



## VicRoads

### Western Highway Project: Section 2 - Beaufort to Ararat Planning and Land Use Impact Assessment

August 2012



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1. *Has been prepared by GHD Pty Ltd ("GHD") for VicRoads;*
2. *May only be used for the purpose of informing the Environment Effects Statement and Planning Scheme Amendment for the Western Highway Project, Section 2- Beaufort to Ararat (and must not be used for any other purpose); and*
3. *May be provided to the Department of Planning and Community Development for the purpose of public exhibition as part of the Environment Effects Statement and Planning Scheme Amendment for the Western Highway Project, Section 2- Beaufort to Ararat Project.*

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*The opinions, conclusions and any recommendations in this Report are based on assumptions made by GHD when undertaking services and preparing the Report ("Assumptions"), as specified in section '4. Methodology' and throughout this Report.*

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## Definitions

AMP	Access Management Policy
CEMP	Contractor Environment Management Plan- provides specific environmental controls to be complied with in response to the Environment Management Plan
Ch	Chainage
EMP	Environment Management Plan- provides additional environmental controls over and above the VicRoads Contract Shell
LESPPS	Local Environment Sustainability Priority Statement
PSA	Planning Scheme Amendment
Sub-minimal lot	An allotment which is below the minimum lot size
VicRoads Contract Shell	Document that provides standard environmental controls to be complied with



## Executive Summary

VicRoads is progressively upgrading the Western Highway as a four-lane divided highway between Ballarat and Stawell (Western Highway Project). The Western Highway Project consists of three sections, to be constructed in stages. Section 2 (Beaufort to Ararat) of the Western Highway Project (the Project) is the subject of this report.

On 27 October 2010, the Victorian Minister for Planning advised that an Environmental Effects Statement (EES) would be required to identify the anticipated environmental effects of the Project. GHD has been commissioned by VicRoads to undertake a Planning and Land Use impact assessment for part of the Project as part of the EES.

Following a multi-criteria assessment of numerous potential alignment options, VicRoads selected an alignment for the Project which was subjected to the risk and impact assessment presented in this report. The Alignment Options (identified as Option 1, Option 2 and Option 3) were subject to the risk and impact assessment presented in this report. The Alignment Options are outlined in Section 6.1 of this report.

This report, together with other technical reports prepared by GHD and other consultants as part of the EES, will inform VicRoads' selection of the preferred and alternate alignment for the Project from the three Alignment Options. VicRoads' preferred and alternate alignment for the Project will be documented in the EES.

The EES scoping requirements for the Planning and Land Use impact assessment of the Project are detailed in section 2 of this report. In summary, they require identification of any likely adverse effects of the project on existing and potential future land use in the vicinity of the project, as well as proposed measures for addressing those effects and identification of appropriate planning controls to address these impacts.

The impact assessment undertaken by GHD involved assessment and review of the Pyrenees and Ararat Planning Schemes, relevant legislation, land titles, major physical infrastructure, detailed site inspections and several discussions with Council planning officers to determine any current or future planning implications as a result of the Project in order to determine the potential impacts on Planning and Land use.

In summary, the assessment identified the following potential impacts and risk:

- ▶ Potential for short and long term amenity impacts whilst the construction of the new road is being undertaken;
- ▶ Potential for the creation of smaller, isolated allotment in the short term which could be subject to redevelopment pressure;
- ▶ Potential for longer term benefit for the Buangor township due to the diversion of freight and other vehicles out of the town centre and therefore improving the safety and amenity of the town;
- ▶ Potential for Buangor to become a more attractive town within the Ararat Shire;
- ▶ Potential for longer term benefit for the economy and tourism in the area due to improved accessibility following the duplication of the highway; and



- Potential for reduction in longer term economic viability for allotments which have been subject to acquisition.

The Planning and Land Use Impact Assessment has considered these impacts of all three options within Section 2. The assessment concludes that the Project as a whole would not result in any significant inconsistency with planning policy, and would not result in any broad change of land use within the project area, noting that there are some areas whereby severed parcels of land could be considered for consolidation with adjoining lots, or for further development as a result of land acquisition for the Project. Overall the direct property impacts would generally be localised and site specific. Land use and planning related issues would be generally short term and construction related, such as impacts on utility services and temporary amenity impacts associated with noise and dust emissions, which would be appropriately managed through the implementation of a Construction Environmental Management Plan (CEMP).

In terms of farming operations, the agricultural productivity of the surrounding properties is unlikely to be significantly adversely affected by the land acquisition required for the Project. Mitigation measures such as reinstatement of existing property infrastructure, structures, drainage and access should protect ongoing farming operations. Land acquisition impacts on individual land holdings are minimised as each option typically extends adjacent to existing boundaries or fence lines. Compensation for severance and land acquisition impacts would be provided where appropriate consistent with the *Land Acquisition and Compensation Act 1986*, which provides for the payment of compensation. On balance, Option 2 has the least land severance impacts due to the alignment primarily extending along property boundaries adjacent to the existing highway and the railway line. Therefore, Option 2 is considered to have least impact on the ongoing viability of the land for farming purposes. Whilst there would be temporary construction impacts, land severance allows for alternate access arrangements or consolidation with adjoining allotments.

# 1. Introduction

This report provides the specialist planning and land use assessment for the Environment Effects Statement (EES) for the Western Highway Project: Section 2 (Beaufort to Ararat).

This report includes an overview of the project area and its environs and the land use conditions of the study area of the proposed Western Highway Project. The planning legislation, including the relevant State and local policies and controls is set out in the Pyrenees and Ararat Planning Schemes and the relevant considerations under the *Planning and Environment Act 1987* are described. In addition, this report responds to the EES Scoping Requirements, is informed by consideration of the existing conditions and applies a methodology for risk and impact assessment.

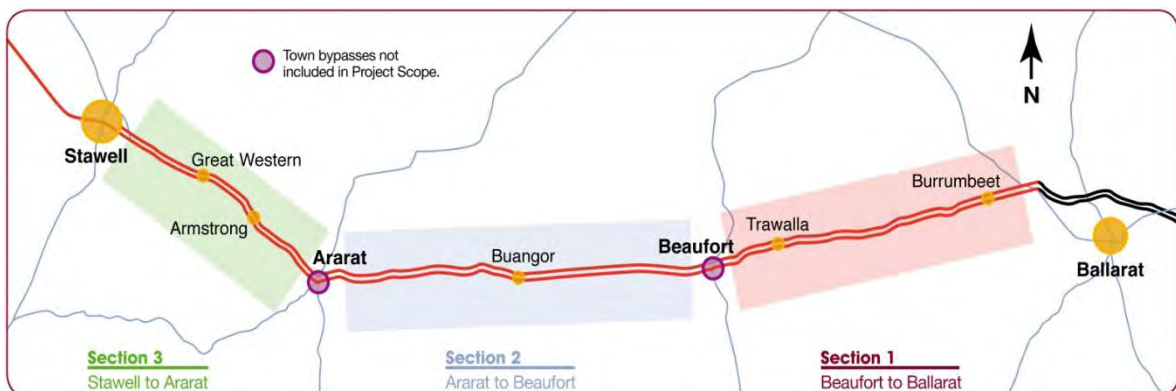
## 1.1 Background & Project Description

The Western Highway (A8) is being progressively upgraded as a four-lane divided highway for approximately 110km between Ballarat and Stawell. As the principal road link between Melbourne and Adelaide, the Western Highway serves interstate trade between Victoria and South Australia and is the key corridor through Victoria's west, supporting farming, grain production, tourism and a range of manufacturing and service activities. Currently, more than 5500 vehicles travel on the highway west of Ballarat each day, including 1500 trucks.

The Western Highway Project consists of three stages, illustrated in Figure 1:

- ▶ Section 1: Ballarat to Beaufort;
- ▶ Section 2: Beaufort to Ararat; and
- ▶ Section 3: Ararat to Stawell.

**Figure 1: The Western Highway Project**



Works on an initial 8km section between Ballarat and Burrumbeet (Section 1A) commenced in April 2010 and will be completed in 2012. Construction for Section 1B (Burrumbeet to Beaufort) commenced in early 2012 and is expected to be completed by June 2014. Separate Environment Effects Statements (EESs) and Planning Scheme Amendments (PSAs) are being prepared for both Section 2 (Beaufort to Ararat) and Section 3 (Ararat to Stawell). Sections 2 and 3 are scheduled to be completed and opened in stages through to 2016 subject to future funding.

**Section 2** of the Project area commences west of the railway crossing at Beaufort and physical works commence at McKinnon Lane, and extends for a distance of approximately 38km to Heath Street, Ararat.





**Section 3** commences at Pollards Lane, Ararat and extends for approximately 24km to Gilchrist Road, Stawell.

The EES for Section 2 will assess the proposed upgrade of the Western Highway between Beaufort and Ararat to a duplicated highway standard complying with the road category 1 (freeway) of VicRoads Access Management Policy (AMP1). The project includes a duplicated road to allow for two lanes in each direction separated by a central median.

To date \$505 million has been committed for the Western Highway upgrade by the Victorian Government and the Australian Government as part of the Nation Building Program.

Highway improvements for the three sections between Ballarat and Stawell will involve:

- Constructing two new traffic lanes adjacent to the existing highway, separated by a central median;
- Converting the existing highway carriageway to carry two traffic lanes in the each direction; and
- Constructing sections of new four-lane divided highway on a new alignment.

In addition to separating the traffic lanes, highway safety would be improved with sealed road shoulders, safety barriers, protected turning lanes, intersection improvements, and service lanes for local access at some locations.

Town bypasses of Beaufort and Ararat are not included in the current proposals. Beyond Stawell to the Victorian border, ongoing Western Highway improvements would continue with shoulder sealing works, new passing lanes and road surface improvements.

The aims/objectives of this Project are to:

- Provide safer conditions for all road users by:
  - Reducing the incidence of head-on and run-off-road crashes;
  - Improving safety at intersections; and
  - Improving safety of access to adjoining properties.
- Improve efficiency of freight by designing for High Productivity Freight Vehicles;
- Provide adequate & improved rest areas; and
- Locate alignment to allow for possible future bypasses of Beaufort and Ararat.

## **1.2 Section 2 Project and Study Areas**

### **1.2.1 Project Area**

The project area was defined for the purposes of characterising the existing conditions for the Project, and to consider alignment alternatives. The project area encompasses a corridor extending up to 1.5km either side (north and south) of the edge of the current Western Highway road reserve (encompassing the extent of new alignment possibilities).

### **1.2.2 Section 2 Study Area**

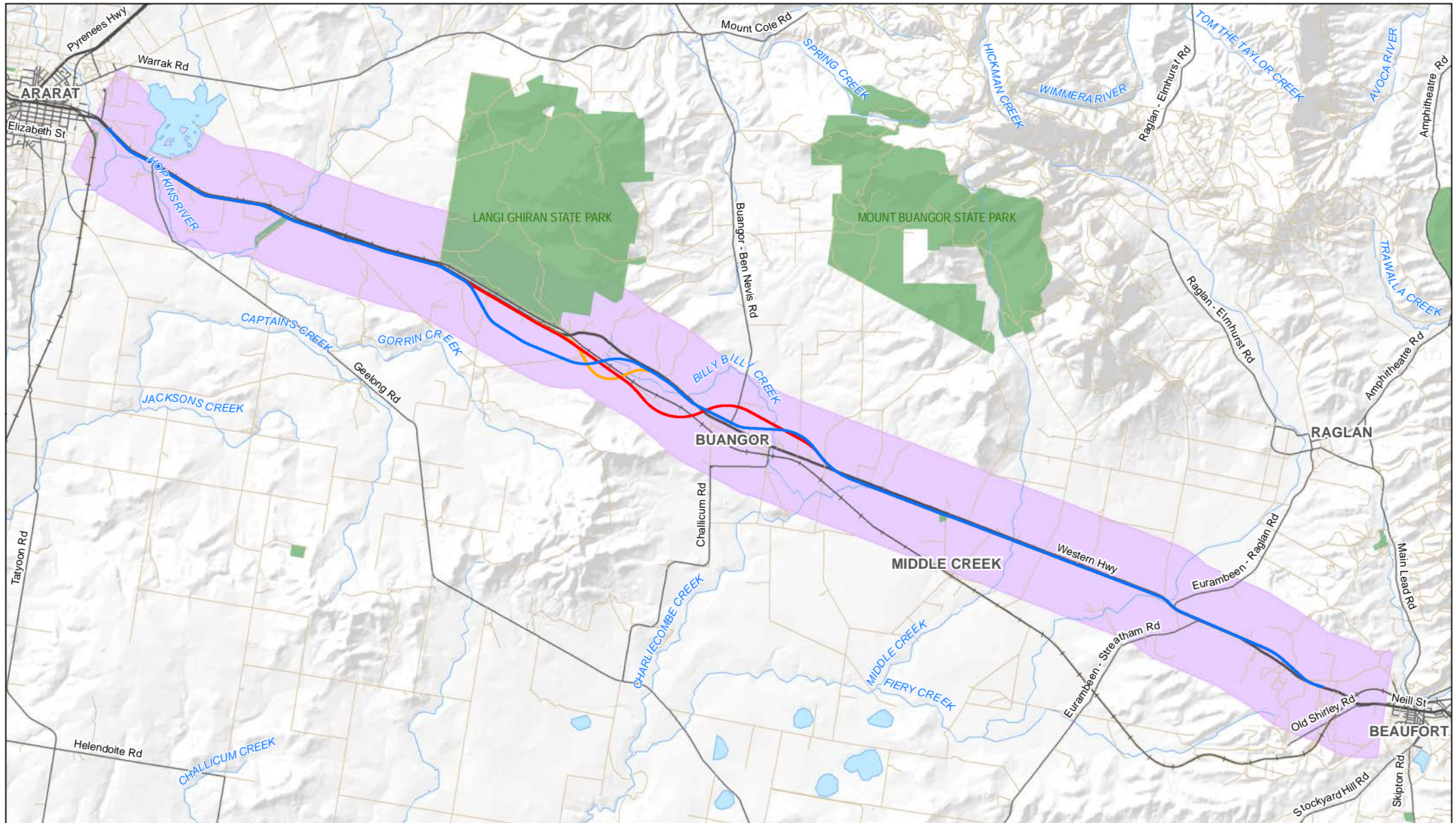
The study area, for the purposes of this Planning and Land Use Assessment encompasses the same extent as the project area, extending 1.5km either side (north and south) of the edge of the proposed



road reserve (encompassing the extent of all new options alignments). The study area is shown in Figure 2.

### **1.2.3 Proposed Alignment**

A multi-criteria assessment of alignment options was conducted, using information from the existing conditions assessment. The outcome was the selection of three options to take forward to the risk and impact assessment presented in this report. These three alignments are described in Section 6.1. This report informs the selection of a preferred alignment from these three alignment options, which is identified and explained in Chapter 5 of the EES,

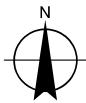


Paper Size A4

0 0.5 1 2 3 4 5

Kilometres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Option 1
- Option 2
- Option 3
- Study Area
- Highway
- Sealed road (arterial & local)
- Unsealed road



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Beaufort to Ararat  
Study Area

Job Number	31-27558
Revision	B
Date	22 Aug 2012

Figure 2

G:\3127558\GIS\Maps\Deliverables\Stage 2\RISK AND IMPACT ASSESSMENT\03\_PLANNING\3127558\_S2\_001\_Study\_Area\_A4L.mxd

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## 2. EES Scoping Requirements

### 2.1 EES Objectives

For the Planning and Land Use aspects of the Western Highway Project, Section 2 (Beaufort to Ararat), the relevant evaluation objective outlined in the EES Scoping Requirements is:

- ▶ *“To avoid or minimise disruption and other adverse effects on infrastructure, land use (including agriculture) and households, as well as road users resulting from the construction and operation of the highway duplication.”*

### 2.2 EES Scoping Requirements

The EES Scoping Requirements specify the scope of the land use assessment as follows:

*“The EES should identify any likely adverse effects of the project on existing and potential future land use in the vicinity of the project, as well as proposed measures for addressing those effects. In particular the assessment of the EES needs to:*

- ▶ *Characterise the project area in terms of land use (existing and likely), zoning and public infrastructure that support current patterns of economic and social activity;*
- ▶ *Describe the consistency of the proposed works and relevant alternatives with the provisions of the planning schemes and other relevant planning strategies. The EES should include an analysis of the proposed works and relevant alternatives against relevant planning scheme provisions, which highlights potential project implications in light of the relevant provisions;*
- ▶ *Identify potential long- term and short-term effects of the project on existing and potential future land uses either in the vicinity of the upgraded road or connected to it by the regional network (including induced development). Attention should be given to potential effects of the project on residential uses, agricultural uses including vineyards, wind farm infrastructure, the Ararat-Ballarat railway;*
- ▶ *Identify measures to avoid, mitigate and manage any potential adverse land use effects; and*
- ▶ *Assess the likely residual effects of the project on existing and potential future land uses.*

*The EES should also identify whether any planning scheme amendments and planning permits are required to facilitate the project. It should outline what the amendment/permit proposes to do and include an assessment of the amendment and/or project against any relevant considerations and/or requirements, where appropriate.”*



## 3. Legislation, Policy and Guidelines

### 3.1 Commonwealth

There is no directly relevant Commonwealth legislation, policy or guidelines applicable to land use planning in relation to the Section 2 study area.

The following sections are an analysis of relevant State based Planning and Land Use documents of a legislative, policy and guideline status.

### 3.2 State

#### 3.2.1 Planning and Environment Act 1987

The *Planning and Environment Act 1987* establishes a framework for planning the use, development and protection of land in Victoria in the present and long-term interest of all Victorians. The Act sets out the legislative basis to ensure that standard planning provisions are prepared and approved throughout Victoria.

The Act provides objectives of planning in Victoria as listed below. These objectives underpin all planning policy and decisions in Victoria, including:

- ▶ *To provide for the fair, orderly, economic and sustainable use and development of land;*
- ▶ *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;*
- ▶ *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*
- ▶ *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*
- ▶ *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community;*
- ▶ *To facilitate development in accordance with the objectives set out in the points above; and*
- ▶ *To balance the present and future interests of all Victorians.*

The Act sets out procedures for preparing and amending the *Victoria Planning Provisions* (VPP) and planning schemes, obtaining permits under schemes, settling disputes, enforcing compliance with schemes, and other administrative procedures. The Act provides for a single instrument of planning control, the planning scheme, which sets out the way land may be used or developed. The planning scheme is a legal document, prepared and approved under the Act.

It is noted that the relevant provisions of the *Planning and Environment Act 1987* which establishes the process for the amendment of planning schemes is Part 3 – Amendment of Planning Schemes. In developing a Planning Scheme Amendment, a Strategic Assessment of the proposed amendment is required to be undertaken which outlines the planning rationale for preparing and evaluating a proposed planning scheme amendment and its outcomes.



### **3.2.2 Land Acquisition and Compensation Act 1986**

The process under which freehold land can be compulsorily acquired is set out in the *Land Acquisition and Compensation Act 1986* (LACA). Under the LACA, land required for a public purpose can be acquired by State Government Departments and Agencies. Acquisition can be done either compulsorily or by negotiation.

The *Land Acquisition and Compensation Act 1986* provides:

- The procedures for the compulsory or negotiated acquisition of land; and
- The procedures for the determination of compensation.

### **3.2.3 Transport Integration Act 2010**

The *Transport Integration Act 2010* (TIA) provides a policy framework for transport and land use agencies. The TIA:

- Provides for an integrated sustainable transport system by unifying all elements of the transport portfolio;
- Provides for a triple bottom line (economic, social and environmental) assessment of the transport system;
- Provides for a common vision, objectives and principles for integrated and sustainable transport policies and operations;
- Provides for the integration of land use and transport planning by including 'interfacing bodies / agencies' under the coverage of the Act; and
- Recognises that the transport system should be conceived and planned as a single system rather than competing modes.

### **3.2.4 Other Relevant Legislation**

Land use and development within Victoria is also controlled by other related legislation. The Planning Schemes, in setting out policy covering a range of social, economic, heritage and environmental matters, refer to related legislation and approvals. These include:

- *Aboriginal Heritage Act 2006*;
- *Catchment and Land Protection Act 1994*;
- *Crown Land (Reserves) Act 1978*;
- *Environment Effects Act 1978*;
- *Environment Protection Act 1970*;
- *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth);
- *Flora and Fauna Guarantee Act 1998*;
- *Heritage Act 1995*;
- *Land Act 1958*;
- *Road Management Act 2004*; and
- *Wildlife Act 1975*.

Under these Acts, a number of policies, strategies and guidelines have been developed to manage impacts on land, the environment and heritage. Policies, strategies and guidelines considered to be relevant to this Project have been identified and considered as part of the other specialist technical assessments prepared for the EES as appropriate. Where other project approvals are required under the listed Acts, these are outlined in the EES document.

### 3.3 Planning Schemes

A planning scheme is a statutory document which sets out objectives, policies and provisions relating to the use, development, protection and conservation of land in the area to which it applies, usually a municipality. A planning scheme regulates the use and development of land through planning provisions designed to achieve those objectives and policies.

#### 3.3.1 State Planning Policy Framework

Every Victorian Planning Scheme includes the State Planning Policy Framework (SPPF). The SPPF consists of general principles for land use and development in Victoria as well as specific objectives and strategies applying to the whole State or to areas of State significance.

The applicable planning schemes for Section 2 of the Western Highway Project are the Pyrenees Planning Scheme and the Ararat Planning Scheme. Both planning schemes have a consistent State Planning Policy Framework (SPPF) and a tailored Local Planning Policy Framework (LPPF). The LPPF in a planning scheme sets a local and regional strategic policy context for a municipality and consists of the Municipal Strategic Statement (MSS) and specific Local Planning Policies. The MSS provides a profile of the municipality and sets out planning, land use and development objectives. The Local Planning Policies are more detailed policies for implementing the objectives and strategies identified in the MSS. These are given effect through the zoning and overlay provisions discussed in section 3.3.4.

Table 1 provides a summary of the objectives and strategies within the SPPF which are of particular relevance to the Western Highway Project.

**Table 1 SPPF Principles**

Clause	Principles / Objectives	Relevance
Clause 11 Settlement	<p><i>Planning is to anticipate and respond to the needs of existing and future communities through provisions of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.</i></p> <p><i>Planning is to recognise the need for, and as far as practicable contribute towards: Health and safety. ... A high standard of urban design and amenity. Protection of environmentally sensitive areas and natural resources. Accessibility. Land use and transport integration.</i></p>	<p>Clause 11.05 has relevance to regional areas and the study area. Clause 11.05-1 seeks to promote the sustainable growth of Regional Victoria through a network of settlements. The strategies as part of Clause 11.05-1 support growth in regional cities, such as Ararat.</p> <p>Clause 11.05-4 also notes the strategy to maintain and enhance regional Victoria's competitive advantages by avoiding adverse impacts on the capacity of major infrastructure (including highways) resulting from urban development in adjacent areas. It also seeks to focus major investments in regional cities on major transport corridors in order to maximise the access and mobility of communities.</p>



Clause	Principles / Objectives	Relevance
Clause 11 Settlement (Continued)		This Clause also notes the need to maintain and enhance environmental health and productivity of rural landscapes by managing development impacts, and by avoiding development impacts on land that contains high biodiversity values, landscape amenity, water conservation values, food production and energy production capacity, extractable resources and minerals, cultural heritage and recreation values, assets and recognised uses.
Clause 12 Environmental and Landscape Values	<i>Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values.</i>	This Clause contains a number of specific strategies that seek to protect and enhance biodiversity, and significant environments and landscapes. Many of the strategies and policies contained within this Clause will be addressed within the various specialist technical assessments being undertaken for the EES, including: Biodiversity and Habitat, Landscape and Visual, Surface Water, Groundwater and Soils and Geology.
Clause 13 Environmental Risks	<i>Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.</i>	This Clause contains a number of strategies relating to floodplain management, soil degradation, noise abatement and air quality. These policies would be addressed within the relevant technical assessments being undertaken for the EES, including: Noise and Vibration, Air Quality, Soils and Geology, Surface Water and Risk Report.
Clause 14 Natural Resource Management	<i>Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development.</i>	Relevant policies within the Clause include those relating to protection of agricultural land, catchment planning and management, water quality and mineral and stone resources.  Clause 14.01-1, 'Protection of agricultural land', should be considered as part of the impact assessment being undertaken as part of this planning and land use assessment.
Clause 15 Built Environment and Heritage	<i>Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. Creating quality built environments supports the social,</i>	Relevant policies relate to landmarks, views and vistas, heritage, and design for safety. The Western Highway is one element of the built environment and contributes to the surrounding built environment. As part of the EES, consideration of the impacts on the built environment and heritage will be addressed within the relevant technical assessments being undertaken including the Visual and



Clause	Principles / Objectives	Relevance
	<p><i>cultural, economic and environmental wellbeing of our communities, cities and towns.</i></p> <p><i>Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and development and quality of urban design.</i></p> <p><i>Planning should achieve high quality urban design and architecture.</i></p>	Landscape assessment and Social impact assessment.
Clause 16 Housing	<p><i>Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.</i></p> <p><i>New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space.</i></p> <p><i>Planning for housing should include providing land for affordable housing.</i></p>	This Clause seeks to ensure that housing is integrated with infrastructure and services, and is located with good access to services and transport.
Clause 17 Economic Development	<p><i>Planning is to provide for a strong and innovative economy, where all sectors of the economy are critical to economic prosperity.</i></p>	This Clause seeks to ensure that industry and tourism is located with good access for employees, freight and road transport.
Clause 18 Transport	<p><i>Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.</i></p>	<p>This policy is directly relevant to the project, and is consistent with the project objectives.</p> <p>In particular, the policy requires that transport routes be located to achieve the greatest overall benefit to the community and with regard to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.</p> <p>It also seeks to locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.</p>

Clause	Principles / Objectives	Relevance
Clause 19 Infrastructure	<p><i>Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.</i></p> <p><i>Growth and redevelopment of settlements should be planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.</i></p>	<p>This policy seeks to facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.</p>

### 3.3.2 Pyrenees Planning Scheme

Pyrenees Shire is located in central Victoria between the regional centres of Ballarat and Ararat. The Shire covers an area of 3457km<sup>2</sup>, extending approximately 90km in a north-south direction and 40km in an east-west direction. The Shire has only a small population of 6,388 people, the majority of which reside in the towns of Beaufort and Avoca. There are a number of smaller townships and settlements located throughout the Shire, which provide local services and facilities to surrounding rural areas and provide important foci for community activities and social interaction. The Western, Sunraysia, and Pyrenees Highways and the Ballarat – Ararat Railway line passes through the Shire and provides it with good connections to the surrounding region and to Melbourne. The Pyrenees Shire applies to part of the Project, commencing at McKinnons Lane and extending approximately 11km to the western side of Middle Creek. Key issues of the Pyrenees Shire, identified in Clause 21.03 form the objectives and strategies which are embodied in the Planning Schemes. These issues are listed below:

- ▶ The protection and management of the Shire's natural resources and environment.
- ▶ The protection and management of agricultural land and the need to encourage agricultural diversity.
- ▶ The responsible use and management of inappropriately subdivided rural land.
- ▶ The protection of the cultural and heritage assets of the Shire.
- ▶ The management of rural residential and other small lot rural development.
- ▶ The promotion and facilitation of tourism development.

The Pyrenees Shire MSS provides the following relevant strategies and policies as outlined in Table 2.

**Table 2 Pyrenees Planning Scheme LPPF Strategies**

Strategy	Objectives	Relevance
<b>Municipal Strategic Statement</b>		
Heritage Planning	<p><i>To conserve and enhance individual places and precincts of cultural heritage significance in relation to 19th and 20th century settlement and associated development.</i></p> <p><i>To conserve individual places of known Aboriginal cultural heritage significance.</i></p>	Relevant policies relating to cultural heritage and areas of Aboriginal cultural sensitivity will be addressed within the relevant technical assessments being undertaken for the EES, including: Aboriginal Cultural Heritage and Historical Cultural Heritage.
Townships and Small Settlements - Beaufort	<p><i>To maintain the town's existing function as the Shire's principal town.</i></p> <p><i>To develop the town's role as a highway service centre.</i></p> <p><i>To encourage highway service facilities to locate within the town itself - with the appropriate location for these facilities being along both sides of the Western Highway to the west of the central area.</i></p>	<p>Beaufort is located on the Western Highway and is the largest town and headquarters of Pyrenees Shire. Future growth and planning for Beaufort is considered within this assessment.</p> <p>The Red Kangaroo (Red Roo) is a highway service centre currently exists on the Western Highway and is situated to the east of the Project Area.</p> <p>These policies support the upgrade of the Western Highway and have the underlying objectives to maintain safe and efficient access to towns within the municipality.</p>
<b>Local Policies</b>		
Clause 22.01 General Policies	<p><i>Land use and development should take into account land capability and be compatible with the protection and management of the Shire's natural and cultural resources.</i></p>	<p>In determining applications for the use and development of land, Council should seek to ensure that:</p> <ul style="list-style-type: none"> <li>▶ Land is used, developed and managed in a sustainable manner;</li> <li>▶ Water quality within the catchments of the Shire is protected and improved; and</li> <li>▶ The cultural and natural heritage is protected.</li> </ul>
Clause 22.02 Agricultural Policies	<p><i>To encourage land use and development which is environmentally and ecologically sustainable and which incorporate best management principles.</i></p> <p><i>To protect significant flora and fauna habitats and remnant native vegetation.</i></p>	Relevant policies relating to environmental issues (flora and fauna, remnant vegetation) would be addressed within the relevant technical assessments being undertaken for the EES, including Biodiversity and Habitat.

