none"> <li>■ No direct impact on Bulla Township - alignment is well away from main township</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>■ None identified at this stage</li> </ul>	<ul style="list-style-type: none"> <li>■ Route avoids all valued community assets</li> <li>■ Does not intrude on Public Park and Recreation Zone along Deep Creek.</li> <li>■ Avoids current recreational areas along Deep Creek.</li> <li>■ Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>■ None identified at this stage</li> </ul>	<ul style="list-style-type: none"> <li>■ Safety improvements for regional community who currently need to travel through Bulla</li> <li>■ Safety improvements for community of</li> </ul>

		Bulla due to reduced through traffic, particularly for cyclists, pedestrians and vulnerable groups.
<b>Comparative Rating</b>	<b>Low/ Medium Social Impact</b> <ul style="list-style-type: none"> <li>One house affected by this alignment</li> <li>Moderate amenity impacts</li> <li>No direct impact on Bulla Township</li> <li>No impacts on valued community assets</li> </ul>	

#### 4.2.2. Option B

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Longer than current route through Bulla (but shorter than Option A)</li> <li>No improvement for Bulla residents for accessing Melbourne and Sunbury</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne</li> <li>Possibly reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> <li>Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Possible change to current access for Loemans Road residents to Bulla Township.</li> <li>Change to current access for properties on Sunbury Road between Wildwood Road and Uniting Lane - new access road across agricultural property required north of Sunbury Road</li> <li>Alignment bisects Bulla-Diggers Rest Road.</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Improves connectivity for pedestrians and cyclists within Bulla</li> <li>Greater opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Noise and visual impacts for local residential properties in close proximity to the alignment including those in Glenara Drive and along or near Loemans Road.</li> <li>Noise and visual impacts from Glenara Historic homestead due to proximity of bridge spanning Deep Creek.</li> <li>Likely to be significant visual Impacts from several areas of Bulla township, because the alignment will cut into the hillside.</li> <li>Potential noise spillage for residents of</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity of residential areas of Bulla, particularly reduced noise associated with reduced through traffic.</li> <li>Reduced noise, particularly from trucks going up and down the hill near the historic bridge</li> </ul>

	<p>southern Bulla because of hillside location of the alignment</p> <ul style="list-style-type: none"> <li>Two houses potentially affected by this alignment</li> </ul>	
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Proximity to several rural residential houses on or near Loemans Road.</li> <li>Severance of Agricultural Land</li> <li>Potential impacts for residential property at intersection with Sunbury road and new alignment</li> <li>Changed access to private properties on Sunbury Road between Wildwood Road and Uniting Lane</li> </ul>	<ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Alignment would bisect heritage listed Glenara estate and be in close proximity to the gate house.</li> <li>Corner of Glen Loeman Heritage site impacted.</li> </ul>	<ul style="list-style-type: none"> <li>Does not intrude on Public Park and Recreation Zone along Deep Creek.</li> <li>Avoids current recreational areas along Deep Creek.</li> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of Bulla due to reduced through traffic, particularly for cyclists, pedestrians and vulnerable groups.</li> </ul>
<b>Comparative Rating</b>	<p><b>High Social Impact</b></p> <ul style="list-style-type: none"> <li>Visual and noise amenity impacts because alignment traverses the hill opposite Bulla Township</li> <li>Alignment would bisect heritage listed Glenara Estate and impact corner of Glen Loeman Heritage property</li> <li>Two houses affected by this alignment</li> </ul>	

#### 4.2.3. Option C

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Longer than current route through Bulla</li> <li>No improvement for Bulla residents accessing Melbourne and Sunbury</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne</li> <li>Possibly reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> <li>Avoids current circuitous route through Bulla – (if chosen by motorists instead</li> </ul>