Strategy	Objectives	Relevance
Clause 22.02 Environmental Policies	<i>To minimise the potential of new development and land use causing pollution of waterways, water storages and ground water resources, land degradation, fire hazards or other adverse environmental impacts.</i>	Individual technical assessments have been undertaken for such adverse environmental impacts in relation to the development of the Western Highway as part of the EES. The relevant technical assessments completed include: Biodiversity and Habitat, Surface Water, Groundwater and Soils and Geology.
Clause 22.06-1 Native Vegetation Protection	<i>To conserve and enhance existing vegetation throughout the Shire wherever practicable.</i>  <i>To protect significant and sensitive areas including wetlands from the negative effects of vegetation clearance and modification.</i>	It is noted that the retention of native vegetation (and the planting of additional vegetation) is important from an environmental viewpoint as a means of minimising the potential for erosion and salinity problems and to maintain the health of catchments. Except where specific vegetation protection controls are imposed, the general native vegetation protection controls in Clause 52.17 will apply.  In considering applications for the removal of native vegetation the responsible authority should take into account the likely effect of the removal of such vegetation and the desirability of including conditions in any Permit requiring planting or replanting of native vegetation on other parts of the land. The Biodiversity and Habitat assessment discusses vegetation removal and net gain assessment.
Clause 22.06-5 Heritage	<i>To discourage the demolition of heritage places;</i>  <i>To provide guidance on heritage management for known remnant sites and objects which relate to pre-European settlement and to undertake further study of Aboriginal cultural heritage to contribute to and guide Council's strategies on heritage management.</i>	There are a number of urban precincts in townships throughout the Shire which have been found to have strong heritage character and sense of place due to the presence of a collection of buildings, works, objects and sites that are of either individual or collective heritage significance.  The policies and decision guidelines set out in the Pyrenees Shire Heritage Precinct Policy Report, 2002 (a document which is incorporated in Clause 81 of this Scheme) include:  <ul style="list-style-type: none"> <li>Employ the Pyrenees Shire Heritage Precinct Policy Report, 2002 in assessing relevant planning proposals and in conserving the heritage values and character of those heritage places found within the heritage precincts.</li> <li>Have regard to any current Aboriginal heritage study documents for the municipality, and the Aboriginal cultural resource management grid map</li> </ul>





Strategy	Objectives	Relevance
		and guidelines provided by Aboriginal Affairs Victoria.
		<ul style="list-style-type: none"> <li>Require applications for the development of land in areas where there is a known Aboriginal or other archaeological site to include a report from a suitably qualified archaeologist demonstrating the impact of the proposed developments and showing that the relevant cultural heritage values have been addressed.</li> <li>Encourage replanting of a similar type of tree where the removal of a significant tree is unavoidable.</li> </ul>
		A Cultural Heritage Management Plan will be prepared for the Project under the requirements of the <i>Aboriginal Heritage Act 2006</i> .

The zone and overlay provisions which regulate land use and development to implement the above policies are described in Section 3.4

### 3.3.3 Ararat Planning Scheme

The Ararat Rural City has an area of approximately 4,230 square kilometres. The municipality is situated some 200km north-west of Melbourne and its major town, Ararat, is one of the major stopping points between Melbourne and Adelaide. The Ballarat-Ararat railway and the Western Highway bisect the municipality and converge at Ararat. Ararat Rural City has a population of approximately 11,750 people. It is also noted that the Ararat Rural City contains many areas which have significant natural landscapes and features of environmental value, including natural wetlands and waterways, archaeological and historic features. There are also significant areas of public land hosting native vegetation and wildlife habitat.

Ararat township has a population of approximately 7,500 people and is an important service centre for the surrounding agricultural area. It has a large range of regional shopping, educational and recreational facilities. The Western Highway is the main access road into the township. Approximately 26 km of Section 2 is located within the Ararat Rural City Council.

The Ararat Planning Scheme provides the following relevant local strategies and policies as outlined in Table 3.

**Table 3 Ararat Planning Scheme LPPF Strategies**

Strategy	Objectives	Relevance
<b>Municipal Strategic Statement</b>		
Settlement and Housing	<i>To retain and promote the individual character and role of each of the towns as follows:</i>	The municipality is heavily dependent on road transport as its primary means of transport and travel. The

Strategy	Objectives	Relevance
	<ul style="list-style-type: none"> <li>Ararat as the major residential, service and business centre in the municipality</li> <li>To control development in townships having regard to the environmental and physical sensitivities.</li> <li>To promote living opportunities in the Ararat central business district.</li> <li>To focus rural living opportunities in identified areas around existing towns and serviced areas.</li> </ul>	<p>Western Highway through Ararat is a principal road, linking State capital cities and is designated as a National Highway. Land use planning should take full account of this National Highway when development occurs in its vicinity. The major future road issue facing the municipality is the potential for a bypass of Ararat and the consequent effects.</p> <p>These policies support the upgrade of the Western Highway and its underlying objectives to maintain safe and efficient access to key towns within the municipality.</p>
Environment	<p>To integrate and ensure consistency in land use planning and catchment management.</p> <p>To ensure that planning in rural areas has regard to key environmental and natural resource management issues.</p> <p>To protect and enhance native vegetation to achieve a net gain in the area and quality of native vegetation throughout the municipality</p> <p>To ensure that land use and development does not negatively impact on the environment, social and economical values of public land</p> <p>To protect, conserve and enhance areas, features and sites of historic, aboriginal, natural and cultural significance.</p>	<p>Relevant policies relating to heritage, social and economic impacts and flora and fauna will be addressed within the relevant technical assessments being undertaken for the EES.</p> <p>In assessing the potential alignment, consideration will be given to natural resource management, including areas of native vegetation and water courses that will be impacted.</p> <p>The alignment has also had consideration of impacts on lot sizes and the ability for ongoing viable land uses.</p> <p>In undertaking the EES, heritage assessments have been undertaken on historic and aboriginal cultural heritage to help inform the final alignment selected.</p>
Economic Development	<p>To maintain and promote a viable and sustainable agricultural industry.</p> <p>To recognise and protect farmland as an important resource.</p> <p>To promote and maximise the benefits of tourism for the municipality</p> <p>Develop and promote the Western Highway Logistics Hub as the preferred location for industries requiring access and exposure to the highway, heavy vehicle activities, warehousing and transport businesses.</p>	<p>These policies support the upgrade of the Western Highway and its underlying objectives to maintain safe and efficient access to the region.</p> <p>The alignment seeks to minimise travel time for businesses utilising the highway and also to assist in tourism through safer road connections. Adoption of VicRoads' Tourism Signage Policy would assist in maintain and promoting tourism for businesses along and off the highway.</p> <p>Socio-economic issues are considered with the relevant specialist assessments undertaken for the project, including: Social Impact Assessment and Economic Impact Assessment.</p>



Strategy	Objectives	Relevance
<b>Local Planning Policies</b>		

There are no Local Planning Policies within the Ararat Planning Scheme

### 3.3.4 Planning Scheme Amendment

For the acquisition of land associated with the Project a Planning Scheme Amendment would be required to the Pyrenees and Ararat Planning Schemes that:

- Applies a Public Acquisition Overlay (PAO) over the area to be acquired for the Project;
- Provides for site specific permit exemptions under Clause 52.03 for the Project; and
- Introduces an Incorporated Document that details approvals requirements.

Details on the process of the PSA are located at section 6.4.6.

A draft planning scheme amendment has been prepared for exhibition along with the EES. A copy of the amendment is contained in Appendix E.

## 3.4 Planning Zones and Overlays

Planning zones ('zones') are used in all planning schemes as required, and are used to administer and implement the SPPF and LPPF. Some zones have schedules that provide for local circumstances. In addition, further planning provisions may apply to a site or area through the application of an overlay. As with the zones, standard overlays are applied to implement strategy as required. Generally, overlays apply to a single issue or related set of issues, and multiple overlays can be used. Many overlays have schedules to specify local objectives and requirements. The zones and overlays that apply to the study area from both the Pyrenees and Ararat Planning Schemes are outlined in Section 3.4.1. A planning scheme amendment (PSA) is required for the project

### 3.4.1 Planning Scheme Zones

Table 4 provides a summary of Planning zones and their relevant objectives within the study area. The zones can trigger approvals for use of land, buildings and works and removal of vegetation. Zoning maps for the study area are provided in Appendix A.

**Table 4 Planning Scheme Zones**

Planning Zone	Planning Scheme	Objectives
Road Zone Category 1 (Western Highway) (RDZ1)	Pyrenees Planning Scheme	<i>To identify significant existing roads.</i>
	Ararat Planning Scheme	<i>To identify land which has been acquired for a significant proposed road.</i>
Rural Living (RZ)	Pyrenees Planning Scheme	<i>To provide for residential use in a rural environment.</i>
		<i>To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.</i>



Planning Zone	Planning Scheme	Objectives
		<p><i>To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.</i></p> <p><i>To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.</i></p>
Farming Zone (FZ)	Pyrenees Planning Scheme  Ararat Planning Scheme	<p><i>To provide for the use of land for agriculture.</i></p> <p><i>To encourage the retention of productive agricultural land.</i></p> <p><i>To ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture.</i></p> <p><i>To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.</i></p> <p><i>To protect and enhance natural resources and the biodiversity of the area.</i></p>
Public Use Zone – Transport (PUZ4)	Ararat Planning Scheme	<p><i>To recognise public land use for public utility and community services and facilities.</i></p> <p><i>To provide for associated uses that are consistent with the intent of the public land reservation or purpose.</i></p>
Township Zone (TZ)	Ararat Planning Scheme	<p><i>To provide for residential development and a range of commercial, industrial and other uses in small towns.</i></p> <p><i>To encourage residential development that respects the neighbourhood character.</i></p>
Public Conservation and Resource Zone (PCRZ)	Ararat Planning Scheme	<p><i>To protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.</i></p> <p><i>To provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.</i></p> <p><i>To provide for appropriate resource based uses.</i></p>
Industrial Zone 1 (IN1Z)	Ararat Planning Scheme	<p><i>To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.</i></p>
Public Use Zone – Education (PUZ2)	Ararat Planning Scheme	<p><i>To recognise public land use for public utility and community services and facilities.</i></p> <p><i>To provide for associated uses that are consistent with the intent of the</i></p>

Planning Zone	Planning Scheme	Objectives
		<i>public land reservation or purpose.</i>
Public Use Zone – Cemetery/Crematorium (PUZ5)	Ararat Planning Scheme	<i>To recognise public land use for public utility and community services and facilities.</i>  <i>To provide for associated uses that are consistent with the intent of the public land reservation or purpose.</i>
Public Use Zone – Local Government (PUZ6)	Ararat Planning Scheme	<i>To recognise public land use for public utility and community services and facilities.</i>  <i>To provide for associated uses that are consistent with the intent of the public land reservation or purpose.</i>
Public Park and Recreation (PPRZ)	Ararat Planning Scheme	<i>To recognise areas for public recreation and open space.</i>  <i>To protect and conserve areas of significance where appropriate.</i>  <i>To provide for commercial uses where appropriate.</i>

### 3.4.2 Planning Scheme Overlays

Table 5 provides a summary of Overlays and their purpose within the study area. Planning Overlays can trigger approvals for buildings and works and removal of vegetation. Overlay maps for the study area are provided in Appendix B.

**Table 5 Planning Scheme Overlays**

Planning Overlay	Planning Scheme	Purpose
Restructure Overlay (RO)	Pyrenees Planning Scheme	<i>To identify old and inappropriate subdivisions which are to be restructured.</i>  <i>To preserve and enhance the amenity of the area and reduce the environmental impacts of dwellings and other development.</i>
Bushfire Management Overlay (BMO)	Pyrenees Planning Scheme Ararat Planning Scheme	<i>To assist to strengthen community resilience to bushfire.</i>  <i>To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.</i>  <i>To ensure that the location, design and construction of development considers the need to implement bushfire protection measures.</i>  <i>To ensure development does not proceed unless the risk to life and property from bushfires can be reduced to an acceptable level.</i>
Environmental Significance Overlay Watercourse Protection (ESO2)	Pyrenees Planning Scheme Ararat Planning Scheme	<i>To identify areas where the development of land may be affected by environmental constraints.</i>  <i>To ensure that development is compatible with identified environmental values.</i>

Planning Overlay	Planning Scheme	Purpose
Vegetation Protection Overlay  (VPO1) Significant and Remnant Vegetation  (VPO2) Roadside Protection Areas	Ararat Planning Scheme	<p><i>To protect areas of significant vegetation.</i></p> <p><i>To ensure that development minimises loss of vegetation.</i></p> <p><i>To preserve existing trees and other vegetation.</i></p> <p><i>To recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance.</i></p> <p><i>To maintain and enhance habitat and habitat corridors for indigenous fauna.</i></p> <p><i>To encourage the regeneration of native vegetation.</i></p>
Heritage Overlay (HO)	Ararat Planning Scheme  Pyrenees Planning Scheme	<p><i>To conserve and enhance heritage places of natural or cultural significance.</i></p> <p><i>To conserve and enhance those elements which contribute to the significance of heritage places.</i></p> <p><i>To ensure that development does not adversely affect the significance of heritage places.</i></p> <p><i>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.</i></p>
Design and Development Overlay (DDO1)  Airport Environs	Ararat Planning Scheme	<p><i>To identify areas which are affected by specific requirements relating to the design and built form of new development.</i></p> <p><i>To ensure that development in the immediate environs of the aerodrome does not prejudice the existing or future use of the aerodrome.</i></p> <p><i>To protect the Ararat aerodrome from inappropriate development.</i></p> <p><i>To ensure that development does not prejudice air safety.</i></p> <p><i>To ensure that buildings and works do not create obstacle clearance difficulties.</i></p> <p><i>To ensure that building finishes and external lighting does not prejudice air safety</i></p>

## 3.5 Particular Provisions

Particular provisions are specific planning requirements for a range of particular uses and developments. They apply consistently across the State and are therefore common to both the Pyrenees and the Ararat Planning Schemes. The particular provisions apply in addition to the requirements of a zone or overlay. Those considered relevant to the project and the study area are outlined below.

### 3.5.1 Clause 52.03 Specific Sites and Exclusions

This Clause provides for specific planning approval exemptions in particular circumstances and can be applied to provide for a single overarching approval where there are multiple approvals required. Where





this provision is applied, the land / project must be identified within a schedule to the zone and specific controls developed to facilitate approval or restrict approvals.

If Clause 52.03 is utilised, an 'Incorporated Document' must be prepared outlining any specific approvals requirements and included within the planning scheme. Incorporated Documents are listed in the Schedule to Clause 81.01 (Incorporated Documents).

### **3.5.2 Clause 52.17 Native Vegetation**

This Clause seeks to protect and conserve native vegetation through avoiding the removal of native vegetation, and if the removal cannot be avoided, to minimise the removal through appropriate planning and design and appropriately offsetting the loss. A planning permit is required under this clause to remove, destroy or lop native vegetation, including dead native vegetation, with certain specified exemptions. An application to remove, destroy or lop native vegetation must be supported by a flora and fauna assessment that takes consideration of the steps taken to avoid, minimise and offset the loss, consistent with *Victoria's Native Vegetation Management – A Framework for Action* (Department of Natural Resources and Environment 2002). A flora and fauna impact assessment has been undertaken for the project and considers these requirements in detail.

### **3.5.3 Clause 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road**

This Clause applies to land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay (PAO) if the purpose of the acquisition is for a Category 1 road, and ensures appropriate access to identified roads by requiring a permit to create or alter access to a road in a Road Zone Category 1, and/or land in a PAO.

A PAO would be required to facilitate acquisition by VicRoads of land required for Section 2 of the Western Highway. Requirements associated with changed access would be managed as part of the acquisition process by VicRoads and considered as part of the EES and PAO.

## **3.6 Other Relevant Strategies**

The following strategic plans and documents are also considered to be relevant to the study area as they inform land use and development in the broader area. These are outlined below.

### **3.6.1 Other Pyrenees Shire Council Strategies**

#### ***Pyrenees Shire Council, Council Plan 2009-2013***

The Council Plan is a strategic document that outlines a series of strategic objectives and the goals and aspirations of the Pyrenees Shire Council over the specified four years. It describes what the Council believes is important to the residents of the Pyrenees Shire, and what it hopes to achieve in the near future. The Council will focus on seven areas:

- ▶ Road infrastructure;
- ▶ Community infrastructure;
- ▶ Community wellbeing;
- ▶ Growth and employment development;



- Governance and community leadership;
- Organisational development; and
- The environment.

Other strategic directions outlined in the planning document and supported through the Western Highway Project include:

- *To maintain a safe and effective road system that caters for all road users within the Shire;*
- *To provide safe, well-maintained, functional and well utilised assets to support Communities; and*
- *To enhance the quality of life of residents by building connected active and resilient communities.*

### ***Pyrenees Shire Growth and Development Strategy 2010-2014***

The focus of the Economic Development Strategy is to:

- Support the sustainability and growth of existing industries and businesses;
- Provide opportunities for people to live, work and invest in Pyrenees Shire;
- Continue to build on the foundations already established; and
- Help achieve Council's Growth and Development objective of *“developing the local economy and increasing the population”* of the Shire.

It is acknowledged in the Strategy that for the Shire to grow employment and accommodate projected increases in population and the development of suitable infrastructure is required to support major industries. The importance of well-maintained road networks is also acknowledged as they provide critical arterial networks for transport of agricultural products to local livestock markets, processing works and ports, manufacture of products and general freight.

The strategy also identifies that Pyrenees Shire Council takes the view that a highway bypass of Beaufort would benefit the transport industry by removing a bottleneck in the town. A bypass would redirect heavy vehicles around the town, enhancing safety and amenity for local residents. Maintaining and upgrading road networks to accommodate large vehicles carrying produce would remain an area of attention, particularly with large export driven businesses located within, and being developed in the Shire.

### **3.6.2 Other Ararat Rural City Council Policies**

#### ***Ararat Residential Land Use Strategy 2005***

The objective of this strategy is to address the 30 year housing needs for the town of Ararat. Ararat has significant opportunities to address anticipated housing demand beyond the year 2035. The residential options discussed in this strategy are a high level identification of residential and rural residential land to address the housing needs of Ararat. The options also address many of the Victorian Government criteria for identifying residential land. It is important to note that to clarify a more detailed demand and supply position a local structure plan will have to be undertaken in the identified areas.

The Strategy outlines the following options for increasing the supply of residential land:

#### **Infill**



- ▶ By actively encouraging redevelopment of existing larger lots, particularly those lots with side or rear lane access and shop-top housing, it is anticipated that up to half the supply required could be found within the existing residential area of Ararat. However, there appears to be a market reluctance to take up infill opportunities. It is anticipated that this would change over time.

### **Greenfield**

- ▶ As no single area has been identified as completely free of constraints, a preferred staging of development has not been determined. It has been decided that the market is best placed to determine the staging and timing of development. This strategy therefore, identifies options and not preferences as follows:
  - The area with the least constraints for residential development is to the west of Oliver Gully Reservoir;
  - The area to the east of town, adjacent to Green Hill Lake, has also been identified as suitable for residential development, provided transport and connectivity issues to the CBD can be overcome; and
  - The areas to the north of town, particularly those adjacent to Cemetery Creek and Chalambar Golf Course, offer extensive opportunities. Fragmented land holdings around Cemetery Creek, and the absence of easily resolved connection to sewerage, are the main constraints to development in these areas.

### **Rural Residential**

- ▶ Provision of sufficient supply and choice are the main criteria. Rural Living demand should be directed to an expansion of the northern Rural Living Zone (RLZ) area between the Western Highway and the railway line.
  - Development of a new RLZ area is recommended for the area south of the Racecourse; and
  - Where sewerage disposal issues can be addressed, it is recommended that Council investigate the option of Low Density Residential development in order to maximise the use of this land.

### ***Ararat Rural Zone Review 2007***

In 2007, a review of Rural Zones was undertaken within the Ararat Rural City. The review was undertaken to assess the 8,000 rural zoned lots which were less than the 40ha minimum lot size. The objective of the review was to provide recommendations to Council associated with the long term planning framework to guide urban, residential and rural living development and to provide a framework for the development of dwellings on land in the Farming Zone. The Ararat Rural Zones Review suggested guidelines be incorporated into the planning scheme for residential development on lots less than 40ha. Recommendations from the Review associated with rural residential development and township frameworks were incorporated into the Planning Scheme, however, the guidelines for residential development on lots less than 40ha are yet to be incorporated.

### ***Ararat Environmental Sustainability Strategy 2010-2020***

In September 2008 Ararat Rural City completed a Local Environment Sustainability Priority Statement (LESPP) which outlines and commits Council to key Accord Principles and forms the basis of future programs. The LESPP forms the action component of this body of work. The Strategy explores



environmental themes, prioritises a plan of action and guide's Council's long term environmental management and sustainability commitments over the next 10 years.

There are three main themes that form the goals and priority actions of the Strategy.

- *Responding to Climate Change;*
- *Enhancing and Restoring our Natural Assets;* and
- *Using our Resources Wisely.*

### **3.6.3 Glenelg Hopkins Regional Catchment Strategy**

The strategy has been developed in partnership with State and Federal Governments and the community and provides a focus for on-ground actions and investment in water management within the region.

The Regional Catchment Strategy is a high-level plan that sets a strategic overview for natural resource management within the Glenelg and Hopkins River Catchment. It aims to integrate action plans constructed by the Glenelg Hopkins Catchment Management Authority and those of other bodies with responsibility for natural resource management.

The goals of the Glenelg Catchment Management Authority are to:

- Involve the community in decisions relating to natural resource management;
- Promote sustainable development of natural resource-based industries;
- Collaborate with industry and economic development organisations in achieving sustainable and profitable development of catchment communities;
- Maintain and improve the quality of water and condition of rivers;
- Prevent and where possible, reverse land degradation (including salinity control);
- Minimise damage to natural ecosystems and natural resource-based industries caused by pest plants and animals; and
- Minimise damage to public and private assets from flooding and erosion.

With regard to this project, relevant issues would be considered and addressed within the specialist technical assessments supporting the EES, including surface water, groundwater, soils / geology, visual and landscape, flora and fauna, noise, air quality, heritage, and social.

### **3.6.4 Central Highlands Regional Strategic Plan, June 2010**

The Central Highlands Regional Strategic Plan (CHRSP), June 2010 was prepared by member Councils of the Central Highlands Region and co-ordinated by Regional Development Victoria on behalf of State Government. The CHRSP enunciates a Regional vision and a set of strategic directions and actions to be pursued. Of direct relevance to the Planning and Land Use directions for the Western Highway the CHRSP comments as follows:

*“ 3.3.2 Transport Upgrades - The road and rail east - west transport spine across the region with the further planned improvements to the Western Highway, such as the duplication of the Western Highway from Ballarat to Stawell (funded by Auslink). The VicRoads project scope is to include in the construction the bypasses of Trawalla, Buangor and Great Western and to plan (but not to construct) the bypasses of Beaufort and Ararat. The ultimate construction of these critical aspects of infrastructure will strengthen the region's comparative advantage against other regions in the State. “*

## 4. Methodology

### 4.1 Existing Conditions

The existing conditions assessment assessed the whole of the project area which incorporated the long list of alignment options, therefore informing the ultimate selection of the three preferred alignment options. The assessment included the following:

- Desktop methods, involving the review of relevant legislation, policies and strategies.
- Review of land titles and aerial photography, provided by VicRoads.
- Discussions were also held with strategic planning officers of Pyrenees Shire Council, Ararat Rural City Council and the regional office of the Department of Planning and Community Development, who provided information regarding current and future strategic projects and developments in their respective municipalities.

A detailed site inspection of the study area was undertaken over multiple trips to better understand the land subdivision patterns and land uses.

### 4.2 Impact and Risk Assessment

The following impact assessment methodology was used to determine the Planning and Land Use impact pathways and risk ratings for the Project:

1. Determine the impact pathway (based the Project impacts on a given Planning and Land Use value or issue).
2. Describe the consequences of the impact.
3. Determine the maximum credible 'consequence level' associated with the impact. Table 6 provides guidance criteria for assigning the level of consequence. The method for defining these criteria is described in Section 4.2.1.
4. Determine the likelihood of the consequence occurring to the level assigned in step 3. Likelihood descriptors are provided in Table 7; and
5. Use the Consequence Level and Likelihood Level in the Risk Matrix in Table 8 below to determine the risk rating.

**Table 6 Planning and Land Use Impacts Consequence**

	Insignificant	Minor	Moderate	Major	Catastrophic
<i>Land Use Change</i>	<i>Land use changes that would not result in inconsistency with planning policies</i>	<i>Land use changes that would result in minor inconsistency with local planning policies</i>	<i>Land use changes that would result in significant inconsistency with local planning policies</i>	<i>Land use changes that would result in significant inconsistency with local and State planning policies</i>	<i>Land use changes that would result in extensive conflict with planning policies</i>



	Insignificant	Minor	Moderate	Major	Catastrophic
<i>Utility and Infrastructure Services</i>	<i>No impact on existing utilities</i>	<i>Temporary impediment to operation and/or maintenance of existing utilities during construction but still able to be adequately operated and maintained with mitigation measures</i>	<i>Impediment to operation and/or maintenance of existing utilities but still able to be adequately operated and maintained with mitigation measures</i>	<i>Significant disruption to the operation and/or maintenance of existing utilities but still able to be adequately operated and maintained with mitigation measures</i>	<i>Utilities of regional or State significance not able to be maintained and/or operated</i>
<i>Acquisition and fragmentation of existing land uses and landholdings</i>	<i>No or negligible fragmentation of land uses or land holdings (such as the acquisition of land within 10m of the existing property boundary)</i>	<i>Some minor fragmentation / acquisition of land but properties still able to be used for existing purposes</i>	<i>Fragmentation of land results in 1-10 properties no longer being viable / accessible / useable for existing purpose. (assumes acquisition through the centre of existing parcels of land)</i>	<i>Fragmentation / acquisition of land results in 10-20 properties no longer being viable / accessible / useable for existing purpose. (assumes acquisition through the centre of existing parcels of land)</i>	<i>Fragmentation / acquisition of land results in 20+ properties no longer being viable / accessible / useable for existing purpose. (assumes acquisition through the centre of existing parcels of land)</i>

**Table 7 Likelihood Guide**

Descriptor	Explanation
Almost Certain	The event is expected to occur in most circumstances
Likely	The event will probably occur in most circumstances
Possible	The event could occur
Unlikely	The event could occur but not expected
Rare	The event may occur only in exceptional circumstances

**Table 8 Risk Matrix**

Likelihood	Consequence Level				
	Insignificant	Minor	Moderate	Major	Catastrophic
Almost Certain	Low	Medium	High	Extreme	Extreme
Likely	Low	Medium	High	High	Extreme
Possible	Negligible	Low	Medium	High	High
Unlikely	Negligible	Low	Medium	Medium	High
Rare	Negligible	Negligible	Low	Medium	Medium

#### 4.2.1 Consequence Criteria

Consequence criteria range on a scale of magnitude from “insignificant” to “catastrophic”. Magnitude was considered a function of the size of the impact, the spatial area affected and expected recovery time of the value impacted. Consequence criteria descriptions indicating a minimal size impact over a local area, and with a recovery time potential within the range of normal variability were considered to be at the negligible end of the scale. Conversely, catastrophic consequence criteria describe scenarios involving a very high magnitude event, affecting a State-wide area, or requiring over a decade to reach functional recovery.

The consequences on land uses were determined having regard to the severity of impact for ongoing use of the land. If the boundary of a property was impacted, but the balance retained, it was considered a less significant impact, whereas if a property was severed into sub minimal lots and no longer able to be used for its existing purpose, nor developed for a dwelling under the provisions of the planning scheme, it was considered a significant impact. Accordingly, where lots are no longer developable or viable for ongoing farming purposes, the higher the consequence.

Similarly, the impact on infrastructure was considered based on the ability for utility services to be maintained during the construction of the new road.

## 5. Existing Conditions Assessment

Specialists' technical assessments forming part of the EES describe other relevant characteristics of the study area, such as the agricultural viability, contained in the Economic Impact Assessment or amenity considerations, as outlined in the Landscape and Visual Assessment, Social Impact Assessment and Air and Noise Assessments. The Planning and Land Use Assessment considers the existing land uses within the study area and potential land uses having regard to the planning controls. The study area has been divided based on municipal boundaries for ease of description, as outlined below:

- ▶ Pyrenees Shire: Commencement of Section 2, east of McKinnon Lane to Waldrons Road / Middle Creek; and
- ▶ Ararat Rural City Shire: Waldrons Road / Middle Creek to the end of Section 2 at Heath Street, Ararat.

**Figure 3** illustrates the location of the municipal boundaries in relation to the proposed alignment options.

### 5.1 Pyrenees Shire

The study area within the Pyrenees Shire extends for approximately 11km west from McKinnon Lane, west of Beaufort to Middle Creek (on the southern side of the Western Highway) and Waldrons Road (on the northern side of the Western Highway).

The area between Beaufort and the commencement of works (at Martins Lane) is characterized by privately owned land used for grazing purposes or for hobby farm purposes. The works commence west of Beaufort to allow for the future bypass of Beaufort. The precinct also contains the "Red Kangaroo (Red Roo) Roadhouse" which is a service station and a truck stop of prominence along the Melbourne to Adelaide route.