		<ul style="list-style-type: none"> <li>of shorter route through Bulla)</li> <li>Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Potentially altered access for some residents along Somerton Road, Green St and Oaklands Road (Bisects Cemetery Lane and Oaklands Road changing access to the Cemetery, Calabria Club and Woodland Historic Park).</li> <li>Potential severance for community on either side of Somerton Road.</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Route is totally outside the existing Bulla Township</li> <li>Improves connectivity for pedestrians and cyclists within Bulla</li> <li>Greater opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Amenity impacts for some rural properties north of Bulla Township</li> <li>Noise impacts for residents along Somerton and Oaklands Road</li> <li>Proximity to front paddocks of Woodlands Historic Park- potential noise and visual impacts</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity of residential areas of Bulla, particularly reduced noise associated with reduced through traffic because the route is outside Bulla Township.</li> <li>Reduced noise, particularly from trucks going up and down the hill near the historic bridge.</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Potential impact on property on western bank of Deep Creek (note: nature of property is not clear.)</li> <li>Impacts to properties on north side of Somerton Road, between Wildwood Road and Oaklands Road due to road widening. Access across Somerton Road at Wildwood Road needs re-instatement</li> <li>Two houses affected by this alignment in vicinity of Oaklands Road, south of Somerton Road – new access arrangements required in this area</li> <li>Severance of Agricultural Land including a horse training circuit south of Somerton Road.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Altered access to Woodlands Historic Park near Oaklands Road</li> </ul>	<ul style="list-style-type: none"> <li>Does not intrude on Public Park and Recreation Zone along Deep Creek.</li> <li>Avoids current recreational areas along Deep Creek.</li> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>

<b>Safety</b>	<ul style="list-style-type: none"> <li>Increased traffic on Somerton Road may have safety implications for residents entering and exiting their properties</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of Bulla due to reduced through traffic, particularly for cyclists, pedestrians and vulnerable groups.</li> </ul>
<b>Comparative Rating</b>	<p><b>Medium Social Impact</b></p> <ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> <li>Minimal impact on valued community assets</li> <li>Two houses directly affected by this alignment</li> </ul>	

#### 4.2.4. Option D (Very similar to Option C)

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Longer than current route through Bulla</li> <li>No improvement for Bulla residents accessing Melbourne and Sunbury</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne</li> <li>Possibly reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> <li>Avoids current circuitous route through Bulla – (if chosen by motorists instead of shorter route through Bulla)</li> <li>Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Potentially altered access for some residents along Somerton Road and Green St and Oaklands Road. (Bisects Cemetery Lane and Oaklands Road changing access to the Cemetery, Calabria Club and Woodland Historic Park).</li> <li>Potential severance for community on either side of Somerton Road.</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Route is completely outside Bulla township</li> <li>Improves connectivity for pedestrians and cyclists and vulnerable groups within Bulla</li> <li>Greater opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Amenity impacts for some rural properties north of Bulla Township</li> <li>Noise impacts for residents along Somerton and Oaklands Road</li> <li>Proximity to front paddocks of Woodlands Historic Park- potential noise and visual impacts</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity of residential areas of Bulla, particularly reduced noise associated with reduced through traffic because the route is outside Bulla Township.</li> <li>Reduced noise, particularly from trucks going up and down the hill near</li> </ul>



	<ul style="list-style-type: none"> <li>Some visual impacts because alignment traverses steep section of western bank of Deep Creek.</li> </ul>	the historic bridge.
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Potential impact on property on western bank of Deep Creek (note: nature of property is not clear.)</li> <li>Impacts to properties on north side of Somerton Road, between Wildwood Road and Oaklands Road due to road widening. Access across Somerton Road at Wildwood Road needs re-instatement</li> <li>Two houses affected by this alignment in vicinity of Oaklands Road, south of Somerton Road – new access arrangements required in this area</li> <li>Severance of Agricultural Land including a horse training circuit south of Somerton Road. .</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Altered access to Woodlands Historic Park near Oaklands Road</li> </ul>	<ul style="list-style-type: none"> <li>Does not intrude on Public Park and Recreation Zone along Deep Creek.</li> <li>Avoids current recreational areas along Deep Creek.</li> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increased traffic on Somerton Road may have safety implications for residents entering and exiting their properties</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of Bulla due to reduced through traffic, particularly for cyclists, pedestrians and vulnerable groups.</li> </ul>
<b>Comparative Rating</b>	<p><b>Medium Social Impact</b></p> <ul style="list-style-type: none"> <li>No direct impact on Bulla Township</li> <li>Minimal impact on valued community assets</li> <li>Two houses directly affected</li> </ul>	

#### 4.2.5. Option E

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional</b>	<ul style="list-style-type: none"> <li>Does not separate local and through traffic, local traffic will continue to mix</li> </ul>	<ul style="list-style-type: none"> <li>Some benefit for Bulla residents for accessing Melbourne and Sunbury</li> </ul>

<b>Connectivity</b>	with through traffic.	<p>because an upgraded route will be accessible in both directions from central Bulla.</p> <ul style="list-style-type: none"> <li>■ Some improvement to connectivity between Sunbury and Melbourne by providing an upgraded route.</li> <li>■ Avoids current bridge crossing and associated hills</li> <li>■ Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>■ New route would further reinforce barrier effect of current Bulla Road through the middle of Bulla reducing local connectivity.</li> <li>■ Reduces opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> <li>■ Potential for changed access arrangements at Loemans Road/ Sunbury road Interchange</li> <li>■ Access may be affected for heritage listed school property</li> <li>■ Severance impacts for Creasy Court Community</li> </ul>	<ul style="list-style-type: none"> <li>■ None identified at this stage</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>■ Visual impacts for residents located in the vicinity of the historic bridge and deep creek, and all residents in southern Bulla who currently enjoy views into the Deep Creek Valley.</li> <li>■ Residents in the vicinity of School lane and Trap St would now be located between two main roads.</li> <li>■ Traffic moving faster through central Bulla may increase noise for nearby residents</li> </ul>	<ul style="list-style-type: none"> <li>■ None identified at this stage</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>■ Direct private property impacts to one house on Creasy Court</li> <li>■ One house directly affected on Creasy Court.</li> <li>■ Faster moving and larger traffic volumes outside houses on Bulla Road.</li> <li>■ Altered access for properties on Sunbury Road between Wildwood Road and Uniting Lane.</li> </ul>	<ul style="list-style-type: none"> <li>■ None identified at this stage</li> </ul>

<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Reinforces barriers to potential enhancement of historic assets in central Bulla</li> <li>Potential impacts on environmental ambience and assets along Deep Creek.</li> <li>Impacts on War Memorial near roundabout on Bulla Road in central Bulla.</li> <li>Affects corner of historic property on School Lane</li> </ul>	<ul style="list-style-type: none"> <li>Avoids Glenara Estate</li> <li>Does not interrupt views across Deep Creek for residents south of Bulla Rd.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increased traffic speeds and volumes in Bulla Township may reduce safety for cyclists, pedestrians and vulnerable groups despite plans for traffic signals and pedestrian lights.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Comparative Rating</b>	<p><b>High Social Impact</b></p> <ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs through residential areas in Bulla increasing current amenity impacts</li> <li>Route through the middle of Bulla will affect local connectivity, community cohesion and valued community assets.</li> <li>One house directly impacted</li> </ul>	

#### 4.2.6. Option F

<b>Criteria</b>	<b>Potential Social Impacts</b>	<b>Potential Social Benefits</b>
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>No improvement for Bulla residents for accessing Melbourne and Sunbury</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne by providing a direct route.</li> <li>Will provide reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> <li>Improved route to Sunbury and Melbourne for Bulla residents</li> <li>Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Potential for changed access arrangements at Loemans Road/ Sunbury road Interchange</li> <li>Access may be affected for historic school property in School Lane</li> <li>Access to Glenara Estate and property at end of Coghill St may be changed</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Improves connectivity for pedestrians and cyclists within Bulla</li> <li>Greater opportunities for town planning initiatives to enhance Bulla</li> </ul>

	affecting local connectivity.	town centre
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Visual impacts for residents located in the vicinity of the historic bridge and Deep Creek associated with the large bridge structure</li> <li>All residents in southern Bulla who currently enjoy views into the Deep Creek Valley will be very close to the new alignment</li> <li>Residents in the vicinity of School Lane and Trap St would now be located between two main roads.</li> <li>Noise impacts for residents around School Lane, Trap Street and other areas south of Bulla Road as the alignment runs adjacent to residential areas of Bulla.</li> <li>Alignment runs adjacent to Creasy Court community</li> <li>Loss of rural ambience for residents of southern Bulla adjacent to Deep Creek.</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity for some residential areas of Bulla which are located close to the existing Bulla Road.</li> <li>Reduced noise, particularly from trucks going up and down the hill near the historic bridge</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Severance of Agricultural Land</li> <li>Several areas of Bulla Township located in close proximity to the alignment, including several recently constructed large houses.</li> <li>Three houses/buildings directly impacted</li> <li>Altered access for properties on Sunbury Road between Wildwood Road and Uniting Lane - new access road through agricultural land to the north required.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Affects corner of historic property on School Lane</li> <li>Crosses recreational area adjacent to Deep Creek zoned as Public Park Recreation Zone</li> <li>Potential impacts to environmental ambience and assets along Deep Creek.</li> <li>Creation of perceived and actual barrier between community of Bulla and Deep Creek Valley.</li> <li>Traverses the corner of Glenara Historic Estate</li> </ul>	<ul style="list-style-type: none"> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>