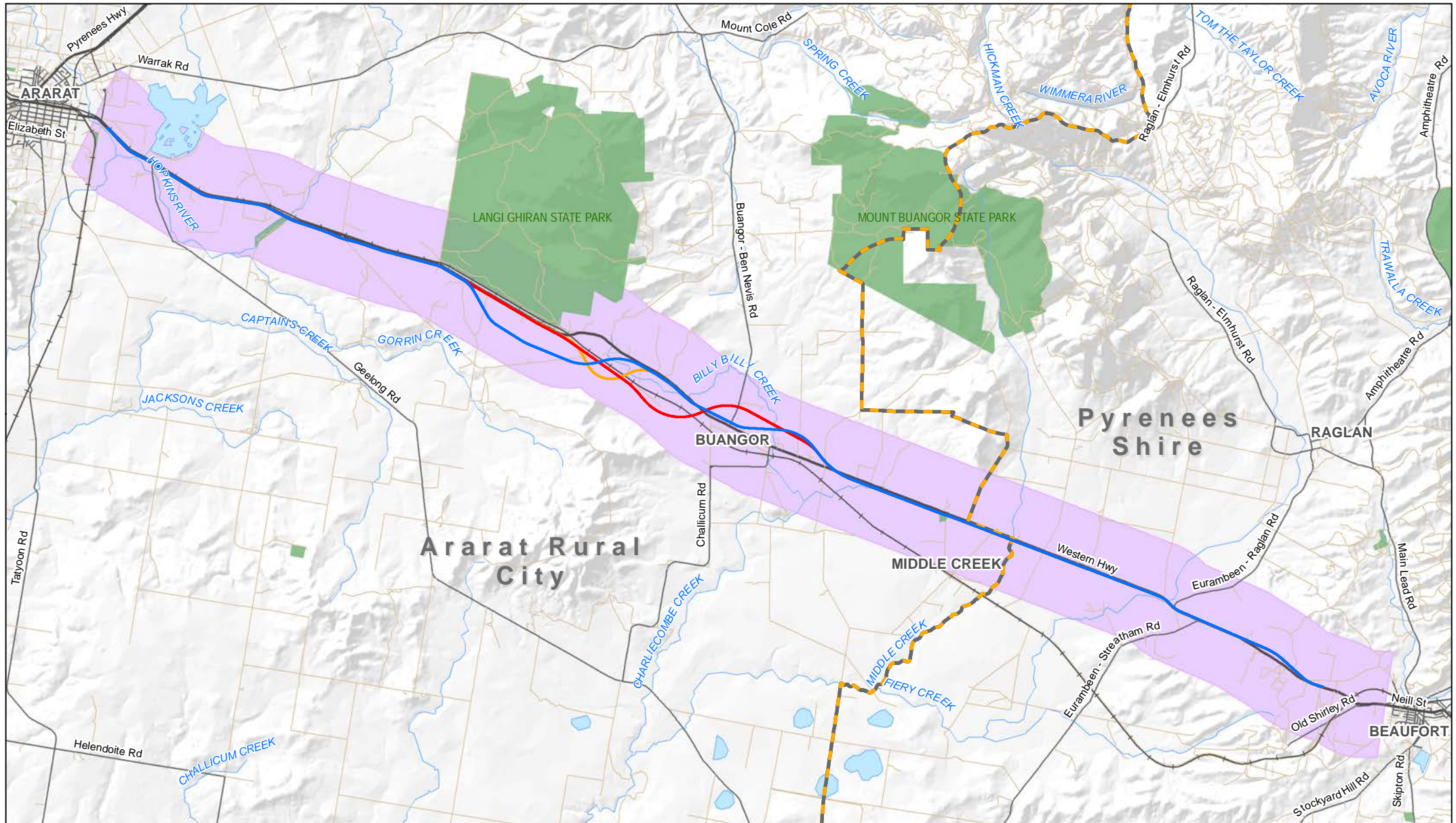
The most prominent feature of the area contained within the Pyrenees Shire is Box's Cutting, a significant roadside cutting with treed verges. The topography to Box's Cutting rises as Western Highway extends west from Beaufort and drops steeply on the western side. For west bound commuters, Box's Cutting provides views towards Mount Buangor and across the agricultural land below the cutting.

The land west of Box's Cutting is generally low lying and has been developed primarily for grazing purposes. The remnants of a former blue gum plantation are located on the southern side of the highway.

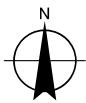
There are five occupied dwellings within the study area and a number of scattered occupied / un-occupied dwellings associated with surrounding agricultural properties. There are two historic dwellings within the area, the Eurambeen homestead to the south of the highway which is not impacted by the project area, and a second, the Woodnaggerak Homestead which fronts the highway. Neither of the properties are currently affected by Heritage Overlays. However, the Heritage Impact Assessment outlines the consideration of the heritage significance and recommended heritage protection of these properties.

Land on the southern side of the western highway, bound by Eurambeen-Streatham Road and Crockers lane comprises 12 separate titles. All of these titles are below the minimum lot size and are affected by a Restructure Overlay.





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0 0.5 1 2 3 4 5  
Kilometres  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Option 1
- Option 2
- Option 3
- Municipal boundary
- Study Area
- Highway
- Sealed road (arterial & local)
- Unsealed road



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VicRoads  
Western Highway Project

Beaufort to Ararat  
Municipal Boundary

Job Number 31-27558  
Revision B  
Date 22 Aug 2012

Figure 3

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Data source: DSE, VicMap, 2012; VicRoads, 2012; GHD, Design, 2012. Created by: splaird



## 5.2 Ararat Rural City

The study area within the Ararat Rural City extends west from Waldron Road for approximately 26km. The area consists of rural residential and agricultural land uses, the Buangor township, Langi Ghiran State Park, the 'Ararat Renewable Energy Park' and the Ararat Aerodrome.

The eastern end of the study area includes the Woodnaggerak Reserve (comprising a Natural Features Reserve) on the southern side of the highway.

The small township of Buangor is situated approximately 15km from the eastern commencement of Section 2. The Buangor Primary School, Sports Oval and most residential dwellings are currently accessed from the Western Highway. The former Cobb and Co Staging Stables, which are located on the northern side of the Western Highway is listed on the Victorian Heritage Register as being of State Significance. They were erected in c.1860 as a coach and livery stables and consist of a bluestone slab floor, timber stalls and upper loft. For many years the site was a Cobb & Co. changing station and has recently been converted into a community centre.

An existing electricity substation is located at the western edge of Buangor, situated off Gravel Route Road and south of the Western Highway.

The Ballarat to Ararat railway line extends parallel to the Western Highway along the southern edge of the Study Area. The railway station building is situated within a residential context to the south of the Western Highway in Buangor.

South-west of the Buangor township is the Challicum Hills Wind Farm, a prominent visual feature within the area. An existing look-out for the Wind Farm is situated on the southern side of the highway near Buangor. It is noted that there are no wind turbines within the study area.

West of Buangor, the study area and surrounding area consists of agricultural land and pockets of dense vegetation and tree plantations. The Western Highway currently crosses the Ballarat- Ararat railway near Hillside Road. A dwelling is located on a sub minimal lot within the Farming Zone between the junction of the railway line and Hillside Road.

The Western Highway is bounded by Langi Ghiran State Park and a tree plantation to the north and privately owned dense bushland and agricultural land to the south. The railway line continues along the northern side of the Western Highway adjacent to Langi Ghiran State Park. A truck stop is situated on the northern side of the highway for east-bound traffic.

The Western Highway extends through the locality of Dobie, prior to crossing the Hopkins River towards the western end of the study area. Further west, the Ararat Aerodrome, Ararat Renewable Energy Park and Service Centre and Racecourse are located south of the Western Highway. North of the Western Highway is Greenhill Lake and the Greenhill Lake Recreation Reserve.

## 5.3 Tenure

Land titles have been reviewed for the study area and the land tenure pattern is illustrated in Figure 4.

The majority of land within the study area is freehold land, with areas of Crown Land managed by either VicRoads (Western Highway), VicTrack (railway line), or DSE and Parks Victoria (Langi Ghiran State Park and Woodnaggerak Reserve). Local access roads are generally Crown land (government roads) managed by the respective Councils.





It is noted most of the titles are broad acre, however, there are smaller lot subdivisions in the following locations:

- Crockers Lane, Eurambeen -Streatham Road, where 12 small lots are within the study area; and
- Buangor, where standard residential lots abut the Western Highway within the study area.

## **5.4 Infrastructure**

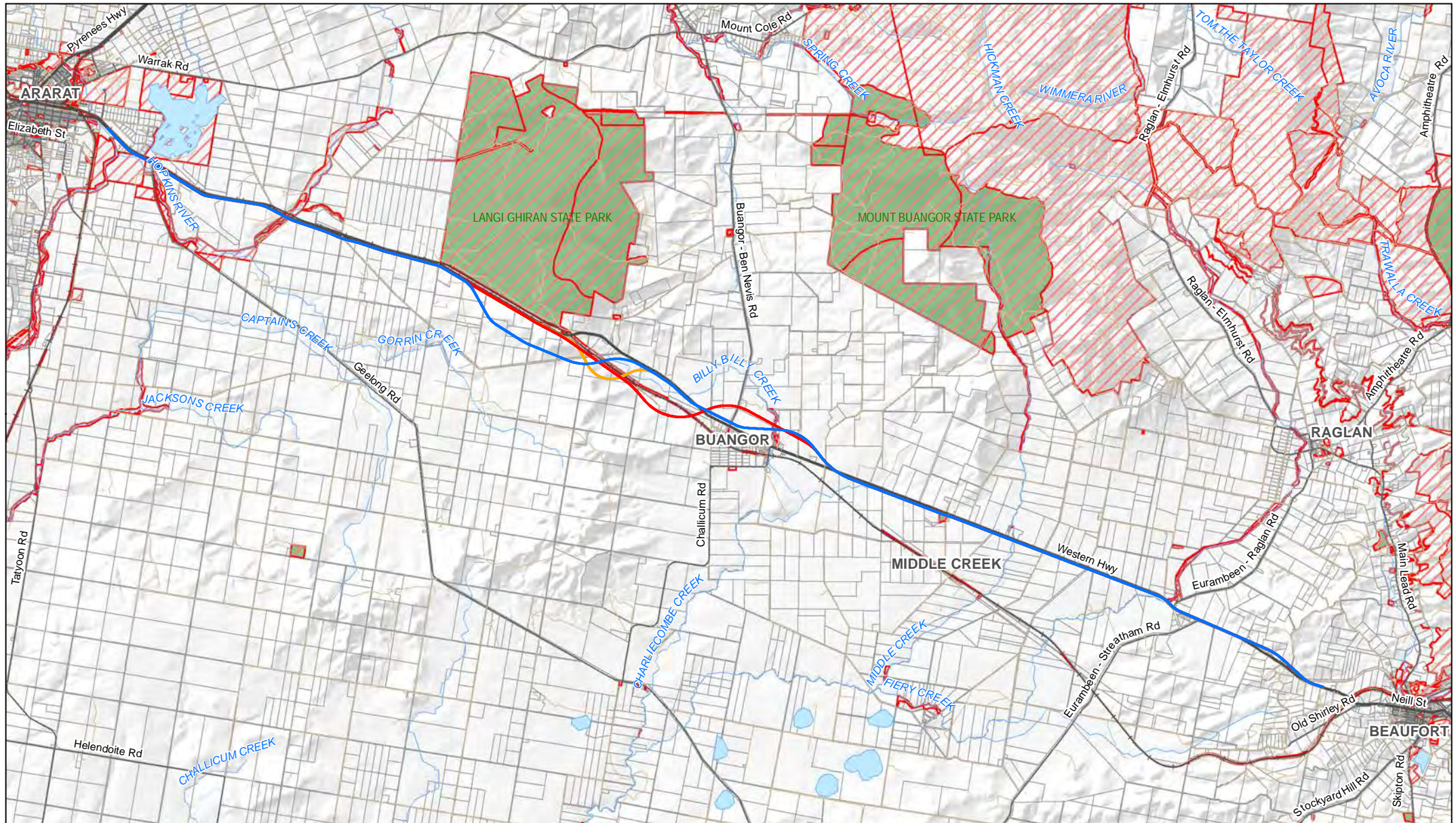
### ***Major Physical Infrastructure***

A review of existing services was undertaken based on available data, which identifies local services and confirms there are no State significant infrastructure pipelines or power lines within the Project Area. A detailed infrastructure services search would need to be undertaken prior to any work being undertaken.

As a result of the infrastructure review, we have identified the following roads and rail infrastructure within the study area:

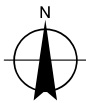
- Roads – The study area contains the existing Western Highway and a number of roads of either regional or local access status connecting to the Highway in various locations. Some of the key intersections with the Western Highway within the study area include:
  - Eurambeen-Streatham Road;
  - Eurambeen-Raglan Road;
  - Stars Road;
  - Aherns Road;
  - Ferntree Gully Road;
  - Goulds Lane;
  - Middle Creek Road;
  - Waldrons Road;
  - Mile Post Lane;
  - Anderson Road;
  - Peacocks Road;
  - Main Road;
  - Buangor-Ben Nevis Road;
  - Gravel Route Road;
  - Pope Road;
  - Colonial Road;
  - Hillside Road;
  - Langi Ghiran Picnic Ground Road;
  - Dobie Road;
  - Warrayatkin Road;
  - Geelong Road; and
  - Heath Street.





Paper Size A4  
0 0.5 1 2 3 4 5  
Kilometres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Option 1 Private land Highway
- Option 2 Crown land Sealed road (arterial & local)
- Option 3 Unsealed road



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VicRoads  
Western Highway Project

Job Number 31-27558  
Revision B  
Date 22 Aug 2012

Beaufort to Ararat  
Land Tenure

Figure 3





## ► Rail

The Ballarat – Ararat railway extends along the length of Section 2, generally to the south of the study area, however it crosses the Western Highway near the eastern edge of the Langi Ghiran State Park. The railway then continues along the northern edge of the Western Highway to Ararat.

## ► Community infrastructure

The main concentration of community infrastructure is located in the township of Buangor and in the surrounding towns of Ararat and Beaufort. The details of schools, communal and other health services, and recreation and community infrastructure are outlined in the Social Impact Assessment being undertaken for the Project.

## 5.5 Potential Future Land Use and Development

### 5.5.1 Pyrenees Shire Council

Potential future land uses and initiatives were identified during several discussions with Council planning officers over the duration of the Project. Within the Pyrenees Shire, a permit (PA1808/11) has been granted for a grain store facility at the intersection of the Western Highway and Eurambeen-Streatham Road / Crockers Lane. However, at the time of writing the EES it is understood from discussion with council officers that permit is not proposed to be acted upon.

The strategic policies of the Pyrenees Shire seek to enhance the rural service centres, such as Beaufort, east of the project area and restrict the further subdivision of high quality agricultural areas. The duplication of the highway as a result of the Western Highway Project would result in improved and safer driving conditions between the towns of Beaufort and Ararat (and ultimately Stawell). This could assist in improved connectivity in the area and indirectly assist development of Beaufort.

### 5.5.2 Ararat Rural City Council

Within the Ararat Rural City the Project would also assist in improving the amenity of the Buangor township by relocating freight and other vehicle movements out of the centre of town. It is understood that there is a small, but strong community in Buangor and whilst the town is not identified for future expansion in the planning scheme, it could experience growth for people seeking a community in a rural area, but without the maintenance associated with large rural blocks.

The blue gum plantation on the southern side of the Western Highway between Fiery Creek and Middle Creek has largely been removed. The land is included within a Farming Zone and is proposed to be used for agricultural land use. At the time of writing this assessment, no formal proposal had been identified.

It is anticipated that further development of the Renewable Energy Park for industrial related purposes could occur. Accordingly, maintaining access to the Renewable Energy Park would be important for the ongoing viability and economic growth of the area. We also understand from discussions with council officers that Ararat Rural City Council has received enquiries regarding potential quarry applications in the vicinity of the study area. The proposed duplication of the existing highway would improve safety conditions for vehicles (including freight) accessing the industrial areas on the south and west of the Ararat town centre.



## 6. Impact Assessment

The detailed impact assessment documented in this report addresses the potential land use impacts of the construction and operation of the proposed options in Section 2 of the Project. The options assessed are a culmination of progressive refinement of the design and consideration of potential impacts.

The Existing Conditions section of this report covers an area encompassing the long list of alignment options considered for the Project. Potential impacts of each option were considered in Phase 1 of the options assessment process, and were used to develop a short list, comprising 3 alignment options.

The potential impacts of each of the 3 short listed options were considered in more detail in Phase 2 of the option assessment process and were selected for further detailed assessment in the EES. The impacts of the proposed options, together with potential mitigation measures, were considered in detail through the environmental risk assessment process. The outcomes of the risk assessment process were used to finalise the proposed alignments assessed in the EES.

The alignment options assessment process is described in the 'Western Highway Project Section 2 Alignment Options Assessment Report' (February 2012). The environmental risk assessment methodology and complete risk register for all specialist disciplines is presented in 'Western Highway Project Section 2 EES Environmental Risk Assessment Report' (2012).

Extracts from the environmental risk register are provided in this report and the identified impacts of the preferred proposed alignments are considered in detail in the following sections.

### 6.1 Project Description

The Project provides two lanes in each direction and associated intersection upgrades to improve road safety, and facilitate the efficient movement of traffic. It commences at the railway overpass west of Old Shirley Road, Beaufort and extends for approximately 38km to Heath Street, Ararat. The upgrade assessed in this impact assessment is a combination of freeway standard (AMP1) and highway standard (AMP3). For the first length from the railway overpass to approximately Ch. 800, near McKinnon Lane, there are no works proposed because of a potential future Beaufort Bypass that may connect near this location. Then from Ch. 800 to Warrayatkin Road on the outskirts of Ararat the proposed upgrade would be to freeway standard (AMP1). For the final length from Warrayatkin Road to Heath Street the proposed upgrade would be to highway standard (AMP3). Grade separated interchanges are proposed at Eurambeen-Streatham Road, Peacocks Road, Hillside Road, and Langi Ghiran Picnic Ground Road. An at grade intersection with a wide median treatment is proposed for Warrayatkin Road.

There are three proposed alignment options that are being assessed. These share a common alignment from Beaufort to near the Anderson Road intersection, east of Buangor Chainage (Ch.) 16800, retaining the existing single carriageway footprint, and providing a duplicate carriageway located approximately 15 to 100 m to the north. Thereafter the options differ in their geometry, and whether duplication or an entirely new dual carriageway is constructed. The alignment options are summarised in Table 9.

**Table 9 Alignment Option descriptions**

Option	Location and Chainage (m) East to West	Description
Common to all options	Beaufort to the base of Box's Cutting (Ch. 840 - 3400)	<b>New dual carriageway</b> north of the existing highway (does not use the existing highway alignment)  No duplication works undertaken between Ch. 0 - 840
	Box's Cutting to Waldrons Road (Ch. 3400 – 12000)	<b>Duplication</b> of existing highway on the northern side then transferring to the southern side at Fiery Creek (Ch. 5900), with a median treatment of approximately 15 m.  Includes a new intersection at Eurambeen-Streatham Road / Eurambeen Raglan Road
	Waldrons Road to east of Anderson Road (Ch. 12000 – 15700)	<b>Duplication</b> of the existing highway on the southern side, maintaining a median from approximately 15 m in the east to 40 m in the west.
Option 1	Anderson Road to Pope Road (Ch. 16500 – 22400)	<b>New dual carriageway</b> to the north of Buangor, and meeting the existing highway west of Buangor – Ben Nevis Road.  Alignment common to Option 3
	Pope Road to the eastern end of Hillside Road (Ch. 22400 – 24800)	<b>New dual carriageway</b> , extending southwest from the existing highway and crossing the rail line.
	Eastern end of Hillside Road to Heath Street, Ararat. (Ch. 24800 – 39600)	<b>New dual carriageway</b> located approximately 700 m south of the existing highway until Ch. 27000 where it converges over a 1.5km distance. A <b>duplication</b> of the existing carriageway occurs from Ch. 28500 with the new carriageway to the south. The median width varies from 30 m in the east to a narrow 6 m treatment in the west.
Option 2	Anderson Road to Pope Road (Ch. 16500 – 22600)	<b>New dual carriageway</b> that bypasses Buangor to the north, then extends south over the existing highway and rail line.
	Pope Road to the eastern end of Hillside Road (Ch. 22600 – 32000)	<b>New dual carriageway</b> , extending along the southern side of the railway line, meeting the existing highway.
	Eastern end of Hillside Road to Heath Street, Ararat. (Ch. 32000 – 39600)	<b>Duplication</b> of the existing highway on the southern side.  Alignment common to Option 3.
Option 3	Anderson Road to Pope	Common alignment with Option 1



Option	Location and Chainage (m)	Description
	East to West	
	Road (Ch. 16500 – 22400)	<b>New dual carriageway</b> to the north of Buangor, and meeting the existing highway alignment west of Buangor-Ben Nevis Road.
	Pope Road to the eastern end of Hillside Road (Ch. 22400 – 24800)	<b>New dual carriageway</b> , extending southwest across the rail line further than Option 2, then meeting the existing highway alignment in a similar location to Option 2.
	Eastern end of Hillside Road to Heath Street, Ararat. (Ch. 24800 – 39600)	Alignment common to Option 2. <b>Duplication</b> of the existing highway on the southern side.

All alignment options bypass the small township of Buangor, which is currently accessed via local roads from the Western Highway. The Project proposes access to Buangor via grade separated interchange facilities.

There are steep grades from Beaufort through to Fiery Creek, before the highway levels for 18km. To the west of Buangor the topography undulates as the highway crosses the Ballarat- Ararat railway line, and passes to the south of Langi Ghiran State Park. The highway then levels once again from the west side of Langi Ghiran State Park through to Ararat. Apart from the State Park and small areas of remnant forest, the surrounding land use is predominately agricultural (grazing and cropping).

Other than the Ballarat - Ararat railway which carries local passengers, no State significant infrastructure such as major pipelines or power lines, is located within the study area. The alignment options all involve a crossing of the railway, six identified waterways and 21 minor waterways (tributaries).

A mapbook illustrating the alignment(s) is contained in Appendix C.

## 6.2 Key Issues

The key issues for consideration as part of the Planning and Land Use Assessment, identified as a result of the EES Scoping Requirements and existing conditions assessment include:

- Compliance with planning policies due to the fragmentation of impacted properties within the Farming Zone;
- Temporary disruption to utility services and decreased amenity during the construction of the Project; and
- Potential for longer term land use change associated with a new road alignment.

All options for the Project would result in isolated land severance impacts along the alignment where acquisition would be required. The potential acquisition could result in severed land parcels that are physically separated from the balance of the title and could have a minor impact upon the ongoing use of the land for farming related purposes. In addition to land acquisition, some farm infrastructure (such as sheds / dams) and some dwellings are located within the construction footprint of each of the options and would therefore be demolished / removed / relocated. Acquisition and compensation for these assets



would be considered by VicRoads subject to the provisions of the *Land Acquisition and Compensation Act 1986*.

The Project may have a temporary impact upon existing utility services and infrastructure, such as power lines, telephone lines and rail infrastructure. This may result in temporary disruption to services whilst being relocated or when new bridge structures are being placed over the railway line, but it is considered that the disruption of services can be managed as part of a Construction Environment Management Plan (CEMP). Impacts on rail services would be reduced by scheduling of works to avoid construction above the railway line during operating times.

Section 2 of the Project would also result in improved safety and connectivity between the towns of Beaufort and Ararat. The Western Highway Project includes the staged duplication between Ballarat and Stawell and this section of the Project would result in over half of the existing highway being duplicated, thereby improving transport efficiencies and accessibility between the towns. Improved accessibility may benefit tourism destinations within the wider area and could assist in promoting rural lifestyles due to the improved connectivity to the major towns.

The Project includes a proposed bypass of the Buangor township. The existing Western Highway currently separates the residential and recreational areas of the town. Once constructed, a bypass would assist in improving the safety and amenity by reducing the number of freight and other vehicles that currently drive through the town. This could improve the amenity of Buangor and therefore attract future residents to establish on existing allotments within the town centre. It is noted that there may be increased inconvenience to some road users due to changed access arrangements, these issues are discussed in further detail within the Social Impact Assessment and Traffic and Transport Impact Assessment.

The Project could also result in farming properties being severed as a result of the new alignment. This could result in pressure to develop the smaller allotment for non-farming purposes, thereby changing the development pattern in the project area.

### **6.3 Risk Assessment**

This section identifies and describes Planning and Land Use cause and effect pathways associated with the construction and operation of the Project. The risk assessment is presented in Table 10.

The development of the Project would not compromise the intent of existing land use zoning in the project area given the majority of acquisition will occur along property boundaries with isolated areas of land severance. The impact pathways consider land uses within and surrounding the project area including farming activities, isolated dwellings (mostly associated with farming operations), and township uses (including residential and commercial uses within the adjacent towns).

The Impact Pathways (which align with the key issues identified above in section 6.2 and summarised in Table 10) for the Planning and Land Use Assessment are:

- ▶ The potential impacts on existing infrastructure (including wind farm infrastructure) or utility services, including the Ballarat- Ararat Railway Line;
- ▶ The potential impact of acquisition on short term and longer term use of land for farming / agricultural purposes, including economic and social activity; and
- ▶ The potential for inconsistency with planning policies and schemes (Pyrenees and Ararat).



The protection and enhancement of environmental, heritage, social and economic values are considered within the various specialist technical assessments prepared for the EES, consistent with the State and Local Planning Policies.

The impact assessment below describes potential impacts that the Project, as described in section 6.1 of this report, may have on planning and land use, assuming VicRoads' standard environmental protection measures, as documented in the project description, and residual impacts once additional project specific measures (as recommended) are in place.



**Table 10 Planning and Land Use Risk Assessment**

Risk No.	Option			Impact Pathway Description	Description of consequences	Planned Controls to Manage Risk  (as per Project Description, and VicRoads Contract Shell DC1: Design & Construct (April 2012)).	Initial Risk			Additional Controls Recommended to Reduce Risk	Residual Risk		
	1	2	3				Consequence	Likelihood	Risk Rating		Consequence	Likelihood	Risk Rating
PLU1	X	X	X	The Project affects existing infrastructure (including wind farm infrastructure) or utility services, including fibre optic cables, overhead electricity lines, underground water pipelines, and the Ararat-Ballarat Railway line	The safe and efficient operation or maintenance of the utility or infrastructure is disrupted during construction, with services being located realigned along the new carriage way or median, affecting continued service, and ongoing ability to safely maintain the utility. Whilst Option 2 extends within the Challicum Hills wind Farm property, it does not impact on existing infrastructure.	Relocation of the assets would be undertaken in accordance with provider requirements consistent with 1140.02 and 1140.03 of VicRoads Contract Shell. Preference is to keep assets within the road reserve. Easements would be sought in private property as necessary.	Minor	Almost Certain	Medium		Minor	Almost Certain	Medium
PLU2	X			Potential impact on short term and longer term use of land for farming / agricultural purposes activities resulting from acquisition and potential for land use change	Acquisition would be limited to the edge of property boundaries where possible, but some areas of land will be separated from the balance of the title due to the new freeway at Property Nos. 1106, 1295, 1296, 1314, 1483, 1491, 1506, 1504, 1505, 1517, 1519, 1516, and 1523. In each of these instances, the severed parcels of land would no longer be viable to graze without mitigations measures in place.		Moderate	Almost Certain	High	Alteration of access arrangements, where appropriate. Compensation for the loss of land where necessary. Consolidation of allotments where possible.	Minor	Almost Certain	Medium



Risk No.	Option			Impact Pathway Description	Description of consequences	Planned Controls to Manage Risk  (as per Project Description, and VicRoads Contract Shell DC1: Design & Construct (April 2012)).	Initial Risk			Additional Controls Recommended to Reduce Risk	Residual Risk		
	1	2	3				Consequence	Likelihood	Risk Rating		Consequence	Likelihood	Risk Rating
PLU3		X		Potential impact on short term and longer term use of land for farming / agricultural purposes activities resulting from acquisition and potential for land use change	Acquisition would be limited to the edge of property boundaries where possible, but some areas of land will be separated from the balance of the title due to the new freeway at Property Nos. 1106, 1295, 1296, 1297, 1439, 1440, 1443, 1460, 1459, 1499 and 1503. In each of these instances, the severed parcels of land would no longer be viable to graze without mitigations measures in place. Property Nos. 1496, 1497, 1498 have been developed for a residence and would be wholly acquired for the purposes of Option 2.		Moderate	Almost Certain	High	Alteration of access arrangements, where appropriate. Compensation for the loss of land where necessary. Consolidation of allotments where possible.	Minor	Almost Certain	Medium
PLU4			X	Potential impact on short term and longer term use of land for farming / agricultural purposes activities resulting from acquisition and potential for land use change	Acquisition would be limited to the edge of property boundaries where possible, but some areas of land will be separated from the balance of the title due to the new freeway at Property Nos. 1106, 1295, 1296, 1310, 1314, 1483, 1499, 1491, 1499 and 1503. In each of these instances, the severed parcels of land would no longer be viable to graze without mitigations measures in place.		Moderate	Almost Certain	High	Alteration of access arrangements, where appropriate. Compensation for the loss of land where necessary. Consolidation of allotments where possible .	Minor	Almost Certain	Medium



Risk No.	Option			Impact Pathway Description	Description of consequences	Planned Controls to Manage Risk  (as per Project Description, and VicRoads Contract Shell DC1: Design & Construct (April 2012)).	Initial Risk			Additional Controls Recommended to Reduce Risk	Residual Risk		
	1	2	3				Consequence	Likelihood	Risk Rating		Consequence	Likelihood	Risk Rating
PLU5	X	X	X	Potential for inconsistency with planning policies and schemes including the Pyrenees and Ararat Planning Schemes	The Project would result in severance of some land parcels smaller than the minimum lot sizes and loss of native vegetation, including habitat corridors. The importance of the Western Highway is recognised as a major freight / arterial route through both the Pyrenees and Ararat Councils. Accordingly, access and connectivity along the highway should be maintained. The Bypass of Buangor has the potential to improve amenity of the town and attract future growth. The potential construction of the freeway to the north of the town could result in requests to rezone land on the northern side of the highway from a farming to township zone.	Clause 22.01 of the Pyrenees Planning Scheme provides requirements for land capability requirements for use of land.	Moderate	Likely	High	Where the small size of the allotment affects the agricultural viability of the land, or the ability to develop a dwelling on the lot consistent with the zoning or Council policy, consider consolidation with adjoining lots. Any necessary compensation can be managed via the Land Acquisition and Compensation Act 1986	Minor	Likely	Medium





## **6.4 Impact Assessment**

The assessment below outlines potential planning land use impacts of each of the 3 Project options. All options have a common alignment from McKinnon Lane (chainage 840) to Anderson Road (chainage 16500) and from Langi Ghiran Picnic Ground Road (chainage 28400) to the end of the project area at Heath Street (chainage 39600). Accordingly, each of the Options assessed have the same impacts for these lengths of the Project and the section between Anderson Road and Langi Ghiran Picnic Ground Road differentiates the impacts of each option. Mitigation measures for these impacts are discussed in section 7.

### **6.4.1 Impacts on existing infrastructure**

The Project is considered to have short term impacts on existing infrastructure due to the temporary relocation and / or disconnection of services whilst the new road is being built. The final location of services is yet to be determined, however, all options provide sufficient area for utility services to be located within the construction footprints.

A Powercor power line extends along the existing Western Highway corridor and would experience disruption whilst being relocated to the side of the new carriageways. All Options would result in the temporary relocation of the power lines, particularly where the options extend along / adjacent to the existing highway. Option 2 extends adjacent to an existing electrical substation (but does not directly impact) to the west of the Buangor township (ch. 20400 / Property No. 1444) that is associated with Challicum Hills Wind Farm, located to the south of the alignment.

Existing fibre optic cables are situated along the southern side of the existing highway east of Buangor and divert south to the railway line at Ferntree Gully Road. The fibre optic cables extend along the railway line until they re-join the existing Western Highway near the base of Mt Langi Ghiran. All options would require the relocation of the fibre optic cables adjacent to the existing highway and all options require a crossing of the railway line, and therefore the fibre optic cables. Services may be disrupted whilst the relocation of the fibre optic cables was undertaken and therefore, communication services may be temporarily impacted. It is considered that Option 2 could have a more significant impact on the potential disruption to fibre optic services given the option extends along the railway line, in the same location as the fibre optic cable between Buangor and Mt Langi Ghiran.

The urban water supply within Buangor is provided by Grampians-Wimmera Mallee Water. The Project may result in the temporary disruption to water supply services whilst pipelines are relocated.

All Options would require a new bridge crossing over the Ballarat- Ararat Railway line as the existing crossing is on part of the existing highway which is proposed to be converted to a local road. The construction of the new bridge could result in temporary disruption to rail services whilst works were occurring adjacent to the railway line and a new bridge being constructed over the tracks. This could impact on travellers and works would either need to be scheduled when no trains were operating or alternate transport provided. The impacts associated with the disruption to services could be addressed as part of the CEMP.



In relation to impacts on existing infrastructure, it is considered that all options have similar temporary impacts. However, Option 2 has the potential to have more significant short term impacts due to the potential impact on the existing substation (Property No 1444) to the west of Buangor and impacts on communication services whilst the fibre optic cables are being relocated adjacent to the railway line. VicRoads' Standard Contract Shell document should be able to mitigate the impacts for loss of services by providing appropriate measures, to maintain connection of services where possible.

#### **6.4.2 Impacts on potential for land use change**

The Project has the potential to result in changes in land use within the study area. The majority of land within the study area is included within a Farming Zone and is used mainly for grazing and cropping purposes. Some properties have been used for blue gum plantations, however, two of these plantation holdings, Property Nos. 1178 – 1229 (which are impacted by all options) and Property No. 1298 & 1315, (impacted by Option 2) are no longer being used as plantation sites.

The Project would result in some remnant parcels of land which would be below the minimum lot size within the Farming Zone on the northern side of the existing highway, which could be subject to redevelopment pressure for dwellings. If this were to occur, it could result in an impact on the existing rural character of the area. However, given the number of residential sized allotments within the town that are currently vacant, any growth to the Buangor township for residential purposes could be contained to the vacant residential parcels of land and would be beneficial to the community and growth of the town.

#### **6.4.3 Impacts on the long term and short term land uses, including economic and social activity**

The Project has the potential to impact on the long term and short land uses through:

- ▮ Potential for short and long term amenity impacts whilst the construction of the new road is being undertaken;
- ▮ Potential for the creation of smaller, isolated allotment in the short term which could be subject to redevelopment pressure;
- ▮ Potential for longer term benefit for the Buangor township due to the diversion of freight and other vehicles out of the town centre and therefore improving the safety and amenity of the town;
- ▮ Potential for Buangor to become a more attractive town within the Ararat Shire;
- ▮ Potential for longer term benefit for the economy and tourism in the area due to improved accessibility following the duplication of the highway; and
- ▮ Potential for reduction in longer term economic viability for allotments which have been subject to acquisition.

The Project has the potential for short term amenity impacts on the area whilst the road is being constructed. This could include disruption to local traffic movements whilst construction vehicles are transporting materials or temporary road closures whilst works are underway. The construction of the new road would also include a change to the landscape where vegetation is to be removed. Potential measures to mitigate the traffic and visual impacts would be included in the Traffic and Transport and the Visual and Landscape Impact Assessment Reports.



The Project could result in sub-minimal lots, which could be subject to development pressure for a dwelling. The potential for this to occur has been reduced where possible by aligning the options adjacent to the existing property boundaries. Land severance of parcels are generally limited to where the proposed options deviate from the highway, such as at Box's Cutting, the new interchange at Eurambeen-Streatham Road/Raglan Road and between the Buangor township and the Langi Ghiran State Park. A mapbook illustrating the proposed construction footprint in relation to each title along the alignment is contained in Appendix D.

All options include the deviation of the proposed freeway north from the existing highway at Anderson Road, on the eastern side of Buangor. All options extend across Property No 1295 which has been developed as a blue gum plantation. This parcel comprises a total area of 111ha and the proposed acquisition comprises an area of approximately 19 ha, resulting in a total balance area of 91 ha, which is in excess of the 40ha minimum lot size within the Ararat Planning Scheme. All Options in this location would effectively sever the parcel of land but it is considered the property could continue to be used for a plantation with appropriate access measures in place.

All options include a half diamond interchange at Peacocks Road which would effectively divide Property No. 1296 in half. This property is utilised for farming and could continue to be used subject to access arrangements in place. All Options would provide for access over the freeway at Peacocks Road and therefore, access could be provided to the two halves of the property. All options would include an interchange, with elevated on/off ramps which could provide for a visual impact on the amenity of the property. The visual impact of the Project in this location is being considered as part of the Landscape and Visual Impact Assessment.

All options would also result in the severance of Property No. 1314. This land is immediately north of the existing Western Highway, west of the sports oval in Buangor. The proposed alignments would restrict the ongoing viability of the land; particularly given access from the Western Highway north along Buangor-Ben Nevis Road would be restricted. This would require the landowner to travel along the existing highway from the southern parcel, along Peacocks Road and along new service roads on the northern side of the freeway to access the balance of the property.

Table 11 outlines properties impacted by all alignment options that could be severed and new sub-minimal allotments created. The table outlines the existing lot area, the area to be acquired and the balance of the severed parcel of land.

**Table 11 Severed Properties – common to all alignments**

Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1295	111	20	91
1296	49	8.7	40
1314	59	16	43

#### **Option 1 Long and Short Term Impacts**

The section of Option 1 that differs from other options extends close to the existing highway at Buangor-Ben Nevis Road and impacts an existing dwelling at Property No 1438. The alignment in this location

extends adjacent to the property boundary and whilst it would result in the loss of a dwelling it has less impact on the balance of the property for farming purposes when compared to Option 2.

Option 1 deviates south of the existing highway at chainage 22800 to extend over the railway line and then in a westerly direction to the south of the existing highway in order to avoid a habitat corridor along the existing highway east of Hillside Road Extension. The deviation from the existing highway would result in partial severance of Property Nos 1483, 1491 and 1506, which effectively result in remnant parcels of land situated between the property boundaries and the new freeway alignment. These remnant parcels of land are of insufficient size to be utilised for farming purposes and consideration should be given as to the need for consolidation or acquisition by VicRoads in order to avoid inappropriate development from occurring.

West of Hillside Road Extension, Option 1 extends across a small plantation and severs Property Nos 1504, 1505, 1517 and partially severs Property Nos 1519, 1516 and 1523. This would result in restricted land use and access for the landowners. It is not considered that Option 1 would prevent the short or long term use of these properties for continued agricultural / rural land use as they are currently being used. Rather, the acquisition of land would impact on access between the parcels of land (where in one ownership) and access arrangements for each of these landowners has been considered as part of the Social Impact Assessment and Traffic and Transport Assessment.

Option 1 would result in the acquisition by VicRoads of the whole of Property Nos. 1317, 1438 and 1498. Table 12 illustrates properties that would be severed by Option 1 and whereby new allotments could be created.

**Table 12 Option 1 severed parcels**

Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1297	15	2.5	12.4
1310	6.1	1.1	5
1438	21.6	8.1	13.5
1483	42.4	10.8	31.6
1491	37.2	6.5	30.7
1506	20.7	4.8	15.9
1499	31.3	1.9	29.4
1504	24.3	7.6	16.7
1505	43.6	4.7	38.9
1517	20.9	3	17.9
1519	50.3	5.3	45
1516	45.5	2.7	42.8

Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1523	27.3	5.9	21.4

Having regard to Table 12, whilst there would be some land severance, in many cases, existing allotments are below the existing minimum lot size in the Ararat Planning Scheme. The only potential change resulting from the acquisition of land would be Property Nos 1483 and 1505 which would now be below the minimum lot size in the Farming Zone within the Ararat Planning Scheme.

### **Option 2 Long and Short Term Impacts**

The section of Option 2 that differs from other options includes a half diamond interchange at Peacocks Road to that proposed in Option 1. The diamond interchange would result in a similar severance of Property No. 1296 compared to Option 1 but Option 2 extends near the edge of existing property boundaries and thereby reduces its impact on Property No. 1315, which is currently being used as a blue gum plantation.

On the western side of Buangor-Ben Nevis Road, Option 2 extends through the middle of Property Nos 1440 and 1439 which are used for farming purposes. The proposed freeway in this location would result in land severance and access restrictions which would reduce the ongoing viability and productivity of the properties for agricultural land use.

South of the existing Western Highway, Option 2 extends close to an existing substation at Property No 1443 and results in land severance of Property No 1460. The alignment across Property No 1460 would result in long term impacts to access which is currently available via Pope Road. The new alignment would effectively divide the majority of the property from the existing point of access via Pope Road and would require an unconstructed road reserve to be constructed off Gravel Route Road to maintain access. Property No 1460 is being used as a plantation site and the majority of the property could continue to be used for a plantation subject to access being provided off Gravel Route Road. It is noted that part of property would be isolated by Option 2 and consideration should be given to the land being acquired by VicRoads.

Option 2 would result in the acquisition of a dwelling at Property No 1498 at Hillside Road Extension and the whole acquisition of Property Nos 1257, 1317, and 1316. Table 13 illustrates properties that would be severed by Option 2.

**Table 13 Option 2 severed parcels**

Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1297	14.9	1.5	13.4
1310	6.1	1.5	4.6
1312	0.8	0.1	0.7
1315	52.7	10.5	42.2
1316	4.8	1.8	3

Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1439	35.8	5.4	30.3
1438	21.6	0.4	21.2
1440	6.7	4.2	2.5
1442	122.4	3.3	119.1
1443	11.4	2.0	9.4
1460	23.3	1.8	21.5
1499	31.3	14.5	16.8

Having regard to Table 13, whilst there would be some land severance, in identified cases, only two lots (property Nos. 1315 and 1442) currently exceed the minimum lot size of 40ha in the Farming Zone and in both instances, these properties would remain in excess of 40ha following acquisition. The balance of allotments are already below the minimum lot size.

### **Option 3 Long and Short Term Impacts**

Option 3 includes the same alignment through Buangor as Option 1. Accordingly, the impacts on Property Nos 1295, 1296 and 1314 are consistent between both options.

Option 3 differs from both Options 1 and 2 at Pope Road, where it deviates to the south of the existing highway across Property No 1483 and over the railway line. The alignment across Property No 1483 would effectively result in a small severed parcel in the south-east corner which would only be accessible via a new service road on the southern side of the freeway. This parcel of land would be of insufficient size to farm and access to the balance of land would be restricted by the new freeway.

Option 3 extends across Property Nos 1490 and 1491 which comprise part of the Challicum Hills Wind Farm. The alignment does not impact any existing infrastructure and is not expected to have a long term impact on the ongoing operation of the wind farm.

Option 3 extends within close proximity of a dwelling at Property No 1498 (which would be acquired as a result of Option 2). Whilst the dwelling would not be within the construction footprint, the amenity of the dwelling and ongoing use of the land for residential purposes would be compromised by Option 3.

Table 14 below illustrates properties that would be severed by Option 3 and whereby new allotments could be created.

**Table 14 Option 3 severed parcels**

Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1297	15	1.5	13.5
1310	6.1	0.8	5.3



Property No.	Existing Allotment (ha)	Proposed Acquisition Area (ha)	Balance of Allotment (ha)
1483	42	4.8	37.2
1490	8.8	3.4	5.3
1491	37.2	10	27.2

Having regard to Table 14, only Property No 1483 would be reduced below the minimum lot size post acquisition. The balance of allotments identified would already be below the minimum lot size.

#### 6.4.4 Summary of the Effects of the Project on Planning and Land Use

A summary of impacts on land use within the study area associated with the three options is outlined below in Table 15.

**Table 15 Summary of Impacts on Land Use**

Option	Properties acquired	Properties severed	No. of new sub-minimal lots	Infrastructure Impacts
Option 1	3	13	2	Temporary
Option 2	2	12	0	Temporary
Option 3	3	9	1	Temporary

#### 6.4.5 Consistency of the Project and alternatives with the planning schemes and strategies

It is considered that the Project is consistent with the State and Local Planning Policies discussed in section 3.3 which recognise the importance of major freight arterial routes to the economy of the State.

The State Planning Policy Framework contained within both the Pyrenees and Ararat Planning Schemes provide the general principles for land use and development. In relation to the Project, all options equally support Clause 11.05 (Regional Development) associated with the promotion of sustainable growth within Regional Victoria. When compared with a 'do nothing' Option, each of the three options being considered would assist in regional employment during the construction of the Project and would also reduce travel times to regional areas as well as improving access to the Grampians and tourism potential.

In relation to Clause 12 (Environmental and Landscape Values), all options would require the removal of native vegetation, however, Option 1 has been aligned to the south of an existing habitat corridor south of Langi Ghiran State Park in order to reduce potential impacts.

When assessing the impacts of Clause 14 (Natural Resource Management), all options are considered to have some impact on agricultural land when compared to the existing Western Highway alignment.

The Pyrenees Municipal Strategic Statement (Cl. 21.05) seeks to encourage highway service facilities within Beaufort along both sides of the Western Highway. Whilst the Project commences west of the Beaufort township, it is noted that the Red Roo Service Centre is a major truck stop along the Western Highway. All options seek to retain existing access arrangements to this service centre.



Clause 22.06 of the Pyrenees Planning Scheme seeks to conserve and enhance existing vegetation throughout the Shire wherever practicable. All options would result in the loss of vegetation directly north of Box's Cutting. The quality and extent of this vegetation has been assessed as part of the Flora and Fauna Impact Assessment and losses would be subject to Net Gain requirements.

The Project supports the Settlement and Housing Clause within the Ararat Planning Scheme in that it provides for improved access and opportunities to the Ararat township. In addition, all options provide for a bypass of the Buangor township, thereby improving safety and amenity of residents. The removal of heavy vehicles from the centre of Buangor could make the town more attractive for future development. It is noted there are many residential allotments within the town which are yet to be developed and it is not envisaged that any of the options would result in increased development pressure on the town which would require land to be rezoned.

Clause 21.05 of the Ararat Planning Scheme relates to economic development and outlines the importance of the Western Highway for access and exposure to commercial enterprises closer to the Ararat township. All options are the same at the western end of the alignment and seek to maintain access to the existing industrial park and aerodrome. This access would be similar to a 'do nothing' option, however the Project would result in improved safety measures along the new carriageways.

#### 6.4.6 Planning Scheme Amendment

In addition to the Environment Effects Statement, planning approvals are required to facilitate the Project. Planning approvals are triggered by zones and overlays within the Pyrenees and Ararat Planning Schemes. An assessment of the Project against the zones and overlays is outlined in Table 16 below:

**Table 16 Planning Permit Triggers**

Section 2 Planning Controls		Permit Triggered		
Planning Control	Planning Scheme	Use	Buildings & Works	Vegetation Removal*
Road Zone Category 1 (Western Highway) (RDZ1)	Pyrenees Planning Scheme	✗	✗	✗
	Ararat Planning Scheme	✗	✗	✗
Rural Living (RZ)	Pyrenees Planning Scheme	✗	✓ (Earthworks)	✗
Farming Zone (FZ)	Pyrenees Planning Scheme	✗	✓	✗
	Ararat Planning Scheme	✗	(Earthworks)	✗
			✓ (Earthworks)	
Public Use Zone – Transport (PUZ4)	Ararat Planning Scheme	✗	✗	✗



Section 2 Planning Controls		Permit Triggered		
Planning Control	Planning Scheme	Use	Buildings & Works	Vegetation Removal*
Township Zone (TZ)	Ararat Planning Scheme	✗	✗	✗
Public Conservation and Resource Zone (PCRZ)	Ararat Planning Scheme	✓	✓	✗
Industrial Zone 1 (IN1Z)	Ararat Planning Scheme	✗	✓	✗
Public Use Zone – Education (PUZ2)	Ararat Planning Scheme	✗	✗	✗
Public Use Zone – Cemetery/Crematorium (PUZ5)	Ararat Planning Scheme	✗	✗	✗
Public Use Zone – Local Government (PUZ6)	Ararat Planning Scheme	✗	✗	✗
Public Park and Recreation (PPRZ)	Ararat Planning Scheme	✓	✓	✗
Restructure Overlay (RO)	Pyrenees Planning Scheme	✗	✗	✗
Bushfire Management Overlay (BMO)	Pyrenees Planning Scheme	✗	✗	✗
	Ararat Planning Scheme	✗	✗	✗
Environmental Significance Overlay (ESO2)	Pyrenees Planning Scheme	✗	✓	✓
	Ararat Planning Scheme	✗	✗	✓
Environmental Significance Overlay (ESO3)	Ararat Planning Scheme	✗	✗	✓
Vegetation Protection Overlay (VPO1) Significant and Remnant Vegetation	Ararat Planning Scheme	✗	✗	✓
(VPO2) Roadside Protection Areas		✗	✗	✓



\* Indicates approval required in addition to Clause 52.17 (Native Vegetation) to remove native vegetation.

In addition to the planning approvals triggers, VicRoads cannot compulsorily acquire land under the *Land Acquisition and Compensation Act 1986* unless the land is first reserved via a 'planning instrument'. In a planning scheme, a 'Public Acquisition Overlay' is the appropriate planning instrument to facilitate the acquisition of land.

A Public Acquisition Overlay (PAO) can only be included in the Pyrenees and Ararat Planning Schemes via a 'Planning Scheme Amendment'. In addition to applying a PAO to the project area, the Planning Scheme Amendment for the Project can provide for permit exemptions.

Accordingly, a Planning Scheme Amendment would be required to the Pyrenees and Ararat Planning Schemes that:

- ▶ Applies a PAO over the area to be acquired for the Project;
- ▶ Provides for site specific permit exemptions under Clause 52.03 for the Project; and
- ▶ Introduces an Incorporated Document that details approvals requirements.

Once the road has been constructed and gazetted a subsequent amendment would be required to rezone the land contained within the PAO to a Road Zone Category 1 (RDZ1).

A draft planning scheme amendment has been prepared for exhibition along with the EES. A copy of the amendment is contained in Appendix E.

## **6.5 Benefits and Opportunities**

The Western Highway Project would improve the safety of the existing highway and provide improved connectivity between Ballarat and Stawell. Section 2 of the Project may assist in making tourism destinations in the area more accessible due to improved road connections and could also assist in the growth and development of Beaufort and Ararat through improved accessibility.

The Project would improve the amenity of Buangor by removing freight and heavy vehicles out of the town. This would result in improved safety between the residential and recreational areas of the town as the existing Western Highway would revert of a local road. The improved amenity of Buangor may result in additional growth in the town. However, it is considered there are sufficient residential allotments which are yet to be developed that could cater for any potential growth.

## 7. Mitigation Measures

### 7.1 Management of Planning and Land Use Effects

VicRoads would require the construction contractor to develop and implement a Construction Environmental Management Plan (CEMP) for the Project in response to the Environment Management Plan. VicRoads standard environmental protection measures and some additional project specific controls have been incorporated in the Environmental Management Framework for the Project. VicRoads would require the construction contractor to incorporate all of these measures from the Environmental Management Framework into the CEMP.

VicRoads standard protection measures for the Planning and Land Use impact that would be adopted for this Project include the following Clauses of the VicRoads DCI contract specifications:

- Clause 1140 associated with rail and infrastructure; and
- Clause 1210 and sub clauses associated with community interaction.

There are several additional project specific controls recommended to avoid, mitigate and manage potential Planning and Land Use effects. These are outlined below.

#### 7.1.1 Detailed Design

- Reduce the widths of road reserves, medians, construction corridors and clear zones where possible, where not conflicting with other values such as the need to protect significant flora and fauna during detailed design to minimise extent of land acquisition.
- That access requirements for severed parcels of land be provided in consultation with the affected landowners.

#### 7.1.2 Construction

- Existing structures such as sheds, dams, dwellings and driveways that require removal to be relocated or compensation provided in accordance with the *Land and Acquisition and Compensation Act 1986* as appropriate.
- Minimise impacts to utility services through relocation and design in accordance with owner requirements. Seek to relocate services within the road reserve where possible to minimise impacts on adjoining properties.
- Where properties would be acquired or partly acquired, provide for compensation in accordance with the *Land Acquisition and Compensation Act 1986*.

#### 7.1.3 Summary

Table 17 presents a summary of the mitigation measures that have been identified to avoid, reduce or minimise impact risk. The measures comprise both relevant requirements of the VicRoads standard environmental protection measures as well as the additional measures (VicRoads Contract Shell requirements: 1140.02 and 1140.03) identified by this impact assessment. The aim is to achieve the relevant EES objectives described in Section 2.3.





**Table 17 Environmental Management Measures**

Risk No.	Risk Description	Management Measures	Responsibility
PLU1	The Project affects existing infrastructure provision	<p>Relocation of the assets would be undertaken in accordance with provider requirements. Where practicable, assets would be kept within the road reserve. Easements would be sought in private freehold property as necessary.</p> <p>Services to be located outside of clear zone where within the road reserve.</p> <p>Relocation of assets to be undertaken in accordance with VicRoads Contract Shell requirements 1140.02, 1140.03</p>	VicRoads
PLU2 ,3,4	The Project has a potential long term and short term impact on land for farming purposes	<p>Alternate access arrangements be made.</p> <p>Compensation be paid to landowners associated with the loss of land and impact on farming operations.</p> <p>Allotments be consolidated where possible in the one landownership</p>	VicRoads
PLU5	The Project is inconsistent with the Pyrenees and Ararat Planning Schemes	<p>Inappropriate development of allotments is controlled by Clause 22.01 of the Pyrenees Planning Scheme.</p> <p>Consideration of consolidation of allotments</p>	<p>Pyrenees &amp; Ararat Councils</p> <p>VicRoads</p>

## 8. Conclusion

The Project has been designed so as to avoid or minimise impacts on planning and land use wherever possible, consistent with planning policy. The EES evaluation objective relevant to the Planning and Land Use Assessment outlined in the EES Scoping Requirements is as follows:

- ▶ *“To avoid or minimise disruption and other adverse effects on infrastructure, land use (including agriculture) and households, as well as road users resulting from the construction and operation of the highway duplication.”*

It is considered the Project is consistent with the objectives of the *Transport Integration Act 2010* in that transport and land uses are considered together when determining the new highway alignment. In particular, the Project would assist in facilitating better access to, and greater mobility within local communities and the options considered have been designed to minimise impacts on landowners to retain existing land uses where possible.

All three options utilise the same alignment for significant portions of the project area and therefore have similar impacts on planning and land use. All options would have isolated impacts on existing property titles which would result in sub minimal allotments.

Option 1 provides for an improved environmental outcome by avoiding flora and fauna habitats at the base of Langi Ghiran State Park, however, it results in land severance for a number of parcels of land which would require alternative access arrangements. Option 2 has some land severance impacts west of Buangor, but on balance, it seeks to minimise land severance impacts by extending along the edge of property boundaries adjacent to the railway line and along the existing Western Highway at Langi Ghiran State Park. Option 3 is a combination of Option 1 and Option 2 which could have an impact on farming properties as the land severed would be difficult to consolidate or to continue to use for farming purposes.

All options would have a temporary impact on existing utility service provision and would require consultation with relevant service providers and operators prior to works commencing. This would allow services to be realigned with minimal impact on landowners and farming. This impact would be appropriately managed by the Construction Environmental Management Plan (CEMP) prepared for the Project.

All option alignments have been sited adjacent to property boundaries, where possible, to minimise the impact on farming land uses. All options include a northern bypass of Buangor and would result in some severance of farming land on the edge of the town. Local planning policies within the Pyrenees and Ararat Planning Schemes include controls to limit inappropriate development.

There would be limited change to existing land use patterns or to future planned land uses and developments as a result of the Project. Impacts to physical infrastructure are limited to construction related activities which could be appropriately managed through design and implementation of construction environment management plan.

Whilst all options are similar in their impacts, on balance, Option 2 is considered to have a slightly less impact on the ongoing farming land use in the area due to its alignment extending largely along property boundaries (when compared to Options 1 and 3), and having a slightly less land severance impact. Whilst there would be temporary construction impacts with all options, land severance allows for alternate access arrangements or consolidation with adjoining allotments.



## 9. References

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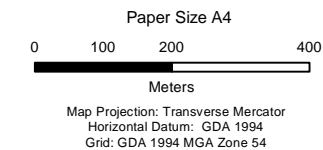
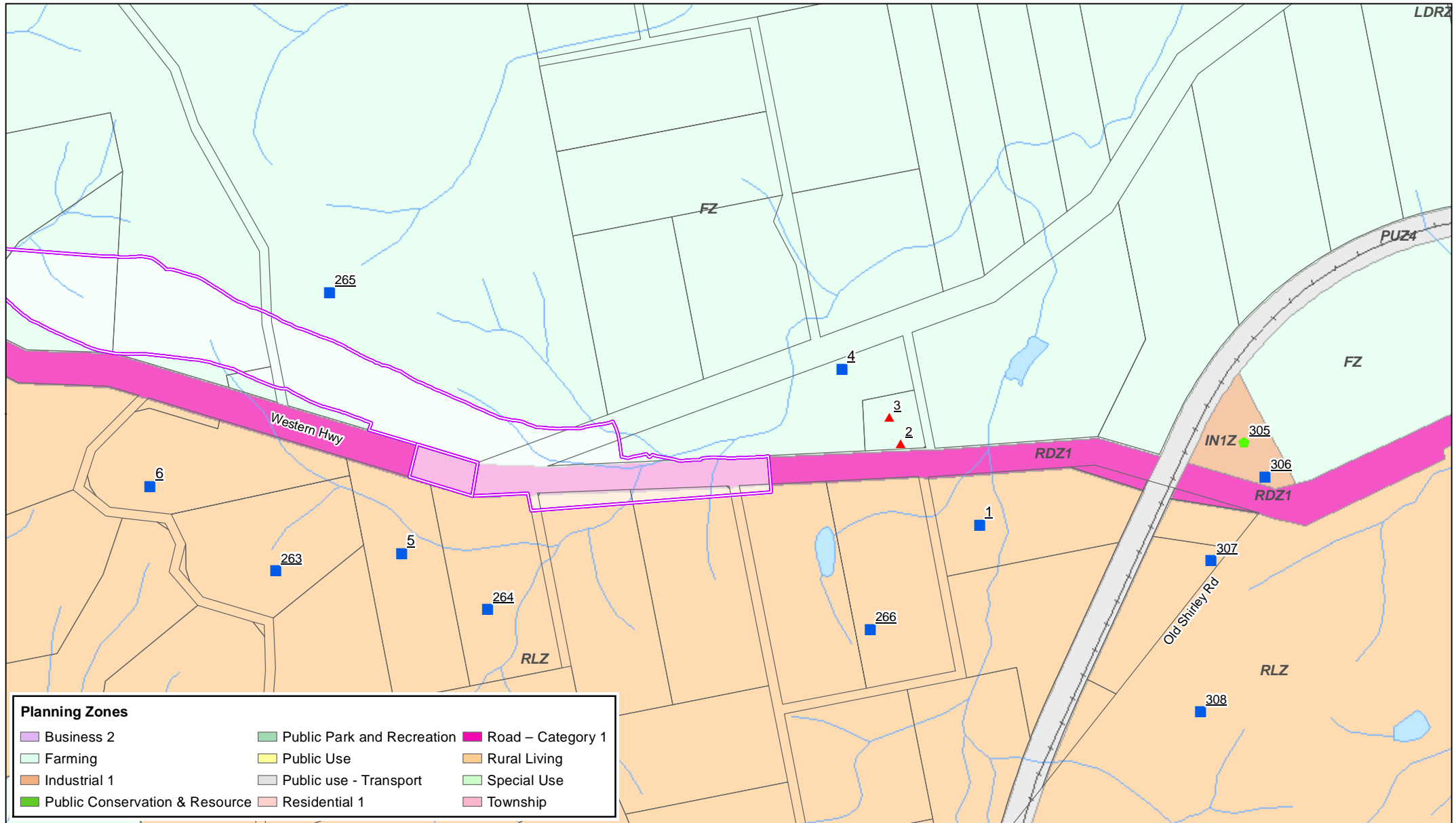
*Regional Catchment Strategy*, Glenelg Hopkins, 2003 -2007

Central Highlands Regional Strategic Plan, June 2010



## Appendix A

# Planning Zone Maps



#### LEGEND

Maximum Construction Footprints

Buildings - Validated

Blue square: Dwelling  
Red triangle: Commercial  
Green diamond: Unconfirmed / Other

Buildings - Not Validated

Black triangle: Commercial  
Black triangle: Potential commercial  
Black square: Dwelling