<b>Safety</b>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of Bulla due to reduced through traffic, particularly for cyclists, pedestrians and vulnerable groups.</li> </ul>
<b>Comparative Rating</b>	<p><b>High Social Impact</b></p> <ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs adjacent to residential areas in Bulla causing amenity impacts and loss of rural ambience of many houses.</li> <li>Impacts two historic sites of state significance and of value to the local community</li> <li>Three houses/buildings directly impacted</li> </ul>	

#### 4.2.7. Option G (similar to Option E)

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Does not separate local and through traffic, local traffic will continue to mix with through traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Some benefit for Bulla residents for accessing Melbourne and Sunbury because upgraded route will be accessible in both directions from central Bulla.</li> <li>Some improvement to connectivity between Sunbury and Melbourne by providing an upgraded route.</li> <li>Avoids current bridge crossing and associated hills</li> <li>Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>New route would further reinforce barrier effect of current Bulla Road through the middle of Bulla reducing local connectivity.</li> <li>Reduces opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> <li>Potential for changed access arrangements at Loemans Road/ Sunbury road Interchange</li> <li>Access may be affected for heritage listed school property</li> <li>Severance impacts for Creasy Court</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>

	Community	
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Visual impacts for residents located in the vicinity of the historic bridge and Deep Creek, and all residents in southern Bulla who currently enjoy views into the Deep Creek Valley.</li> <li>Residents in the vicinity of School Lane and Trap St would now be located between two main roads.</li> <li>Traffic moving faster through central Bulla may increase noise for nearby residents</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Direct private property impacts to one house on Creasy Court</li> <li>One house directly impacted on Creasy Court</li> <li>Faster moving and larger traffic volumes outside houses on Bulla Road.</li> <li>Altered access for properties on Sunbury Road between Wildwood Road and Uniting Lane.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Reinforces barriers to potential enhancement of historic assets in central Bulla.</li> <li>Potential impacts to environmental ambience and assets along Deep Creek.</li> <li>Impacts on War Memorial near roundabout on Bulla Road in central Bulla.</li> <li>Impacts on historic Gilbert Alston cottage- Bulla Road</li> </ul>	<ul style="list-style-type: none"> <li>Does not interrupt views across Deep Creek for residents south of Bulla Rd.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increased traffic speeds in Bulla Township may reduce safety for cyclists, pedestrians and vulnerable groups despite plans for traffic signals and pedestrian lights.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Comparative Rating</b>	<p><b>High Social Impact</b></p> <ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Alignment runs through residential areas in Bulla increasing current amenity impacts</li> <li>Route through the middle of Bulla will affect local connectivity, community cohesion and valued community assets.</li> <li>One house directly impacted</li> </ul>	

#### 4.2.8. Option F- G

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>No improvement for Bulla residents for accessing Melbourne and Sunbury</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne by providing a direct route.</li> <li>Will provide reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> <li>Better regional connectivity for Bulla residents and broader community because of potential connection to future OMR.</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Bisects Loemans Road thereby potentially affecting local connectivity for Loemans Road residents.</li> <li>Access may be affected for historic school property in School Lane</li> <li>Access to Glenara Estate and property at end of Coghill St may be changed affecting local connectivity.</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Improves connectivity for pedestrians and cyclist and vulnerable groups within Bulla</li> <li>Greater opportunities for town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Visual impacts for residents located in the vicinity of the historic bridge and deep creek, and all residents in southern Bulla who currently enjoy views into the Deep Creek Valley.</li> <li>Residents in the vicinity of School lane and Trap St would now be located between two main roads.</li> <li>Noise impacts for residents around School Lane, Trap Street and south of Bulla Road.</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity for some residential areas of Bulla.</li> <li>Reduced noise, particularly from trucks going up and down the hill near the historic</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Severance of Agricultural Land</li> <li>Several areas of Bulla Township located in close proximity to the alignment, including several recently constructed large houses.</li> <li>Three houses/buildings directly impacted</li> <li>Altered access for properties on Sunbury Road between Wildwood Road and Uniting Lane.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued</b>	<ul style="list-style-type: none"> <li>Bisects historic property on school lane</li> <li>Traverse corner of the Heritage listed</li> </ul>	<ul style="list-style-type: none"> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic</li> </ul>