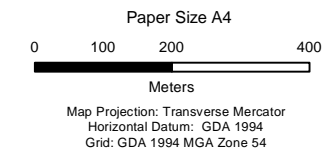
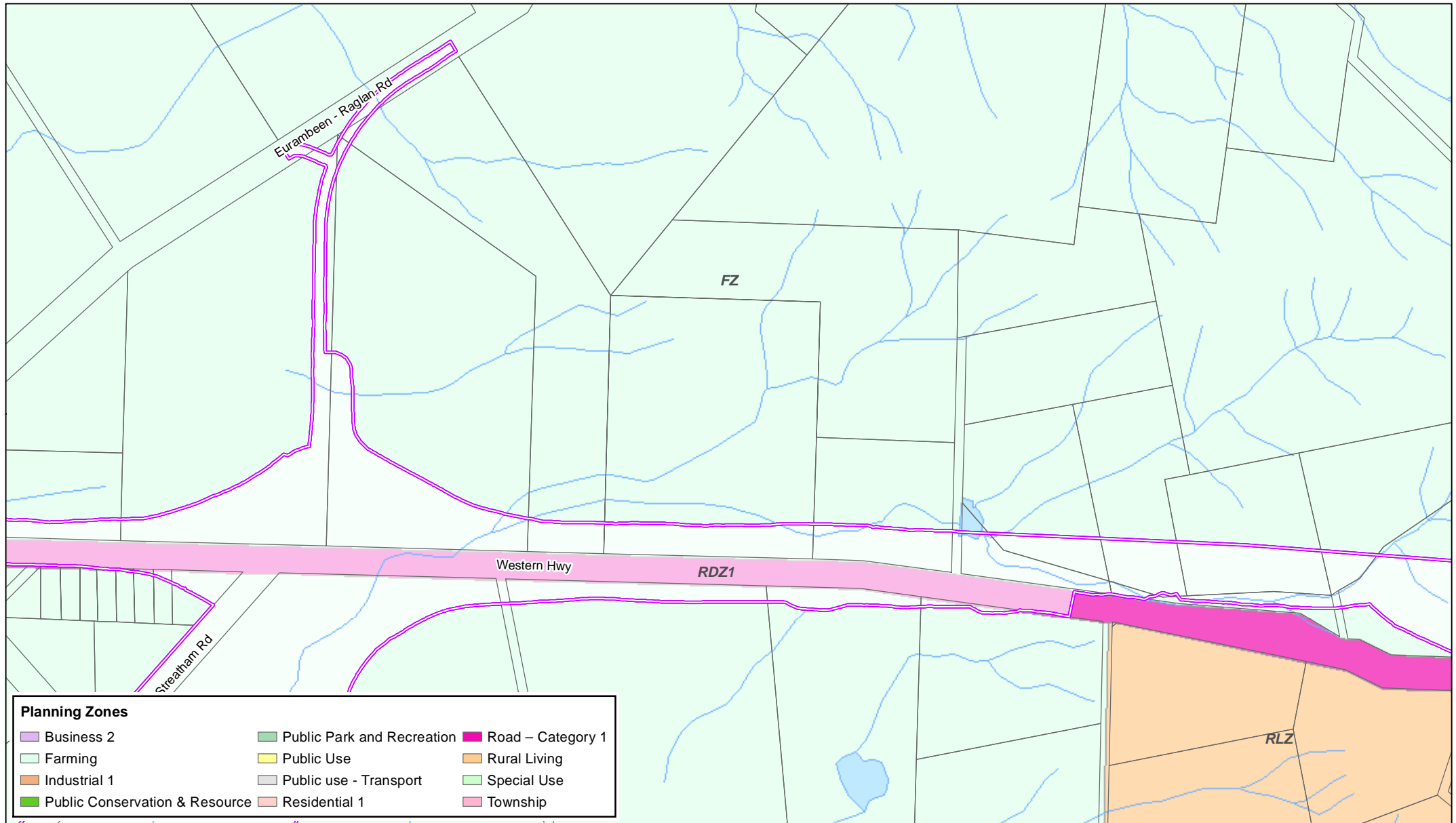
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

Job Number 31-27558  
Revision D  
Date 22 Aug 2012

Sheet 1





#### LEGEND

Maximum Construction  
Footprints

**Buildings - Validated**

- Dwelling
- Commercial
- Unconfirmed / Other

**Buildings - Not Validated**

- Commercial
- Potential commercial
- Dwelling

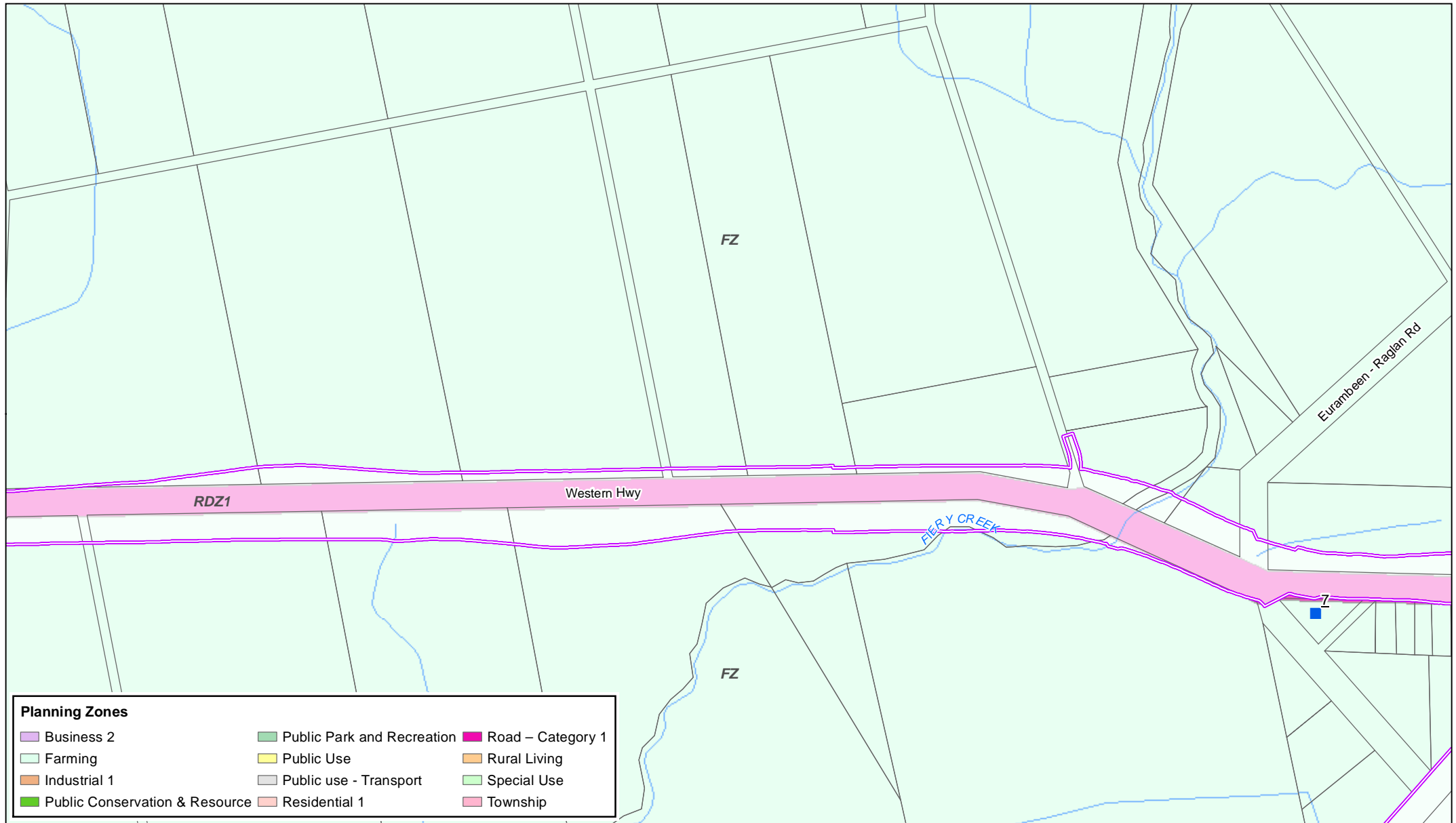


VicRoads  
Western Highway Project

**Beaufort to Ararat  
Planning Zones  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012

**Sheet 2**



Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction  
Footprints

**Buildings - Validated**  
 Dwelling  
 Commercial  
 Unconfirmed / Other

**Buildings - Not Validated**  
 Commercial  
 Potential commercial  
 Dwelling

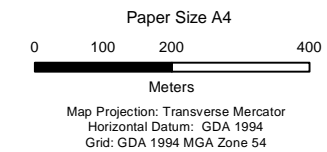
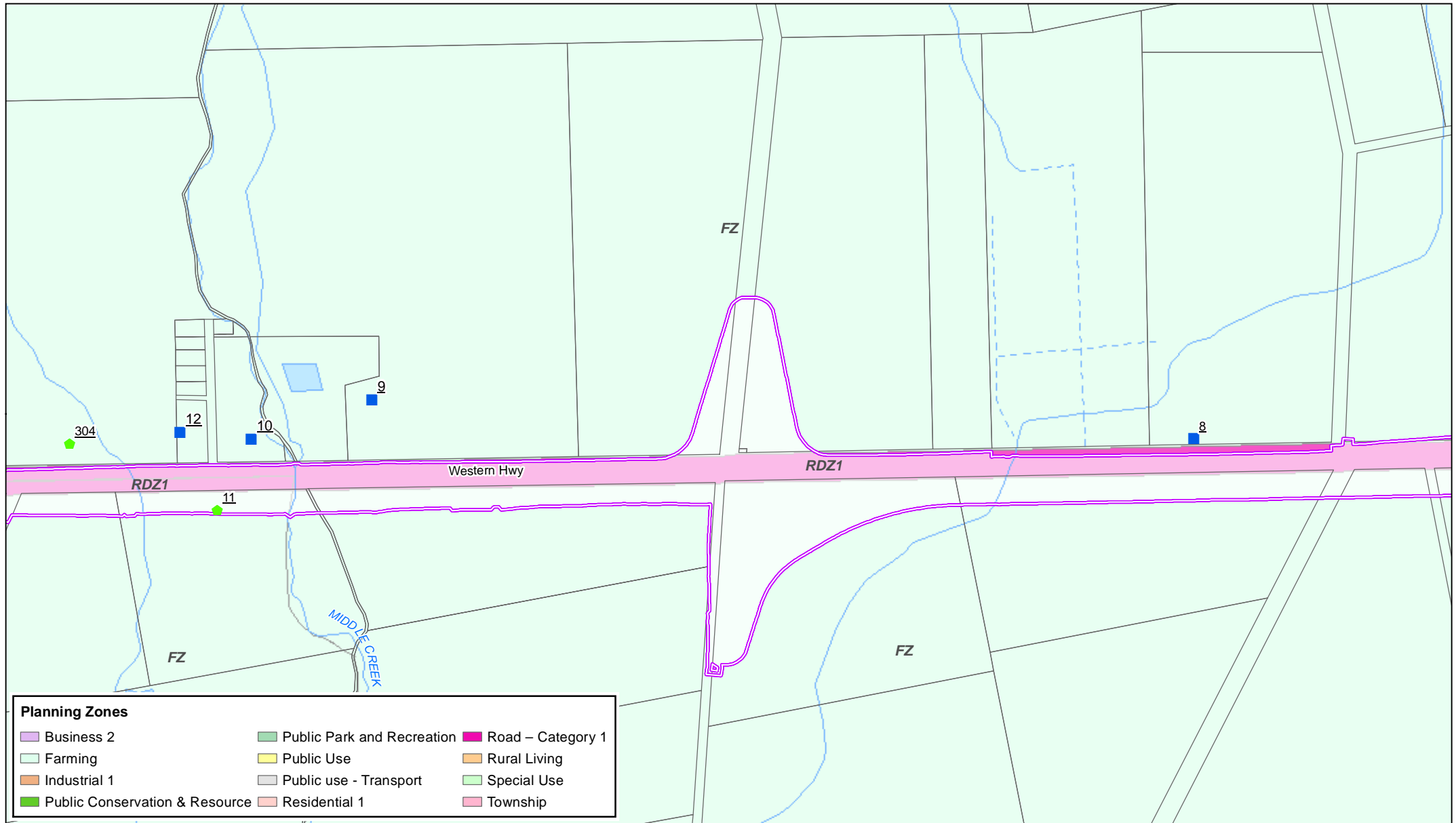


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

Job Number 31-27558  
Revision D  
Date 22 Aug 2012

Sheet 3



#### LEGEND

Maximum Construction Footprints

Buildings - Validated

Blue square (Dwelling)  
Red triangle (Commercial)  
Green diamond (Unconfirmed / Other)

Buildings - Not Validated

Black triangle (Commercial)  
Black triangle (Potential commercial)  
Black square (Dwelling)

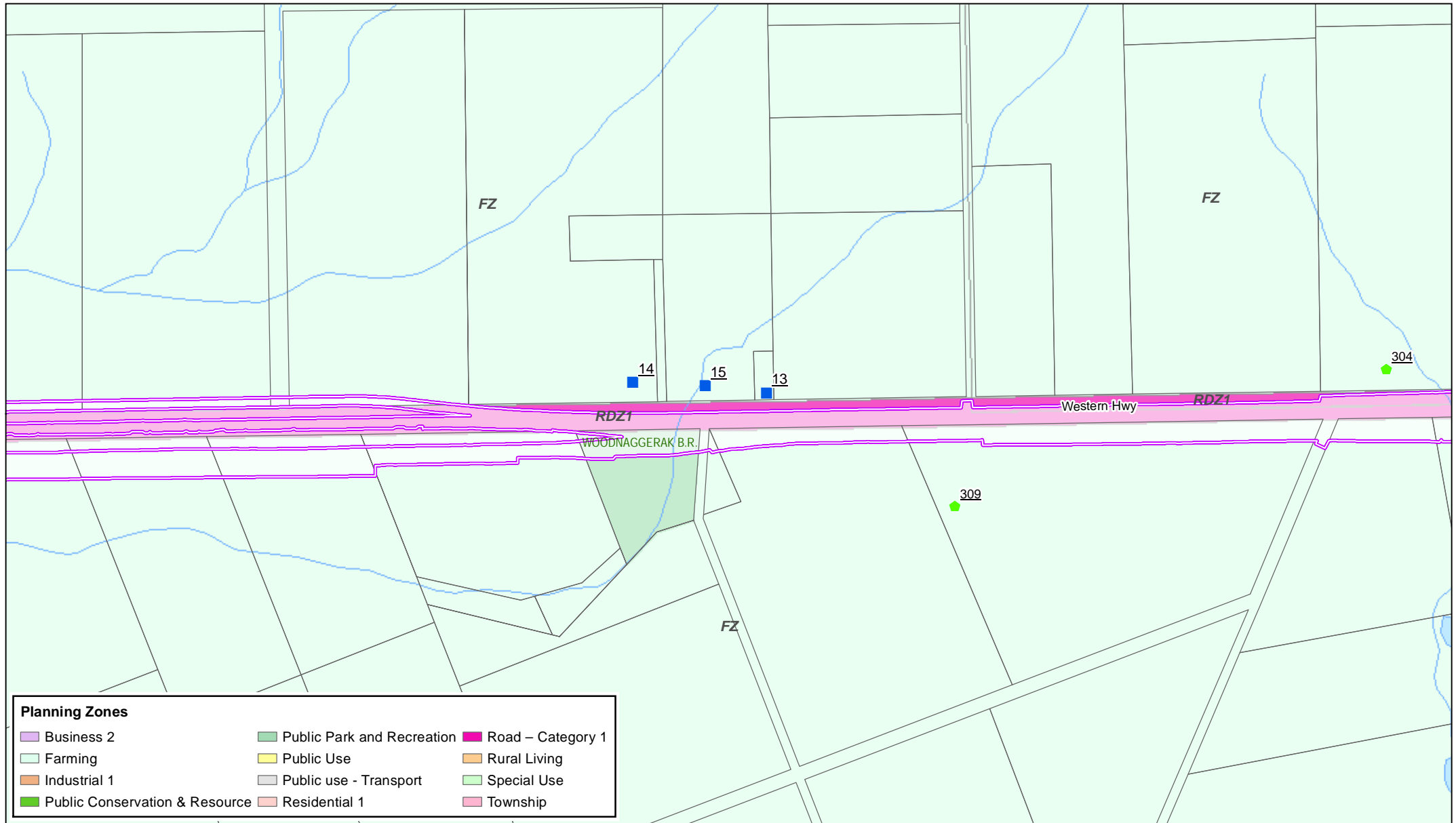


VicRoads  
Western Highway Project

Beaufort to Ararat  
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All Options

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Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction Footprints

#### Buildings - Validated

Dwelling  
 Commercial  
 Unconfirmed / Other

#### Buildings - Not Validated

Commercial  
 Potential commercial  
 Dwelling

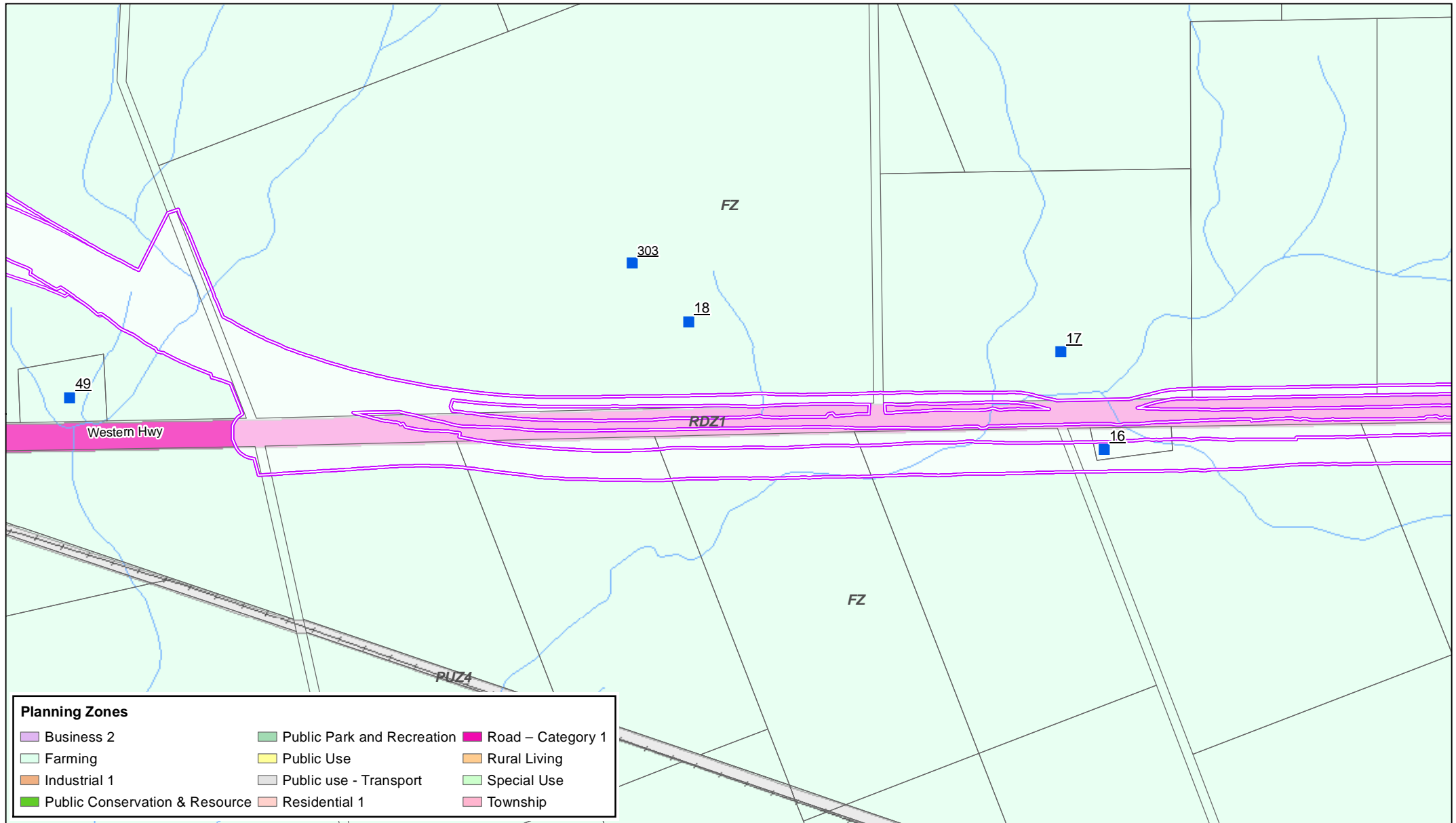


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

Job Number 31-27558  
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Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



**LEGEND**

Maximum Construction  
Footprints

**Buildings - Validated**  
 Dwelling  
 Commercial  
 Unconfirmed / Other

**Buildings - Not Validated**  
 Commercial  
 Potential commercial  
 Dwelling

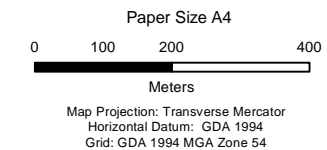
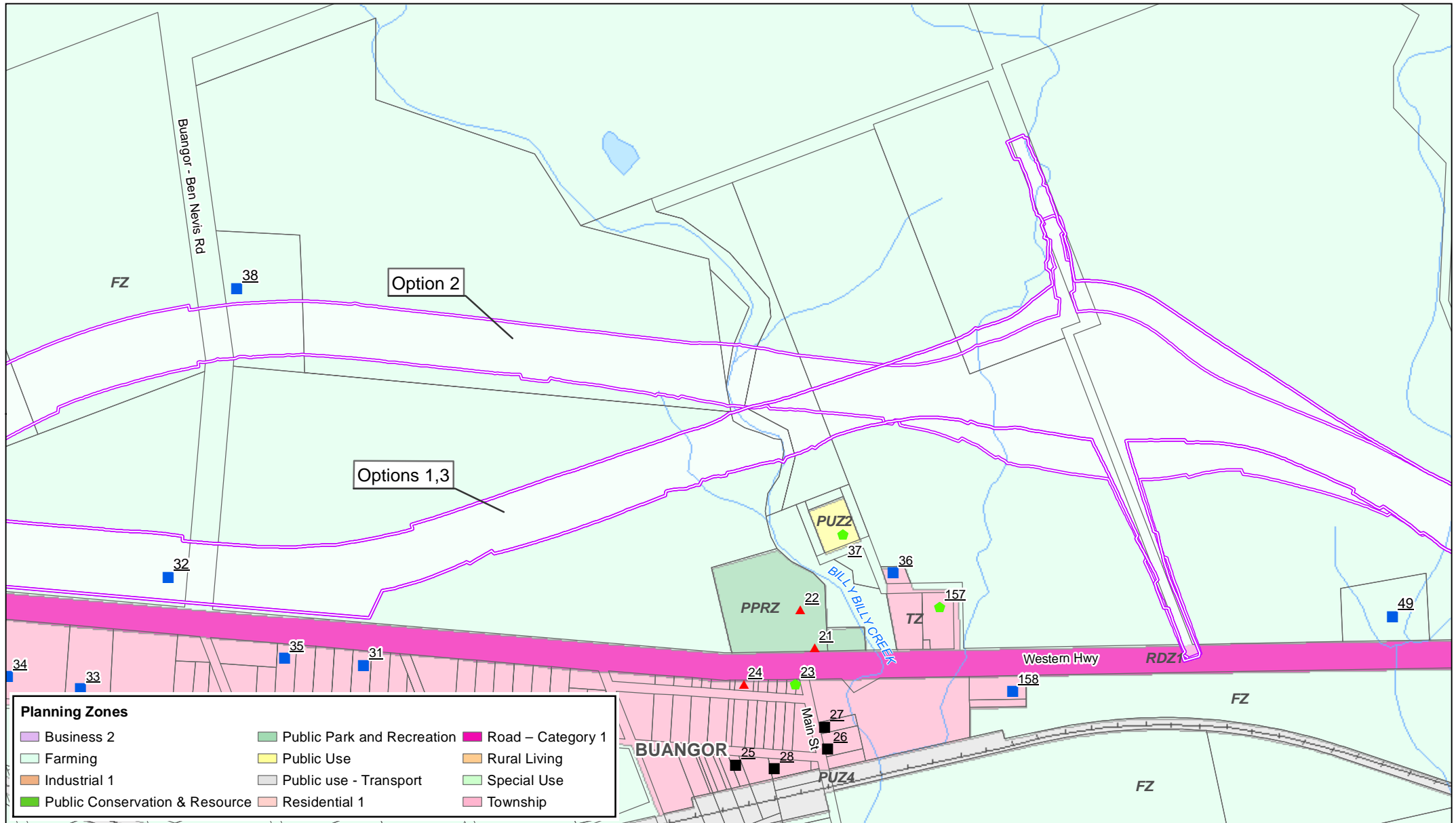


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All Options

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#### LEGEND

Maximum Construction  
Footprints

Buildings - Validated

Blue square: Dwelling  
Red triangle: Commercial  
Green diamond: Unconfirmed / Other

Buildings - Not Validated

Black triangle: Commercial  
Black triangle: Potential commercial  
Black square: Dwelling



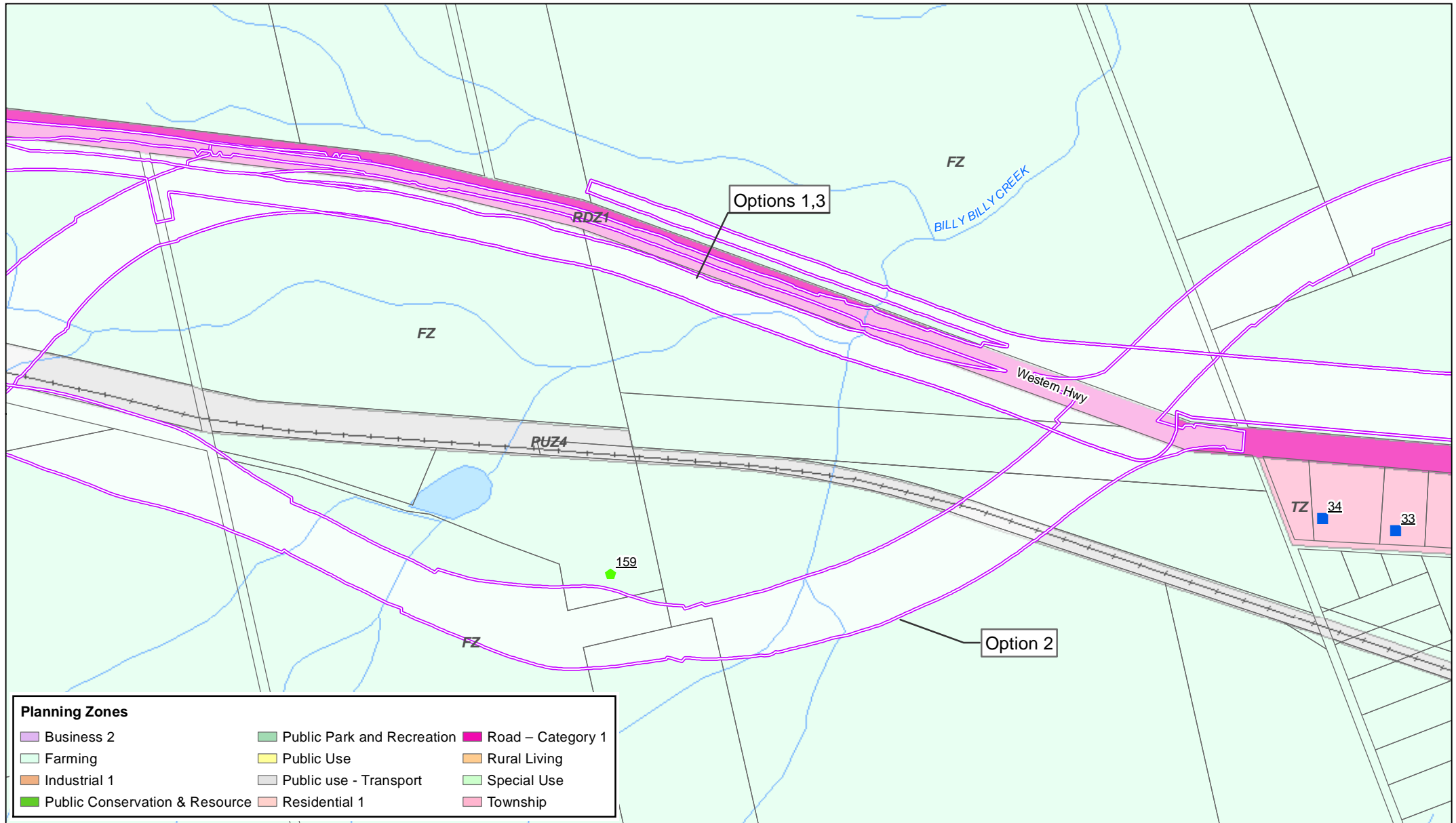
VicRoads  
Western Highway Project

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Planning Zones  
All Options

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Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction Footprints

Buildings - Validated

Blue square  
Red triangle  
Green triangle  
Other

Buildings - Not Validated

Black triangle  
Black triangle  
Black triangle  
Black triangle

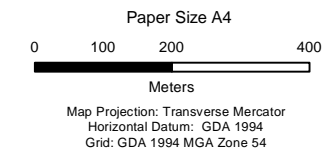
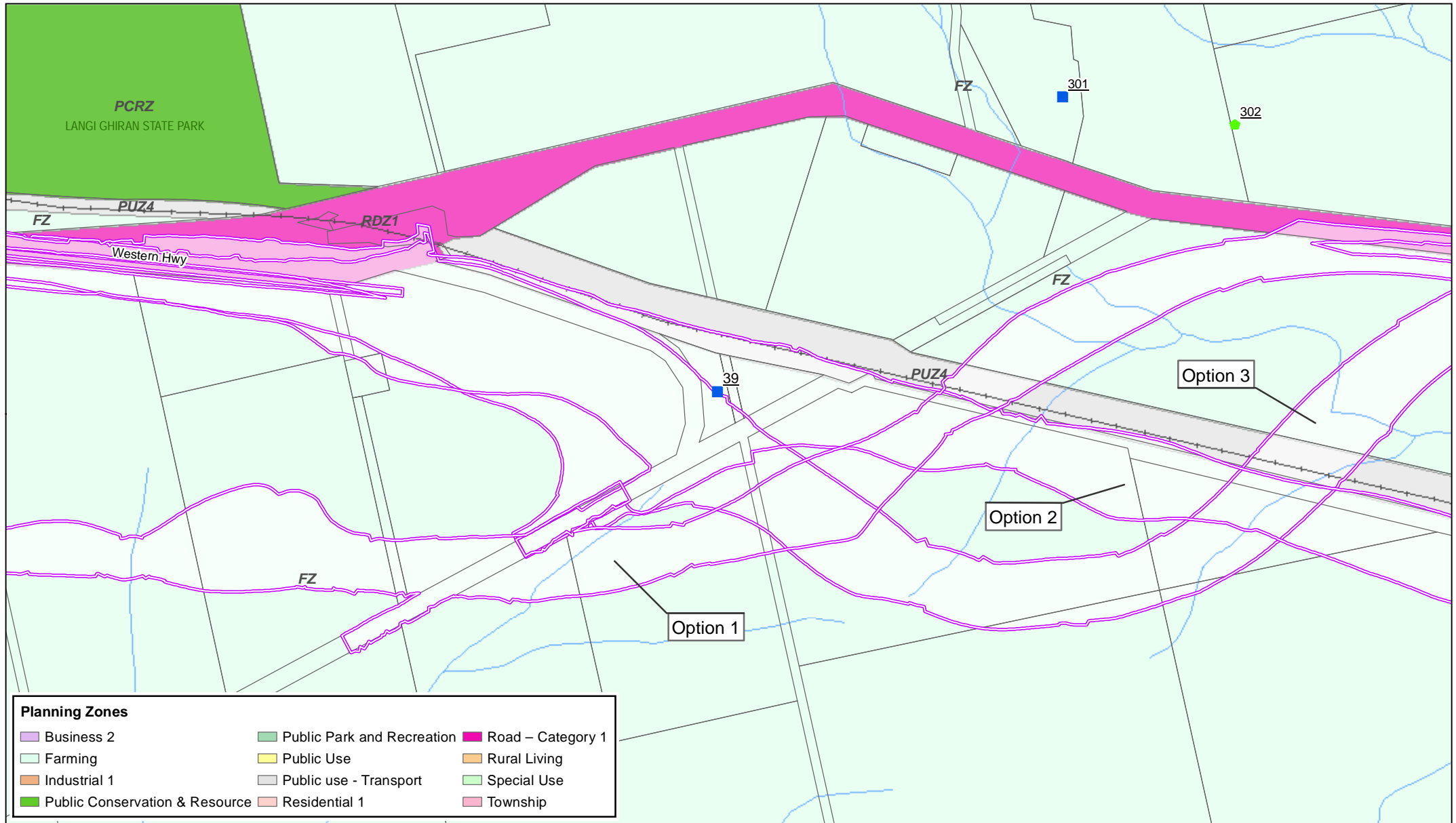


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

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Date 22 Aug 2012

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#### LEGEND

Maximum Construction  
Footprints

Buildings - Validated

Blue square: Dwelling  
Red triangle: Commercial  
Green diamond: Unconfirmed / Other

Buildings - Not Validated

Black triangle: Commercial  
Black triangle: Potential commercial  
Black square: Dwelling

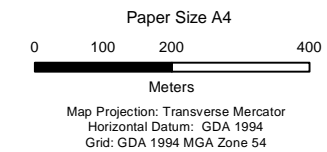
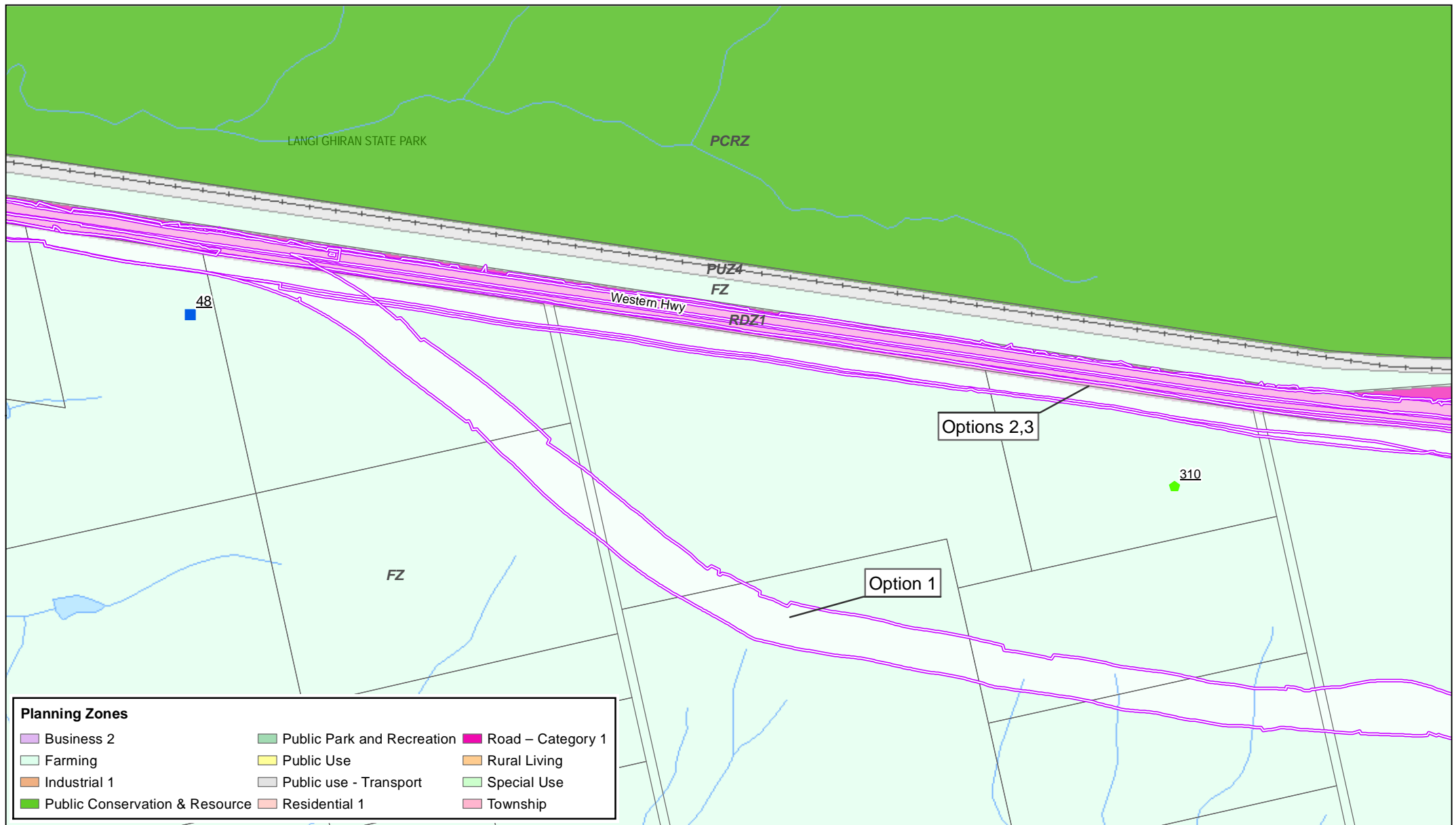


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Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

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Date 22 Aug 2012

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#### LEGEND

Maximum Construction  
Footprints

Buildings - Validated

Blue square: Dwelling  
Red triangle: Commercial  
Green triangle: Unconfirmed / Other

Buildings - Not Validated

Black triangle: Commercial  
Black triangle: Potential commercial  
Black square: Dwelling

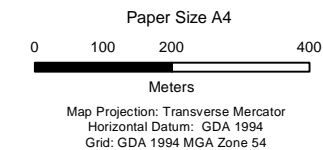
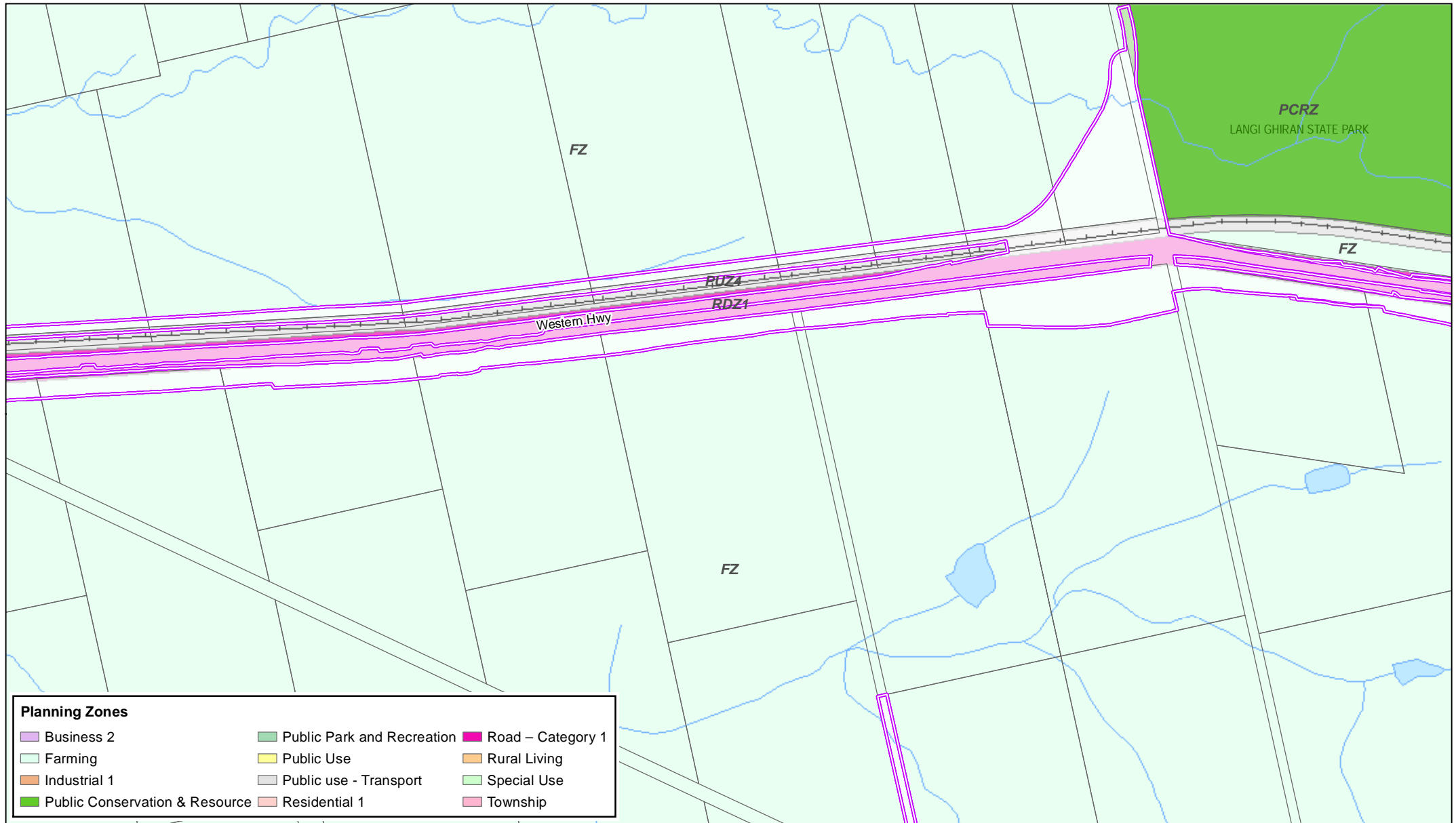


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

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Date | 22 Aug 2012

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#### LEGEND

Maximum Construction  
Footprints

**Buildings - Validated**

- Dwelling
- ▲ Commercial
- ▲ Potential commercial
- Unconfirmed / Other

**Buildings - Not Validated**

- ▲ Commercial
- ▲ Potential commercial
- Dwelling

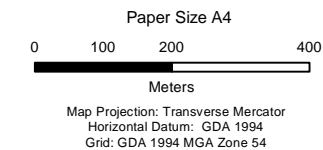
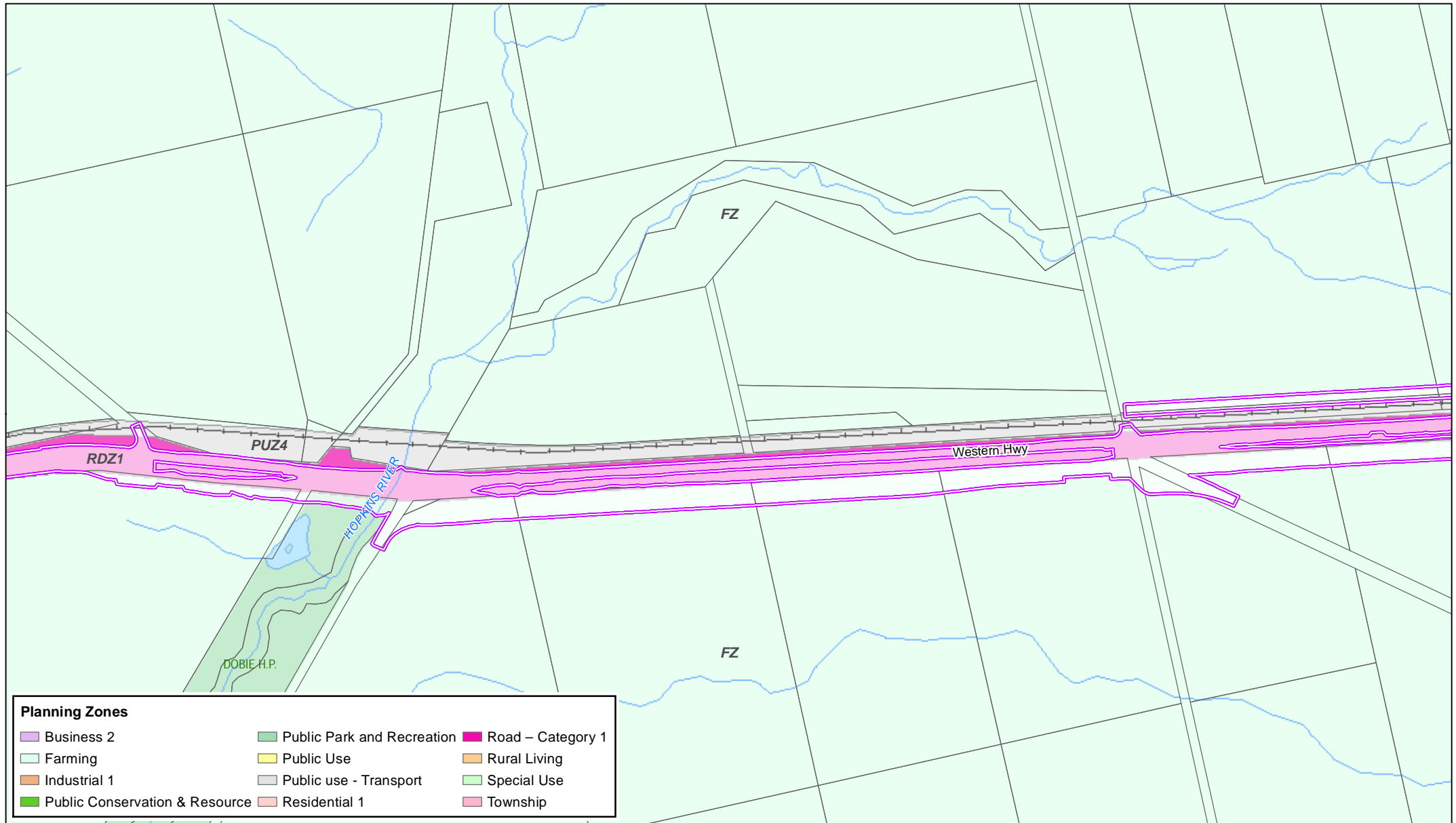


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

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#### LEGEND

Maximum Construction  
Footprints

**Buildings - Validated**

- Dwelling
- Commercial
- Unconfirmed / Other

**Buildings - Not Validated**

- Commercial
- Potential commercial
- Dwelling



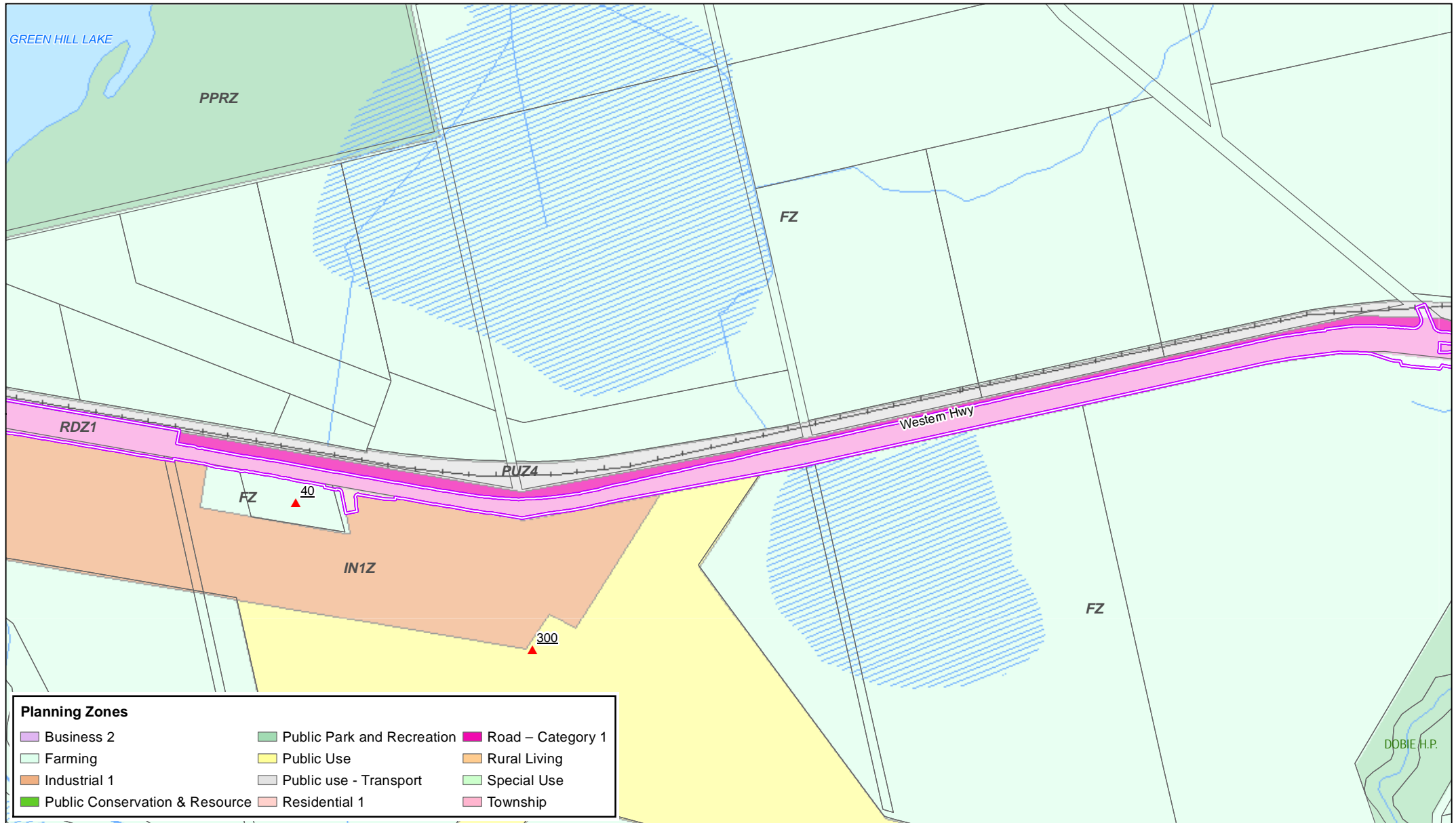
VicRoads  
Western Highway Project

**Beaufort to Ararat  
Planning Zones  
All Options**

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Revision D  
Date 22 Aug 2012

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Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction  
Footprints

Buildings - Validated

Blue square: Dwelling  
Red triangle: Commercial  
Green triangle: Unconfirmed / Other

Buildings - Not Validated

Black triangle: Commercial  
Black triangle: Potential commercial  
Black square: Dwelling



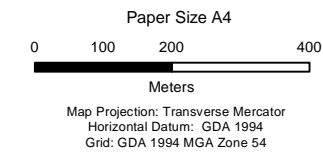
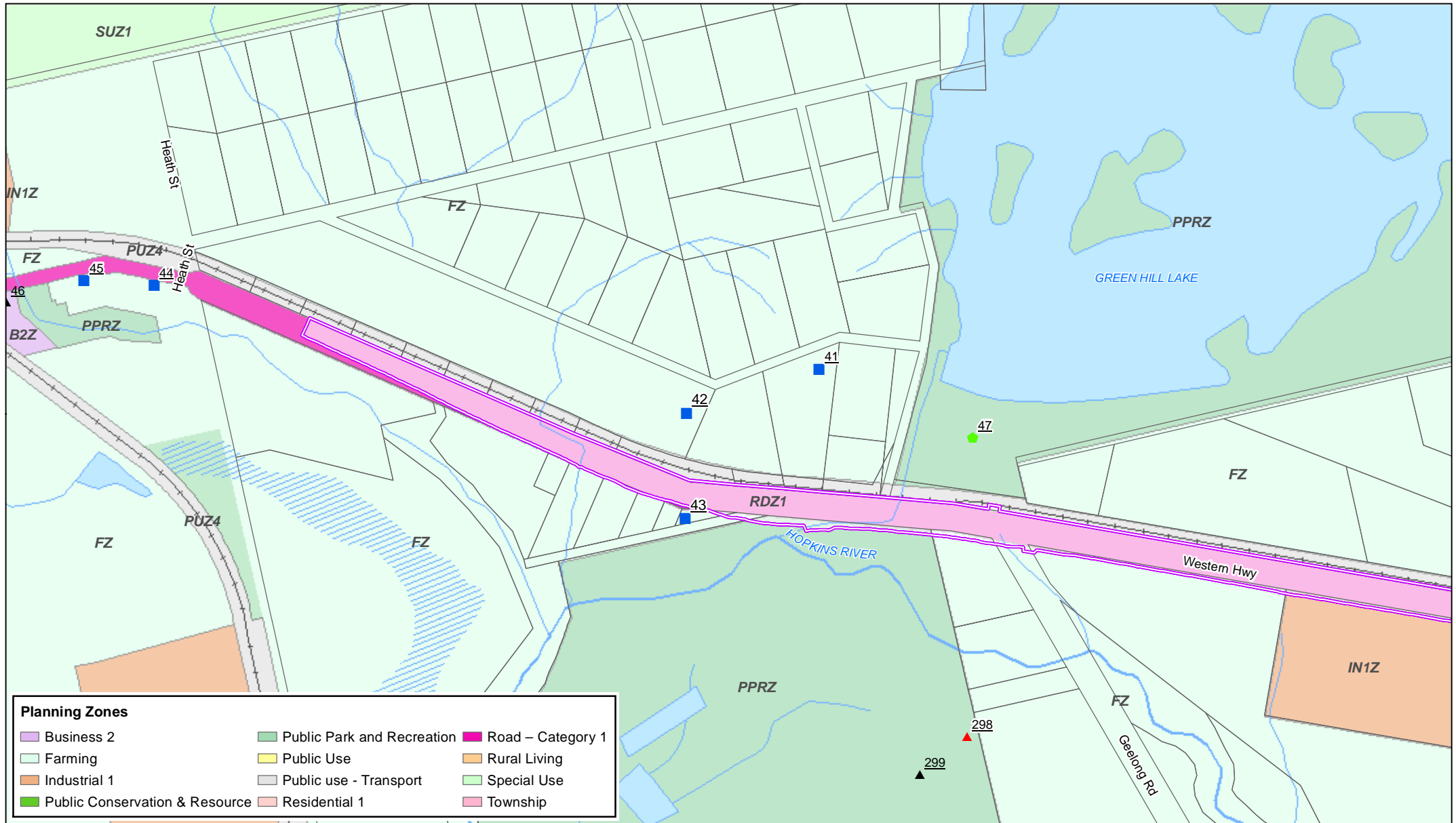
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Zones  
All Options

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#### LEGEND

Maximum Construction Footprints

**Buildings - Validated**

- Dwelling
- Commercial
- Unconfirmed / Other

**Buildings - Not Validated**

- Commercial
- Potential commercial
- Dwelling



VicRoads  
Western Highway Project

**Beaufort to Ararat  
Planning Zones  
All Options**

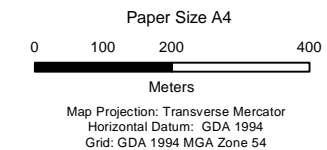
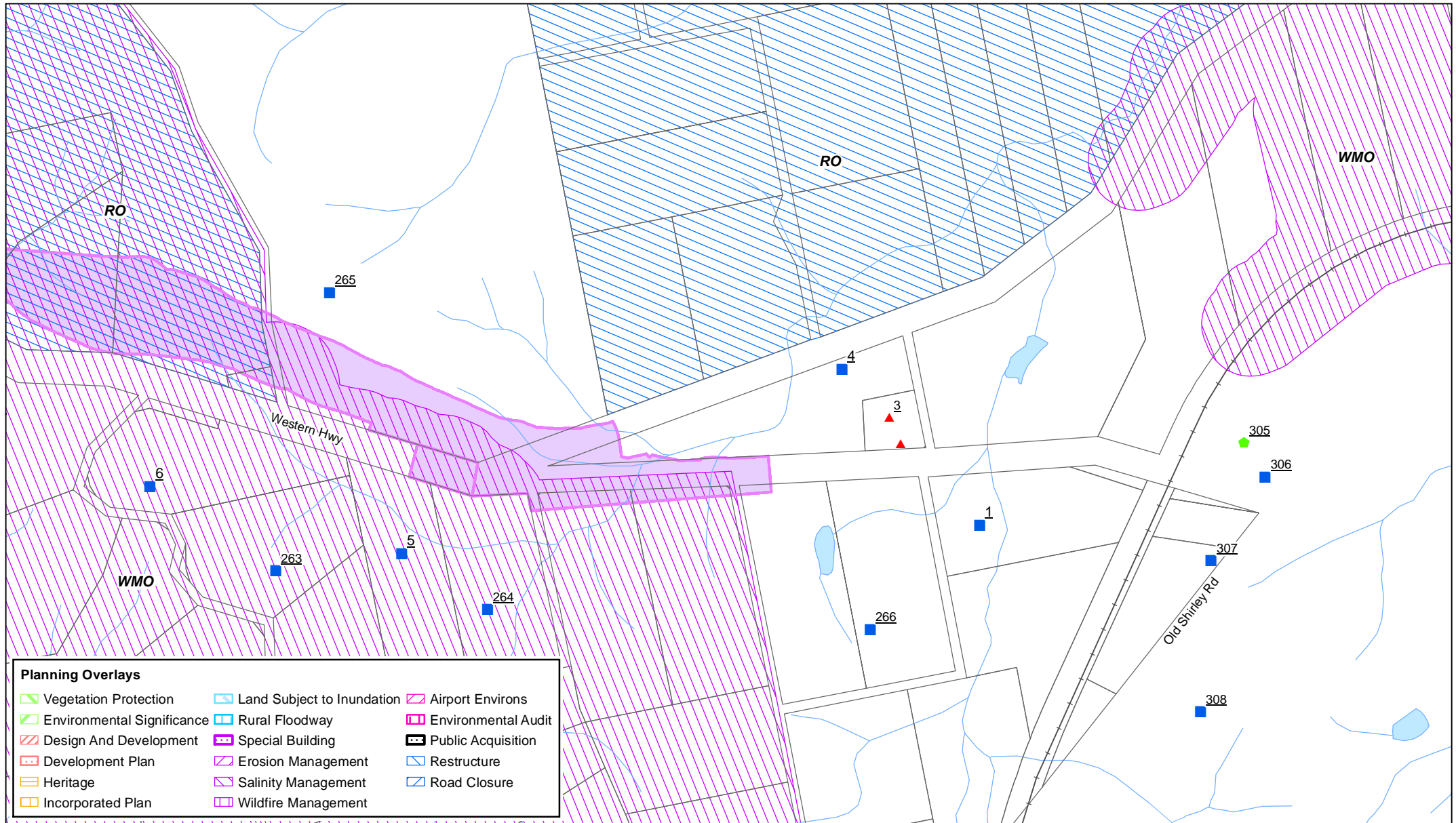
Job Number 31-27558  
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**Sheet 14**



## Appendix B

# Planning Overlay Maps



#### LEGEND

Maximum Construction Footprint

Buildings - Validated

■ Dwelling  
▲ Commercial  
● Unconfirmed / Other

Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling

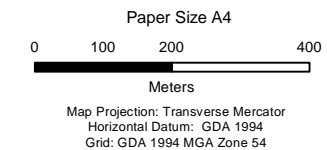
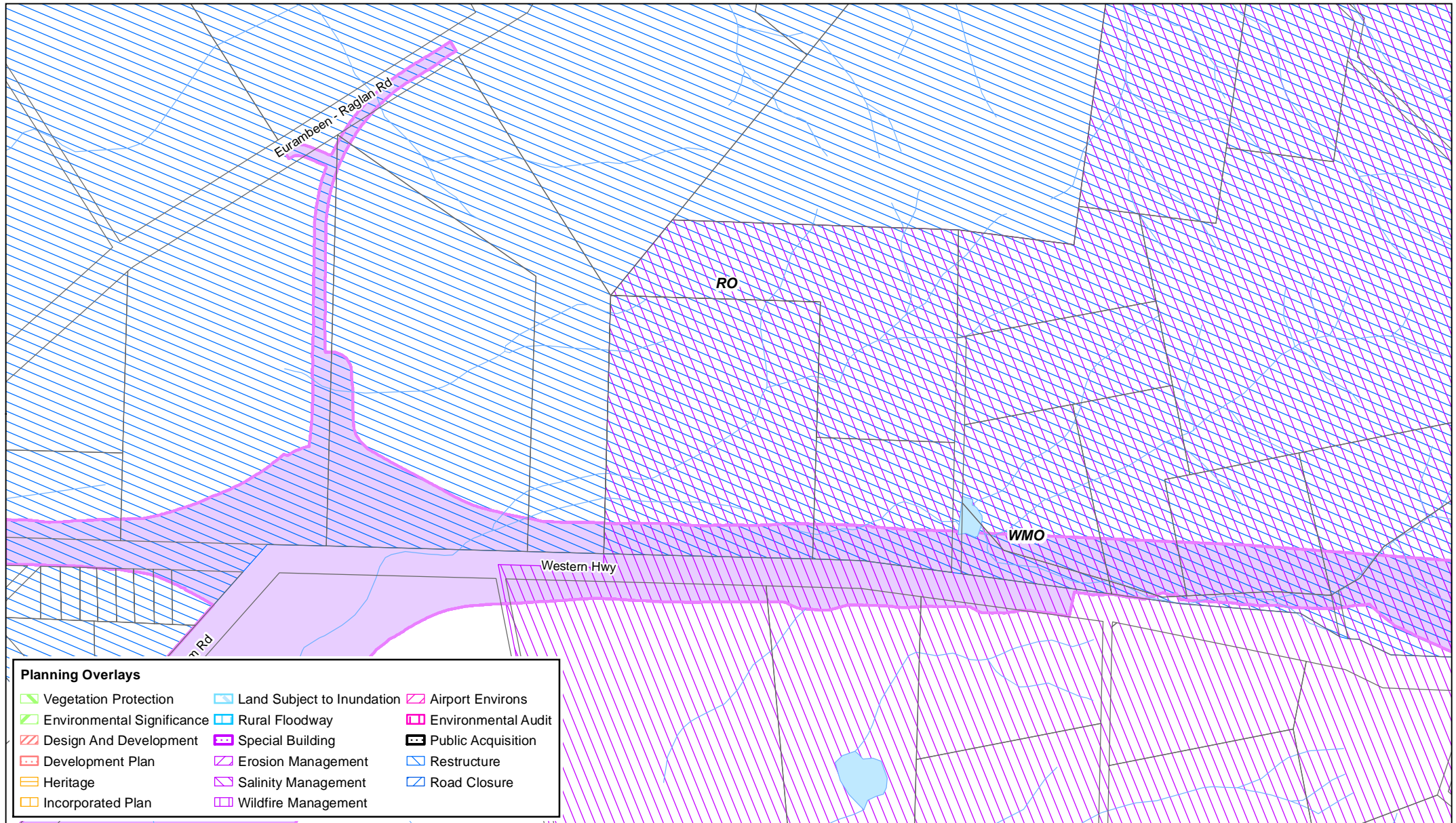