<b>community assets</b>	<ul style="list-style-type: none"> <li>Glenara Estate.</li> <li>Crosses recreational area adjacent to deep creek zoned as Public Park Recreation Zone</li> <li>Potential impacts to environmental assets along Deep Creek.</li> </ul>	bridge.
<b>Safety</b>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of Bulla due to reduced through traffic, particularly for cyclists, pedestrians and vulnerable groups.</li> </ul>
<b>Comparative Rating</b>	<p><b>High Social Impact</b></p> <ul style="list-style-type: none"> <li>Impact on Deep Creek and environs</li> <li>Impact on Bulla township</li> <li>Direct impact on two heritage listed sites of state significance.</li> <li>Three houses/buildings directly impacted</li> </ul>	

#### 4.2.9. Option H

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Longer than current route through Bulla</li> <li>No improvement for Bulla residents accessing Melbourne and Sunbury</li> <li>Not possible to directly connect with future OMR</li> </ul>	<ul style="list-style-type: none"> <li>Improves connectivity between Sunbury and Melbourne</li> <li>Possibly reduced travel time</li> <li>Avoids current circuitous route through Bulla</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Bisects Batey Court potentially affecting local connectivity for residents.</li> <li>Potentially altered access for some residents along Somerton and Oaklands Roads – new access provisions at Wildwood/ Somerton Road intersection and for some properties along Uniting Lane and Oaklands Road (Bisects Cemetery Lane and Oaklands Road changing access to the Cemetery, Calabria Club and Woodland Historic Park).</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Completely avoids Bulla township</li> <li>Improves connectivity for pedestrians and cyclist within Bulla</li> <li>Greater opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity</b>	<ul style="list-style-type: none"> <li>Amenity impacts for some rural properties north of Bulla Township</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity of residential areas of Bulla, particularly reduced noise</li> </ul>



<b>Impacts</b>	<ul style="list-style-type: none"> <li>Noise impacts for residents along Somerton and Oaklands Road</li> <li>Potentially significant visual impact for historic property on Green Street due to large structure spanning Deep Creek, potentially also in same area as OMR crossing.</li> <li>Proximity to front paddocks of Woodlands Historic Park- potential noise and visual impacts</li> </ul>	<ul style="list-style-type: none"> <li>associated with reduced through traffic.</li> <li>Reduced noise, particularly from trucks going up and down the hill near the historic bridge</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Severance of Agricultural Land between Deep Creek and Somerton road</li> <li>Impacts to properties on north side of Somerton Road, between Wildwood and Oaklands Roads due to road widening. Access across Somerton Road at Wildwood Road needs re-instatement</li> <li>Two houses affected by this alignment in vicinity of Oaklands Road, south of Somerton Road – new access arrangements required in this area</li> <li>Severance of Agricultural Land including a horse training circuit south of Somerton Road.</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Altered access to Woodlands Historic Park near Oaklands Road</li> </ul>	<ul style="list-style-type: none"> <li>Does not intrude on Public Park and Recreation Zone along Deep Creek.</li> <li>Avoids current recreational areas along Deep Creek.</li> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Increased traffic on Somerton and Oakland Roads identified at this stage may have safety implications for residents entering and exiting their properties</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of Bulla due to reduce through traffic, particularly for cyclists, pedestrians and vulnerable groups.</li> </ul>
<b>Comparative Rating</b>	<p><b>Medium Social Impact</b></p> <ul style="list-style-type: none"> <li>Two houses directly impacted in the vicinity of Somerton and Oaklands Road –</li> <li>No direct impact on Bulla Township</li> <li>Minimal impacts on valued community assets</li> </ul>	

#### 4.2.10. Option I

Criteria	Potential Social Impacts	Potential Social Benefits
<b>Regional Connectivity</b>	<ul style="list-style-type: none"> <li>Indirect route between Sunbury and Melbourne, with no improvements for Bulla township residents</li> <li>May increase travel time thereby making it less attractive as a bypass of Bulla Township.</li> <li>Interim solution - can only function well in conjunction with OMR</li> </ul>	<ul style="list-style-type: none"> <li>Avoids current circuitous route through Bulla – (if chosen instead of shorter route through Bulla)</li> <li>Better regional connectivity for Bulla residents and broader community following construction of OMR</li> </ul>
<b>Local Connectivity</b>	<ul style="list-style-type: none"> <li>Potentially altered access for some residents north of Somerton road</li> <li>Altered access to properties in the vicinity of Uniting lane and Oaklands Road (Bisects Cemetery Lane and Oakland Road changing access to the Cemetery, Calabria Club and Woodland Historic Park).</li> </ul>	<ul style="list-style-type: none"> <li>Removes through traffic from Bulla, improving internal connectivity and reducing current severance issues</li> <li>Improves connectivity for pedestrians and cyclist within Bulla</li> <li>Greater opportunities for community cohesion and town planning initiatives to enhance Bulla town centre</li> </ul>
<b>Amenity Impacts</b>	<ul style="list-style-type: none"> <li>Some noise and visual amenity impacts for some rural properties along alignment particularly associated with the long bridge over Deep Creek (OMR southern carriageway).</li> </ul>	<ul style="list-style-type: none"> <li>Improves amenity of residential areas of Bulla, particularly reduced noise associated with reduced through traffic.</li> <li>Reduced noise, particularly from trucks going up and down the hill near the historic bridge</li> </ul>
<b>Impacts to private property owners and occupiers</b>	<ul style="list-style-type: none"> <li>Severance of Agricultural Land including a horse training circuit</li> <li>Two houses affected by this alignment in vicinity of Oaklands Road, south of Somerton Road – new access arrangements required in this area</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this stage</li> </ul>
<b>Impacts to Valued community assets</b>	<ul style="list-style-type: none"> <li>Altered access to Woodlands Historic Park</li> </ul>	<ul style="list-style-type: none"> <li>Does not intrude on Public Park and Recreation Zone along Deep Creek.</li> <li>Avoids current recreational areas along Deep Creek.</li> <li>Removes barriers to potential enhancement of historic assets in central Bulla and around the historic bridge.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Potential for perceived safety impact for rural properties entering and exiting their properties onto the new road.</li> </ul>	<ul style="list-style-type: none"> <li>Safety improvements for regional community who currently need to travel through Bulla</li> <li>Safety improvement for community of</li> </ul>

		Bulla due to reduce through traffic, particularly for cyclists, pedestrians and vulnerable groups.
<b>Comparative Rating</b>	<b>Medium/High Social Impact</b> <ul style="list-style-type: none"> <li>■ Moderate amenity impacts for rural properties</li> <li>■ No direct impact on Bulla Township</li> <li>■ Severance of some rural properties</li> <li>■ Two houses directly impacted</li> </ul>	

## 5. Mitigation measures

The following mitigation measures are suggested to reduce the severity of social impacts on specific landholders and the broader Bulla community both during and after construction of the preferred alignment and to maximise any potential social benefits. The precise detail of the mitigation measures will vary according to the characteristics and location of the chosen route. For example attention to urban design, noise mitigation and local accessibility including pedestrian safety will be important for routes located close to Bulla Township whereas for routes further out, attention should focus on minimising impacts on rural properties and on implementing appropriate landscaping.

- Once a preferred alignment has been selected, develop a community consultation and communications strategy to ensure that the community has a good understanding of the decision making process and how they can influence the details of the design
- Active communication with directly affected landholders as soon as the preferred alignment has been selected so that the final design minimises specific landholder impacts.
- Active consultation with local council to ensure that any opportunities for parallel improvements in the local area are realised and to ensure that urban design principles consistent with local council aspirations are implemented
- Minimise impacts on houses- either directly through acquisition or indirectly through proximity impacts
- Minimise impacts on agricultural properties in the final design of the preferred alignment and ensure that any new access arrangements that may be required in the long term have the best outcomes for local residents
- Ensure that noise attenuation measures are implemented to reduce noise for nearby residences as far as possible
- Minimise impacts on valued assets, especially important views, historic properties and recreation areas e.g. along Deep Creek and Woodlands Park.
- Implement landscaping and screen planting where appropriate to minimise impacts of structures on significant views
- During construction, consult with land holders to minimise inconveniences that may be associated with property access and day to day farming and /or household activities

## 6. References

[http://en.wikipedia.org/wiki/Bulla,\\_Victoria](http://en.wikipedia.org/wiki/Bulla,_Victoria)

[http://www.onlymelbourne.com.au/melbourne\\_details.php?id=20673](http://www.onlymelbourne.com.au/melbourne_details.php?id=20673)

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Hume City Council – Population and Housing Forecasts (2010)

ABS – Census of Population – 2006

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George Ward Consulting – OMR Link to Tullamarine Airport and Bulla Bypass- Desk Top Assessment of Land Use issues- for VicRoads