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Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

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Sheet 1



#### LEGEND

Maximum Construction Footprint

#### Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Unconfirmed / Other

#### Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling



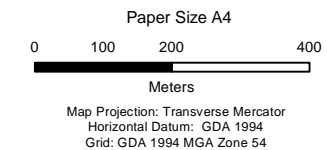
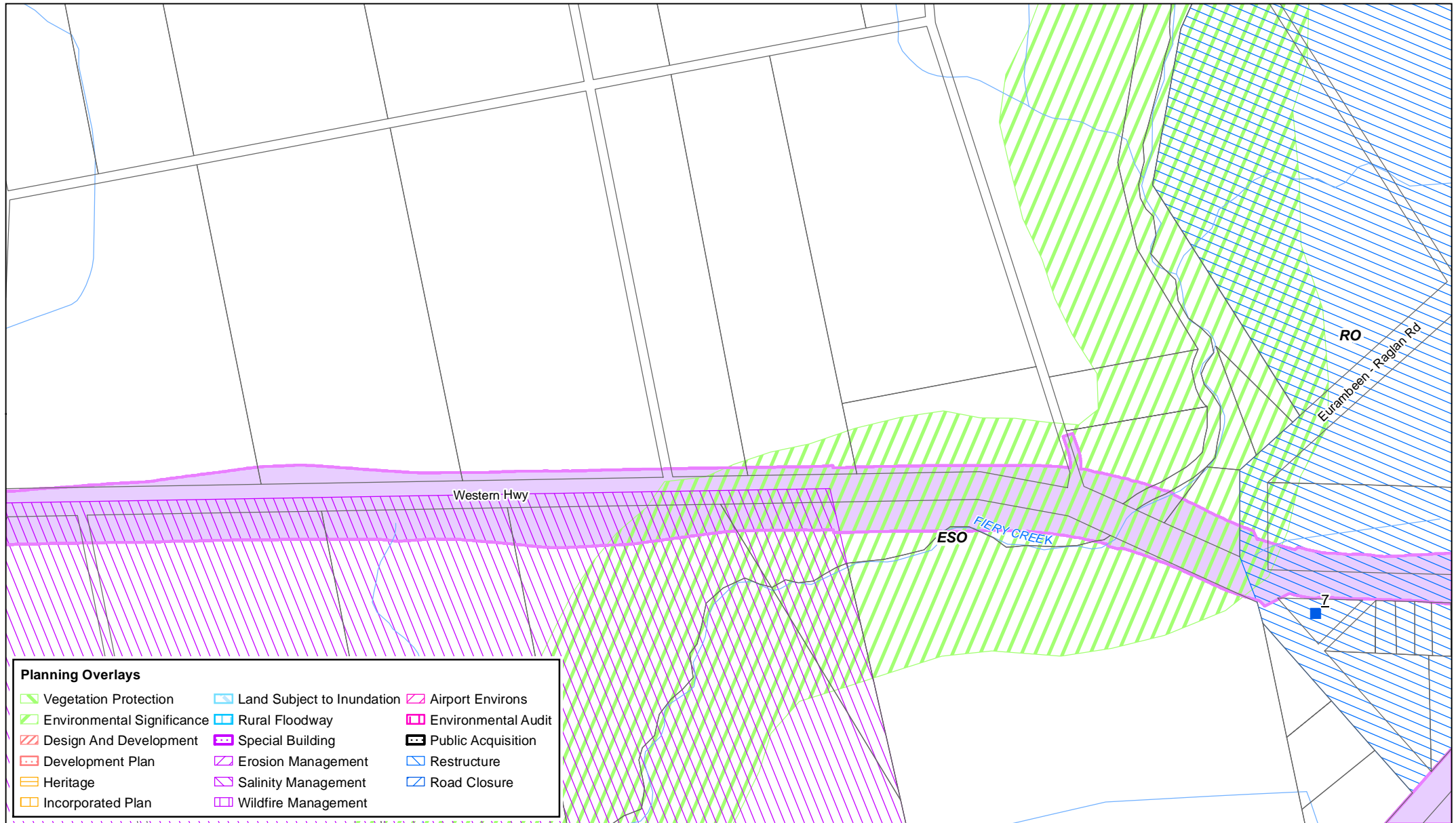
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

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#### LEGEND

Maximum Construction Footprint

#### Buildings - Validated

Dwelling  
 Commercial  
 Unconfirmed / Other

#### Buildings - Not Validated

Commercial  
 Potential commercial  
 Dwelling

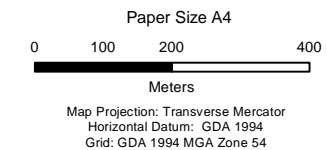
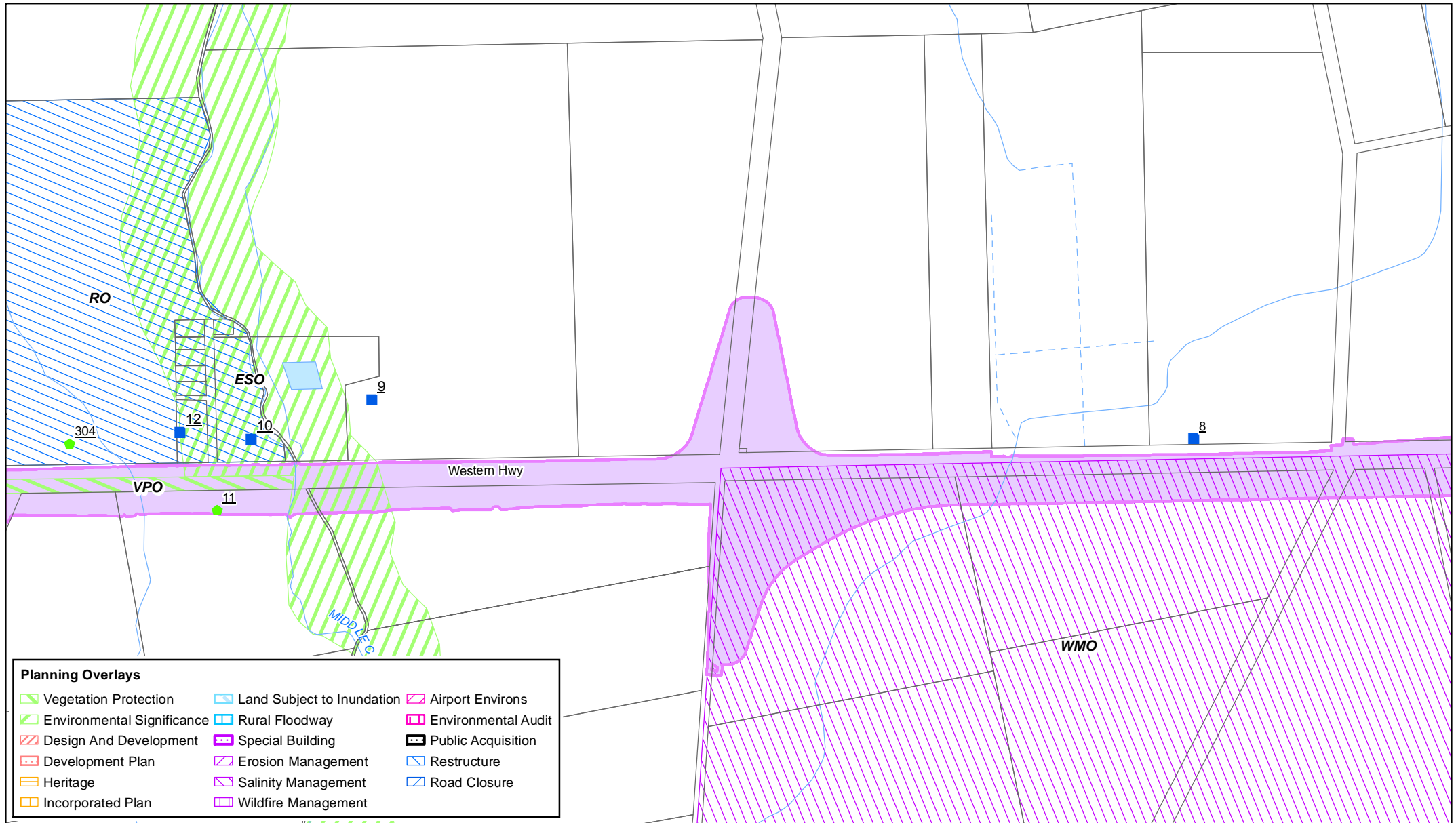


VicRoads  
Western Highway Project

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#### LEGEND

Maximum Construction Footprint

**Buildings - Validated**

- Dwelling
- Commercial
- Unconfirmed / Other

**Buildings - Not Validated**

- Commercial
- Potential commercial
- Dwelling



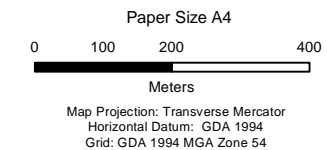
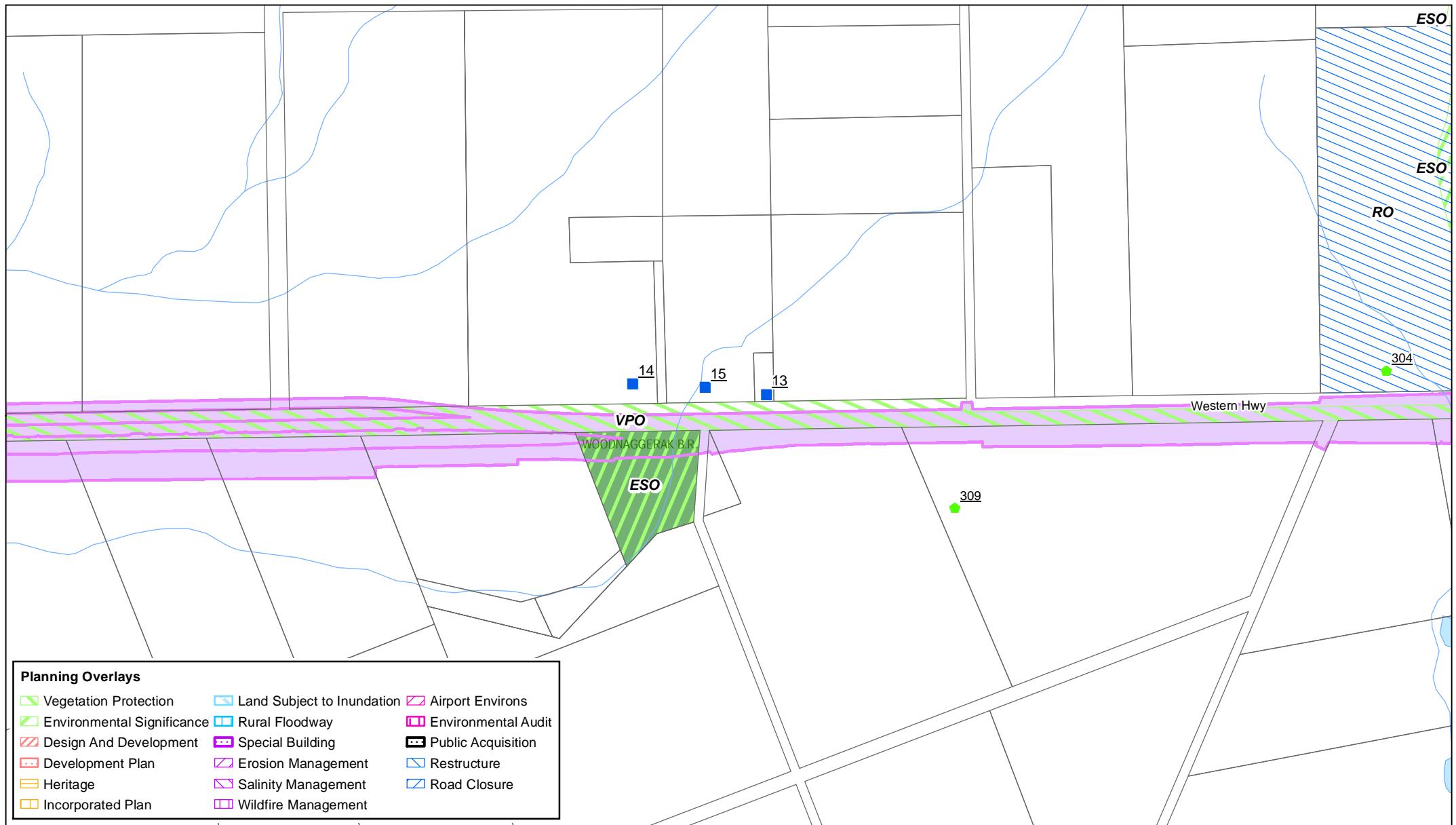
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

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#### LEGEND

Maximum Construction Footprint

Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Potential commercial  
● Unconfirmed / Other

Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling

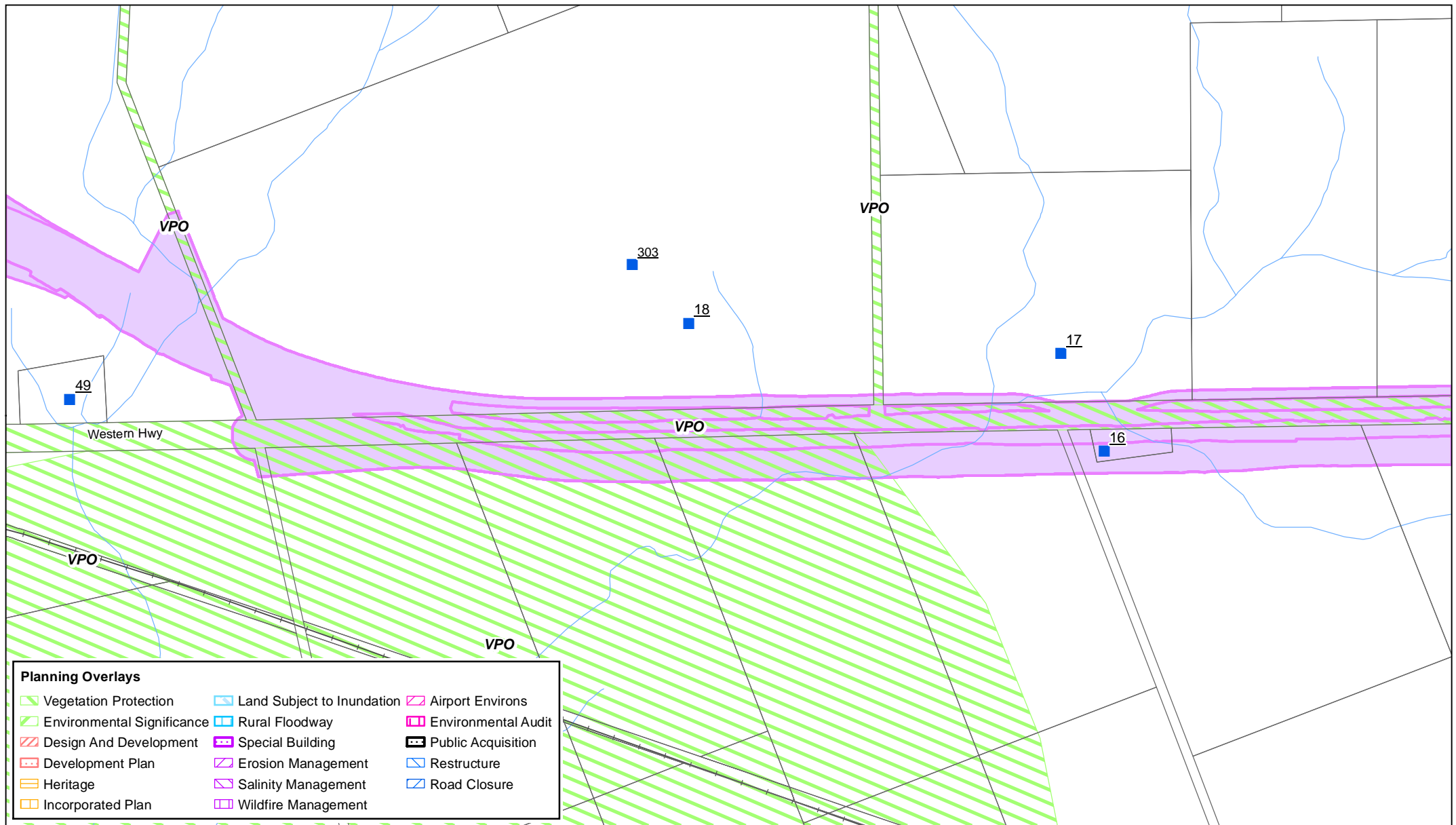


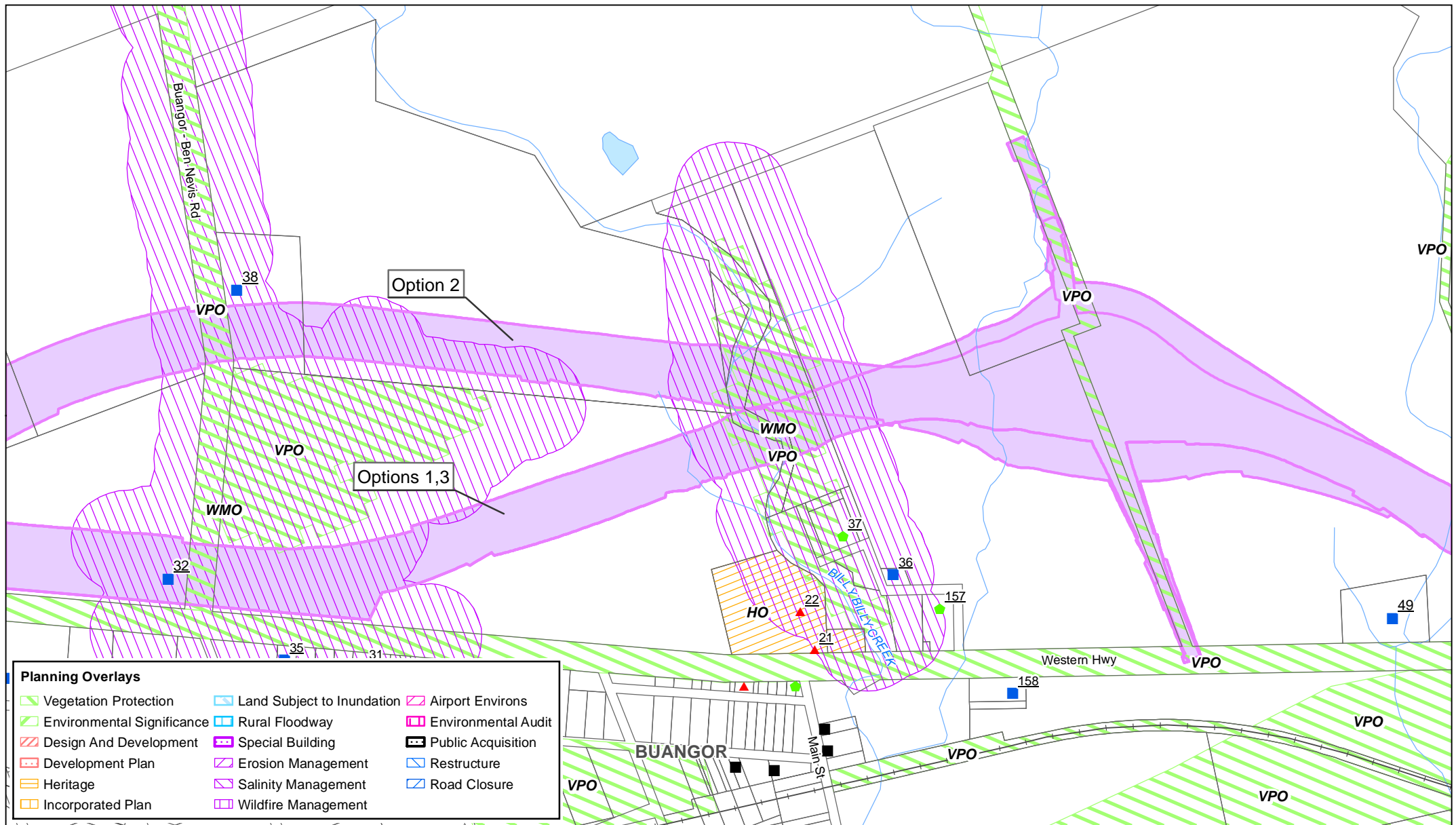
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

Job Number 31-27558  
Revision C  
Date 22 Aug 2012

Sheet 5





Paper Size A4  
 0 100 200 400  
 Meters  
 Map Projection: Transverse Mercator  
 Horizontal Datum: GDA 1994  
 Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction Footprint

#### Buildings - Validated

Blue Square: Dwelling  
 Red Triangle: Commercial  
 Green Diamond: Unconfirmed / Other

#### Buildings - Not Validated

Black Triangle: Commercial  
 Grey Triangle: Potential commercial  
 Black Square: Dwelling



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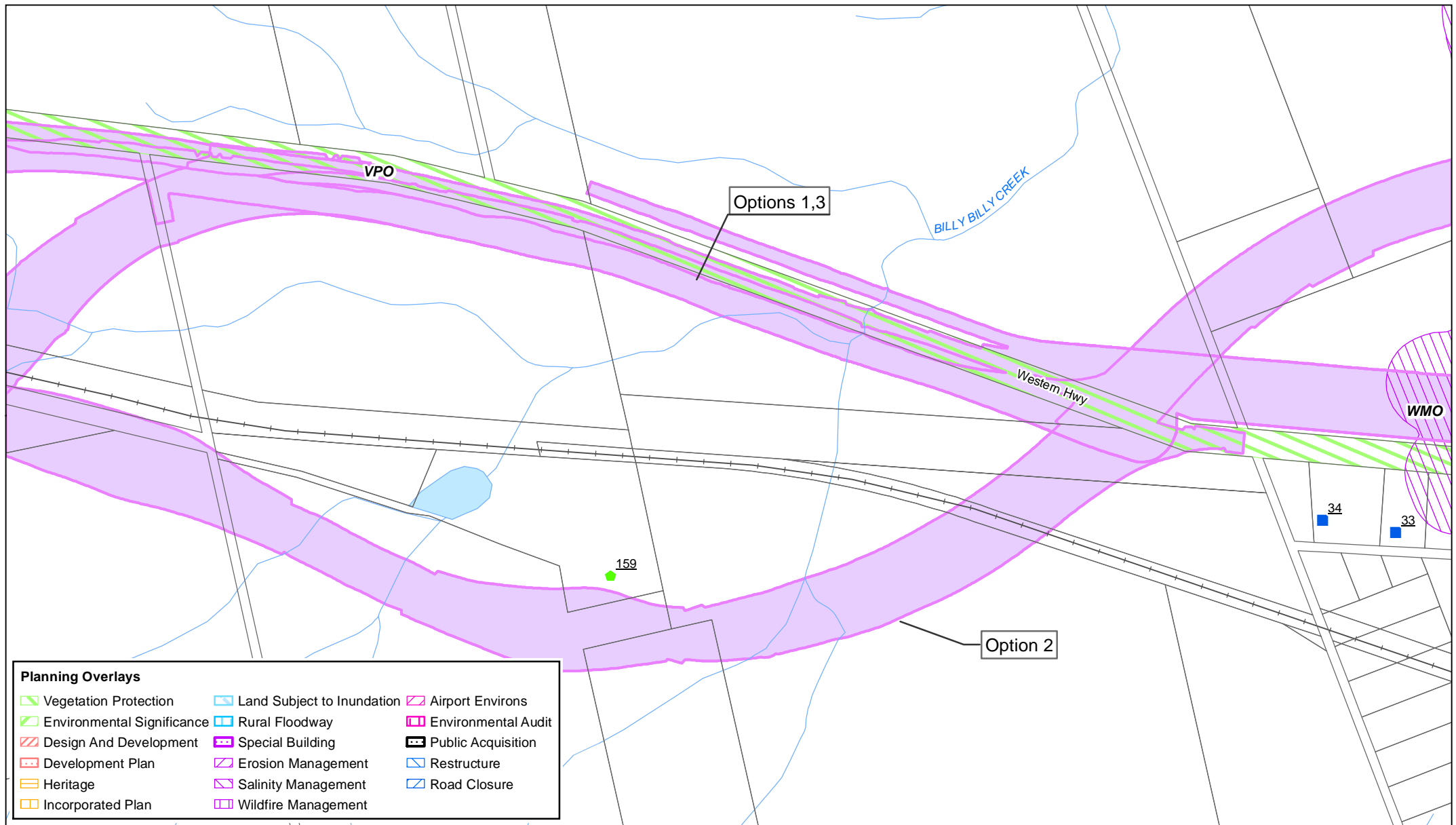


VicRoads  
 Western Highway Project

Beaufort to Ararat  
 Planning Overlays  
 All Options

Job Number: 31-27558  
 Revision: C  
 Date: 22 Aug 2012

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Paper Size A4  
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Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction Footprint

Buildings - Validated

Dwelling  
Commercial  
Unconfirmed / Other

Buildings - Not Validated

Commercial  
Potential commercial  
Dwelling



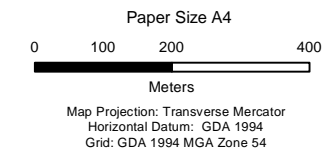
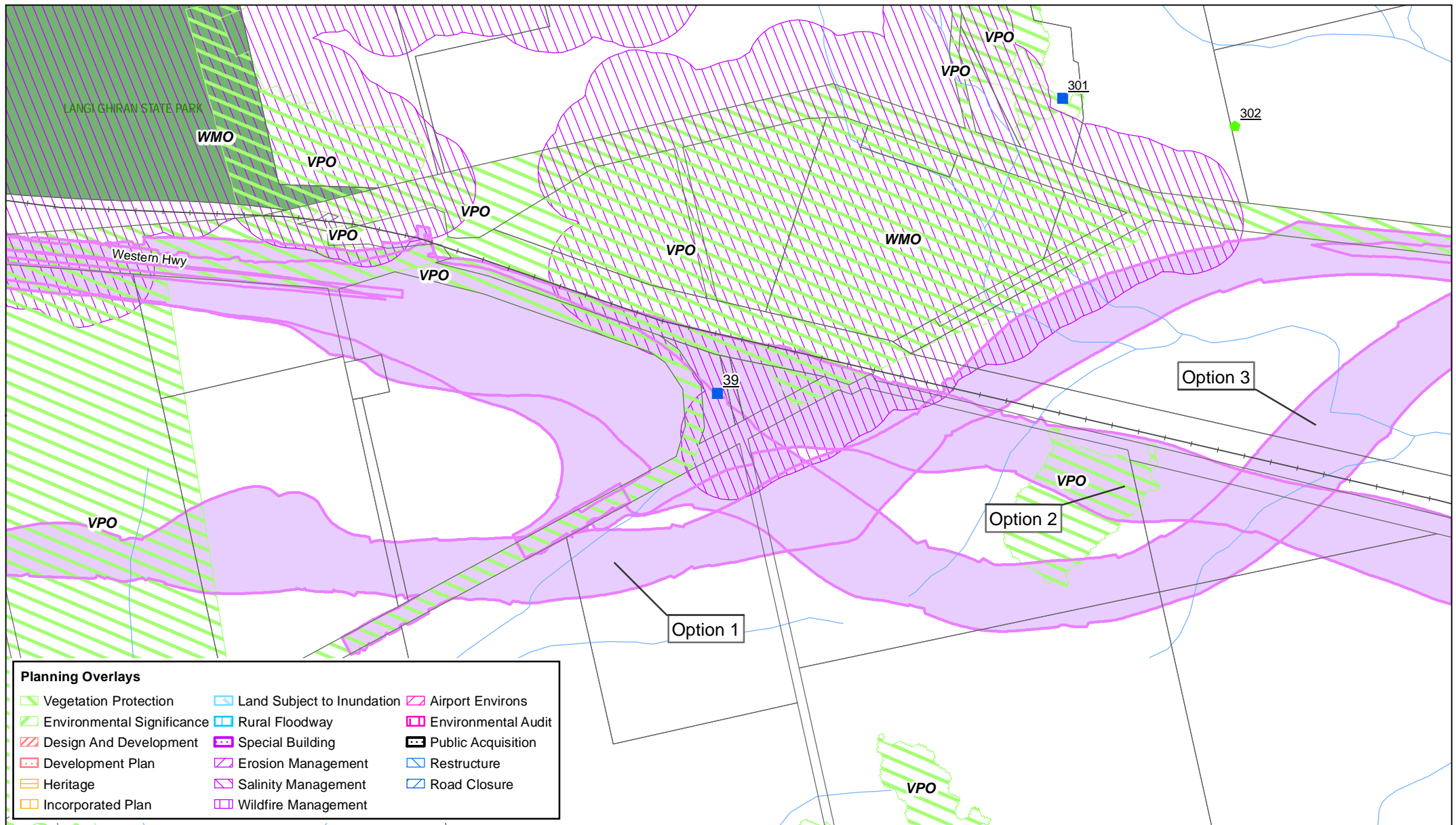
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

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#### LEGEND

Maximum Construction Footprint

**Buildings - Validated**

- Dwelling
- Commercial
- Unconfirmed / Other

**Buildings - Not Validated**

- Commercial
- Potential commercial
- Dwelling

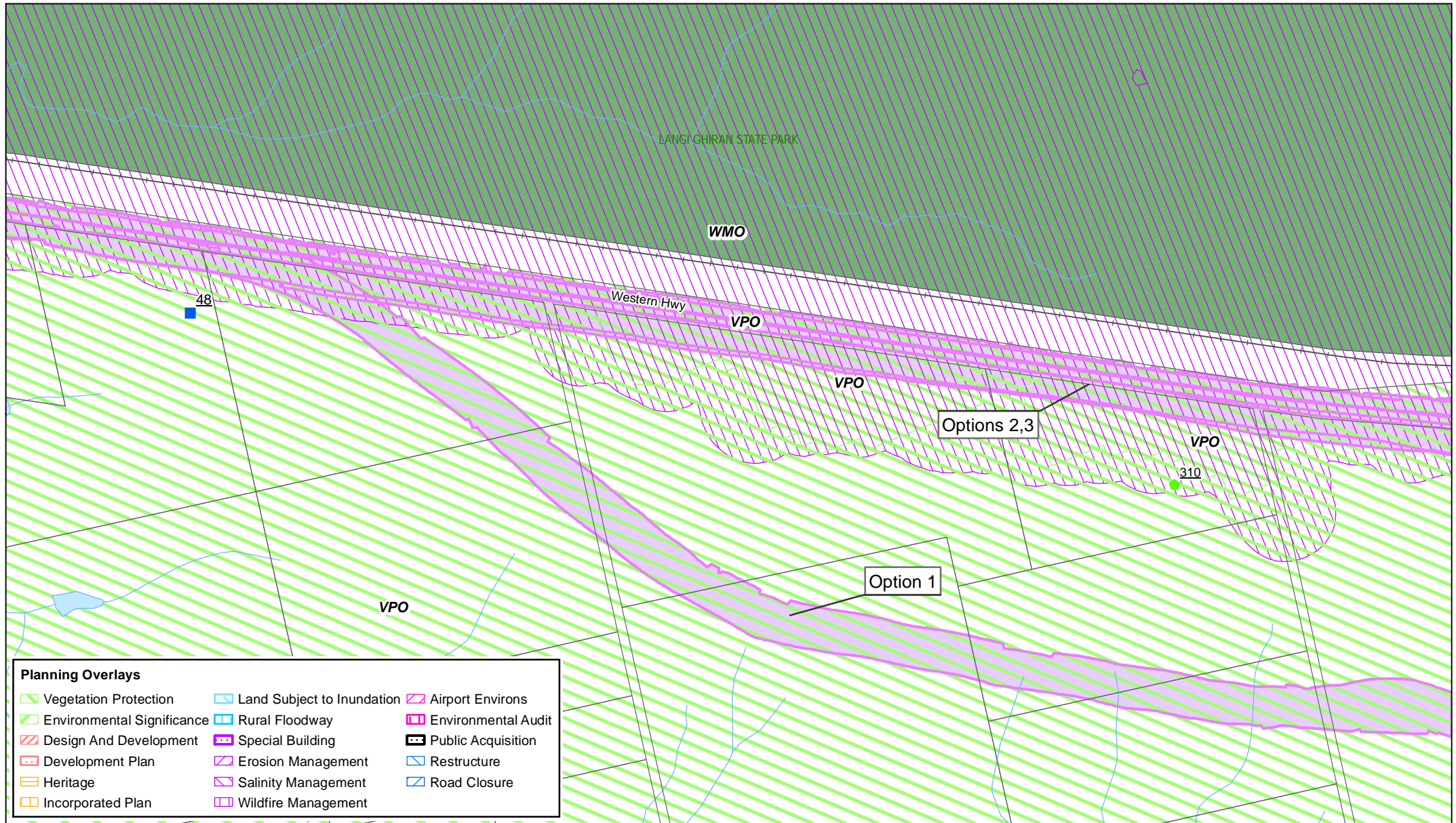


VicRoads  
Western Highway Project

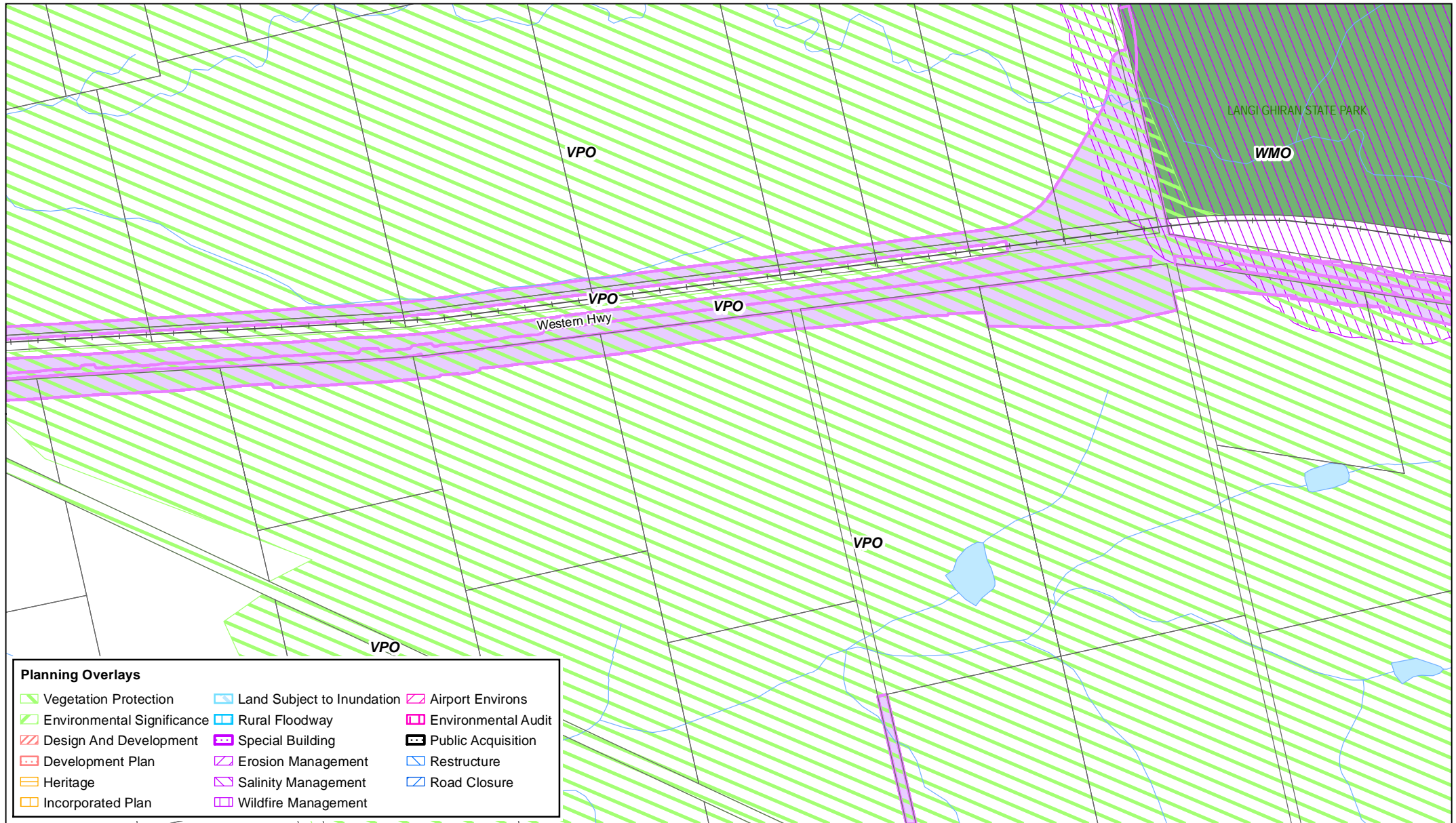
**Beaufort to Ararat  
Planning Overlays  
All Options**

Job Number 31-27558  
Revision C  
Date 22 Aug 2012

**Sheet 9**







Paper Size A4  
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Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction Footprint

#### Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Potential commercial  
■ Unconfirmed / Other

#### Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling

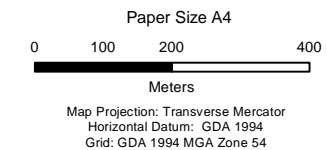
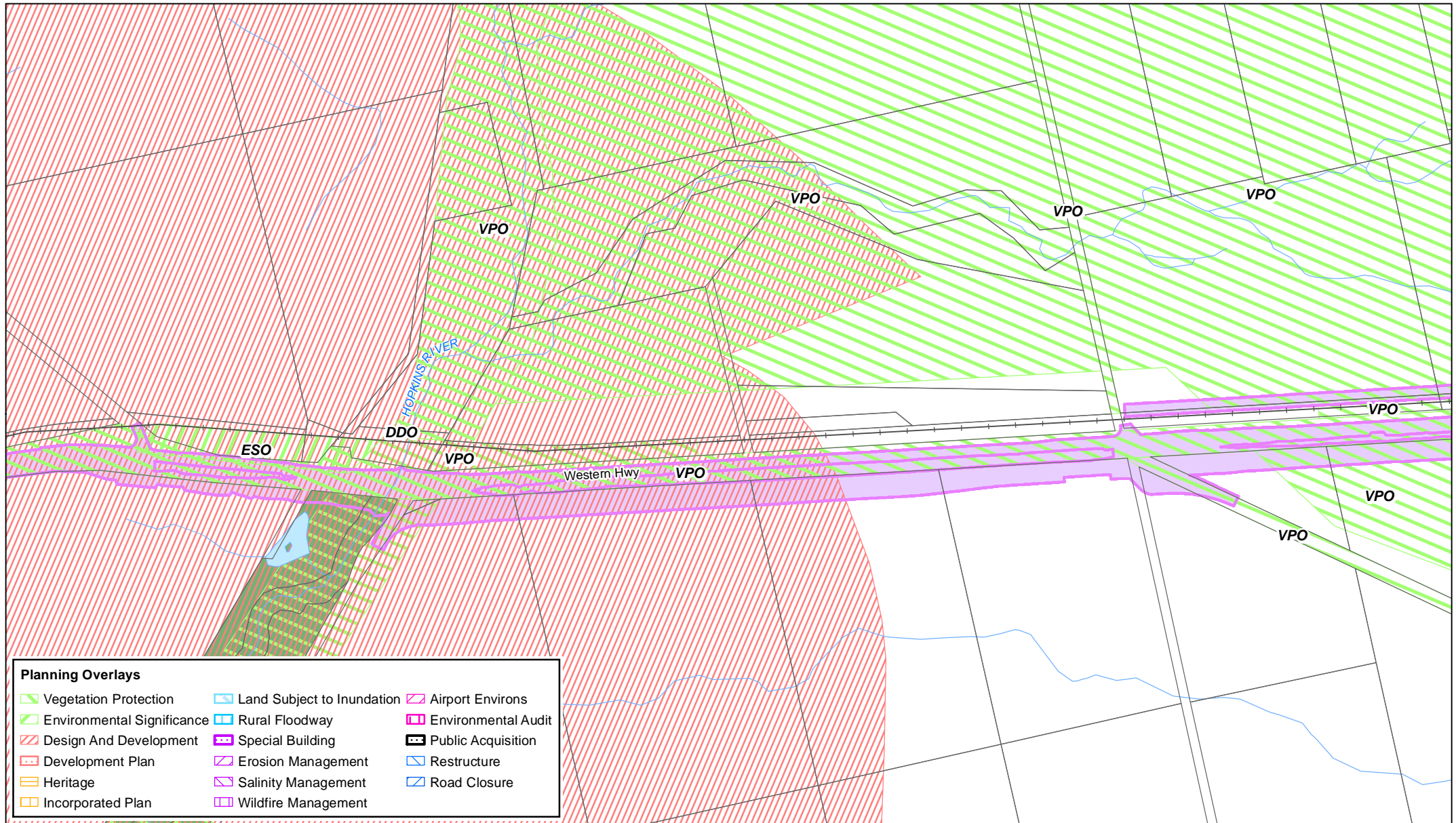


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

Job Number 31-27558  
Revision C  
Date 22 Aug 2012

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#### LEGEND

Maximum Construction Footprint

#### Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Potential commercial  
■ Unconfirmed / Other

#### Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling



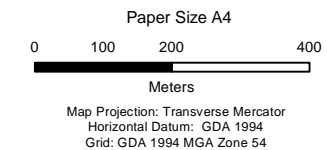
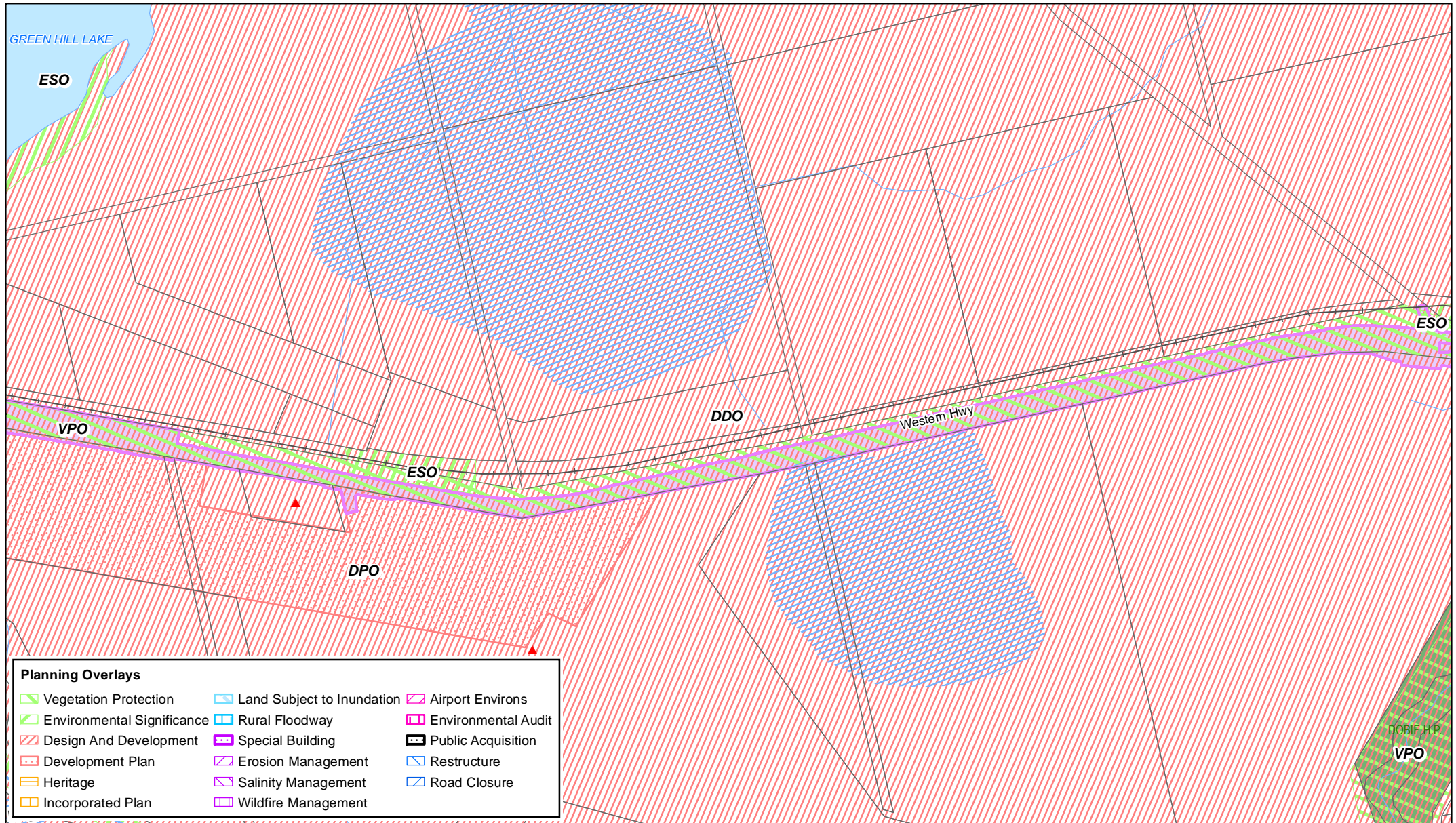
VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

Job Number 31-27558  
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Date 22 Aug 2012

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#### LEGEND

Maximum Construction Footprint

Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Potential commercial  
◆ Unconfirmed / Other

Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling

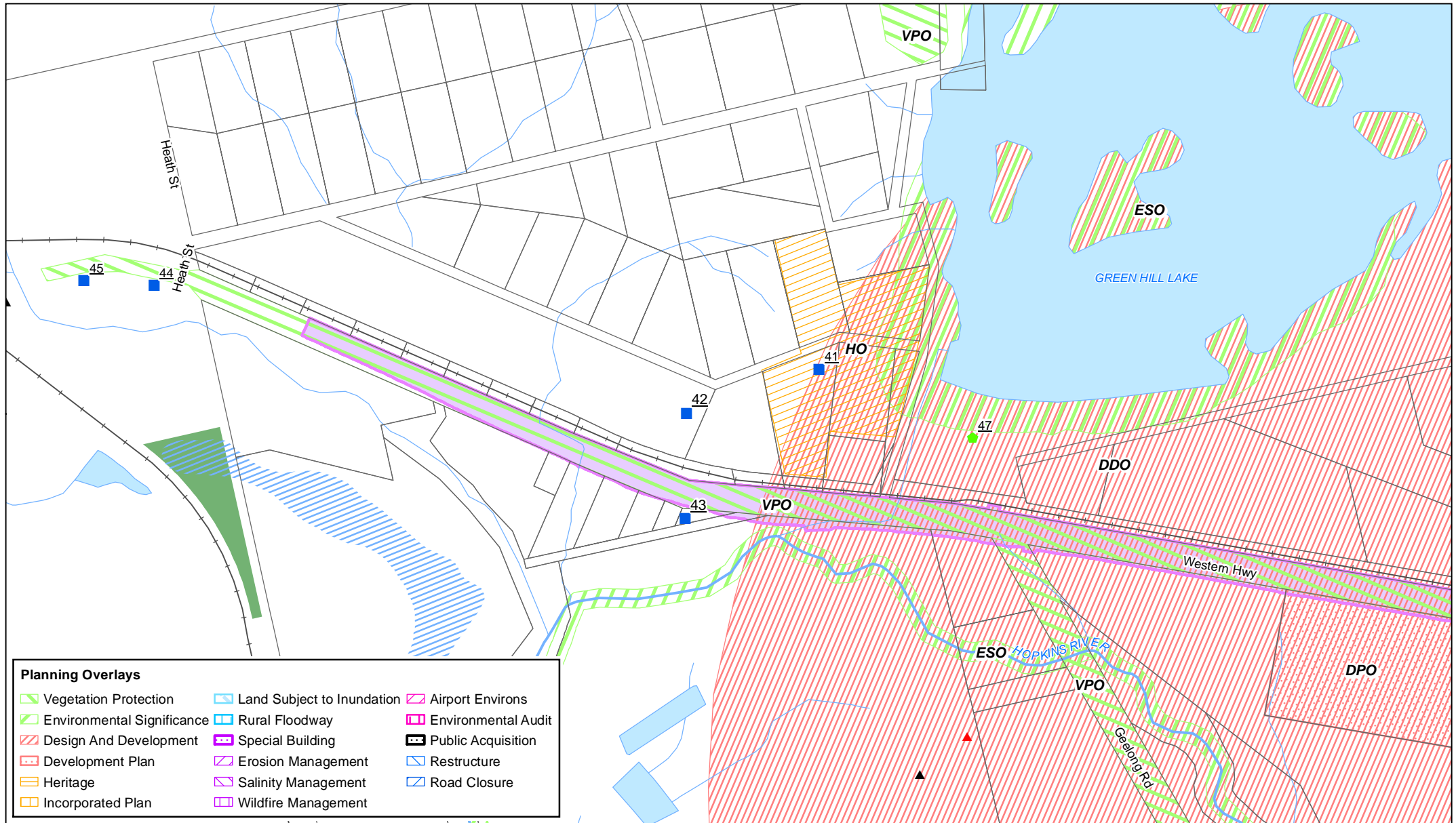


VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

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Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction Footprint

Buildings - Validated

Blue square: Dwelling  
Red triangle: Commercial  
Green triangle: Unconfirmed / Other

Buildings - Not Validated

Black triangle: Commercial  
Black triangle: Potential commercial  
Black square: Dwelling



VicRoads  
Western Highway Project

Beaufort to Ararat  
Planning Overlays  
All Options

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Sheet 14



## Appendix C

# Alignment Mapbooks





10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



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VicRoads  
Western Highway Project

Recommended Option 1  
Beaufort to Ararat

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Revision F  
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Sheet 1

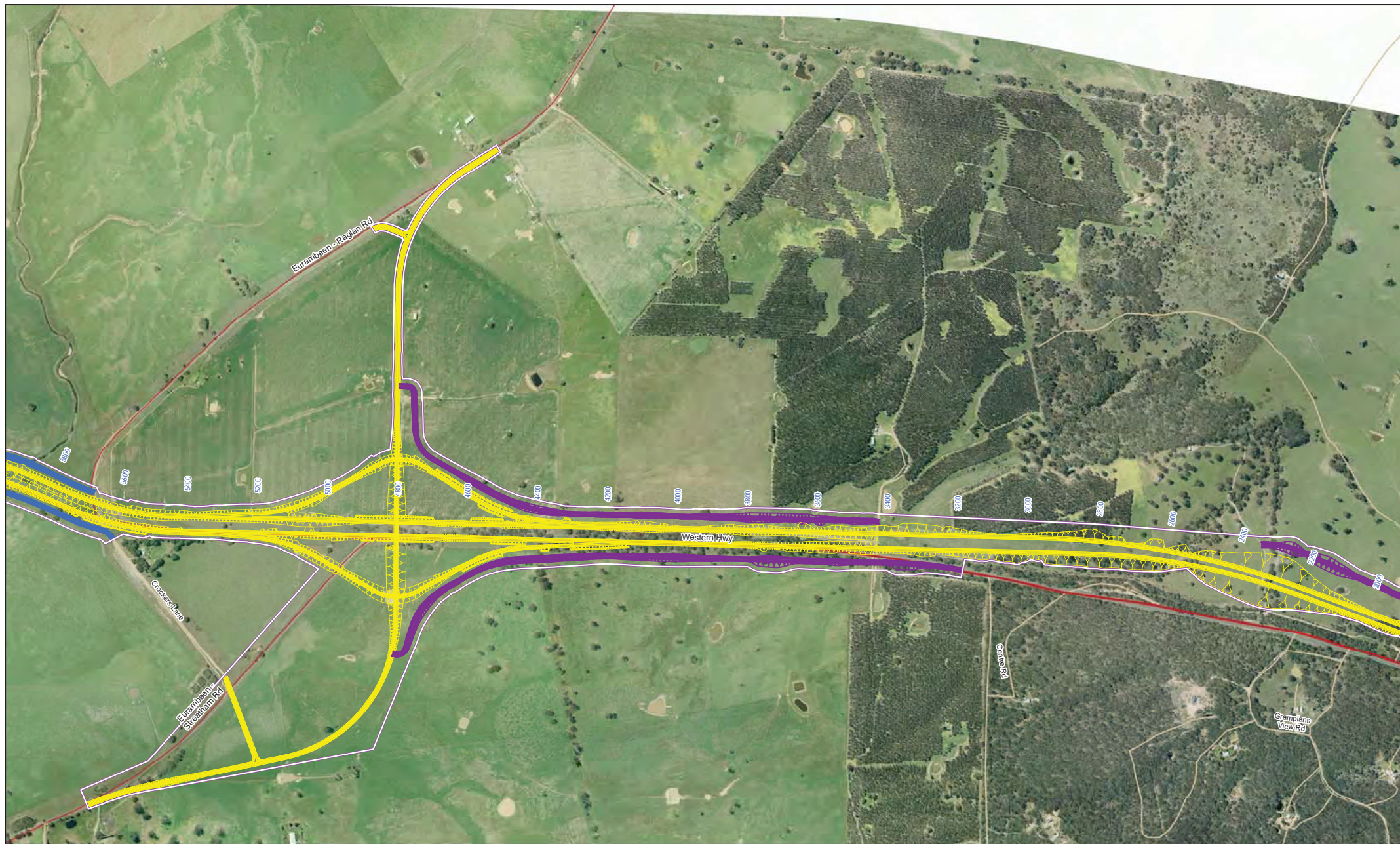
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Data source: GHD, Design, 2012; DSE, VicMap, 2012; VicRoads, 2012. Created by splaird

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



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VicRoads  
Western Highway Project

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

Recommended Option 1  
Beaufort to Ararat

Sheet 2





10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



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VicRoads  
Western Highway Project

Recommended Option 1  
Beaufort to Ararat

Job Number	31-27558
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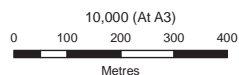
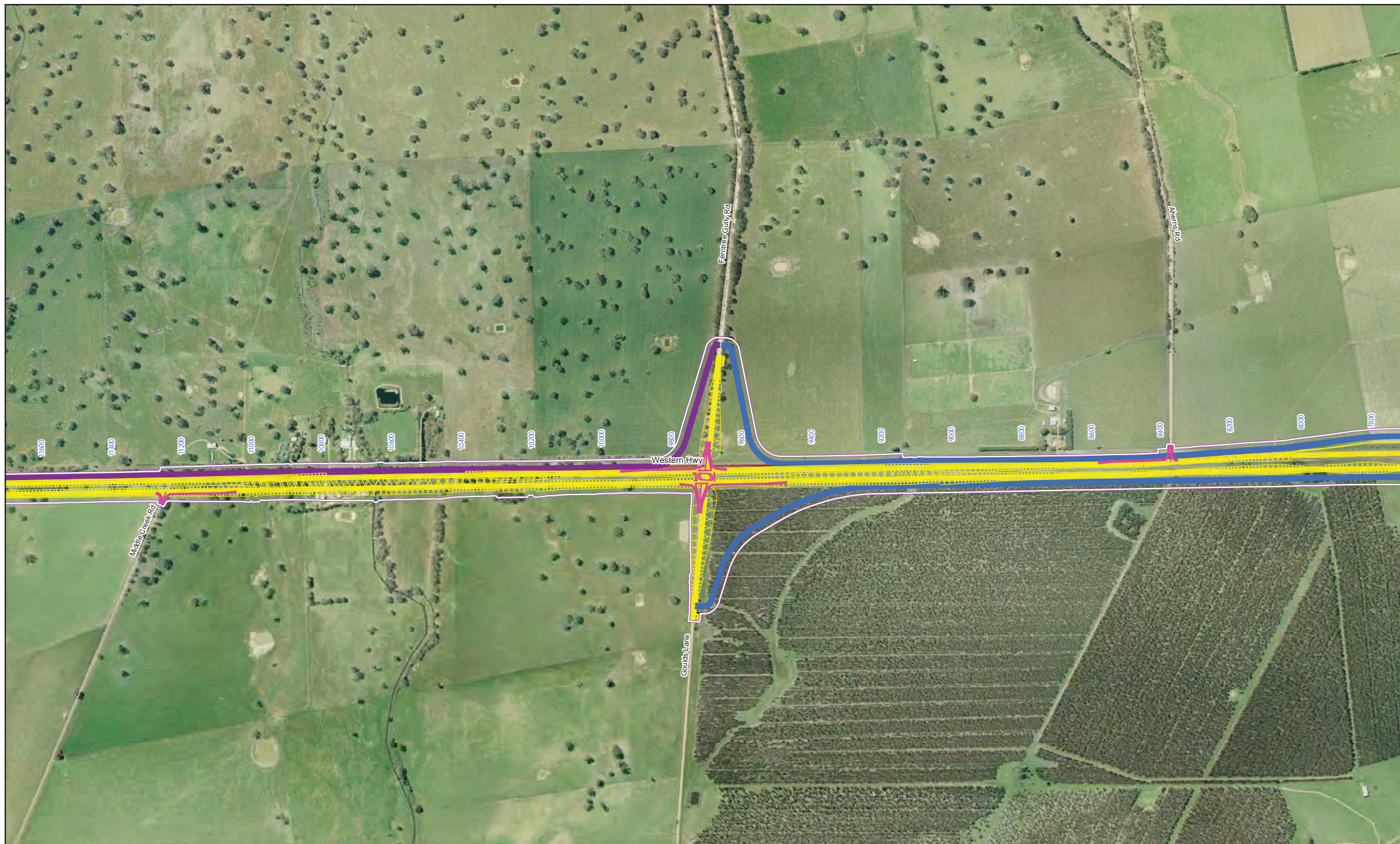
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Data source: GHD, Design, 2012; DSE, VicMap, 2012; VicRoads, 2012. Created by splaird

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Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
Revision	F
Date	22 Aug 2012

**Recommended Option 1**  
**Beaufort to Ararat**

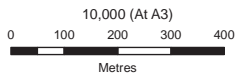
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Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| Maximum Construction Footprint                  | Existing Highway               | Unsealed track              |
| Carriageway & Interchanges                      | Sealed road (arterial & local) | Sealed walking/bike trail   |
| Service Road                                    | Unsealed road                  | Unsealed walking/bike trail |
| Service road to be built under AMP-3 conditions |                                |                             |
| AMP3 Intersections                              |                                |                             |



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 1  
Beaufort to Ararat

Job Number	31-27558
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Sheet 5





10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

Recommended Option 1  
Beaufort to Ararat

Sheet 6

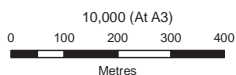
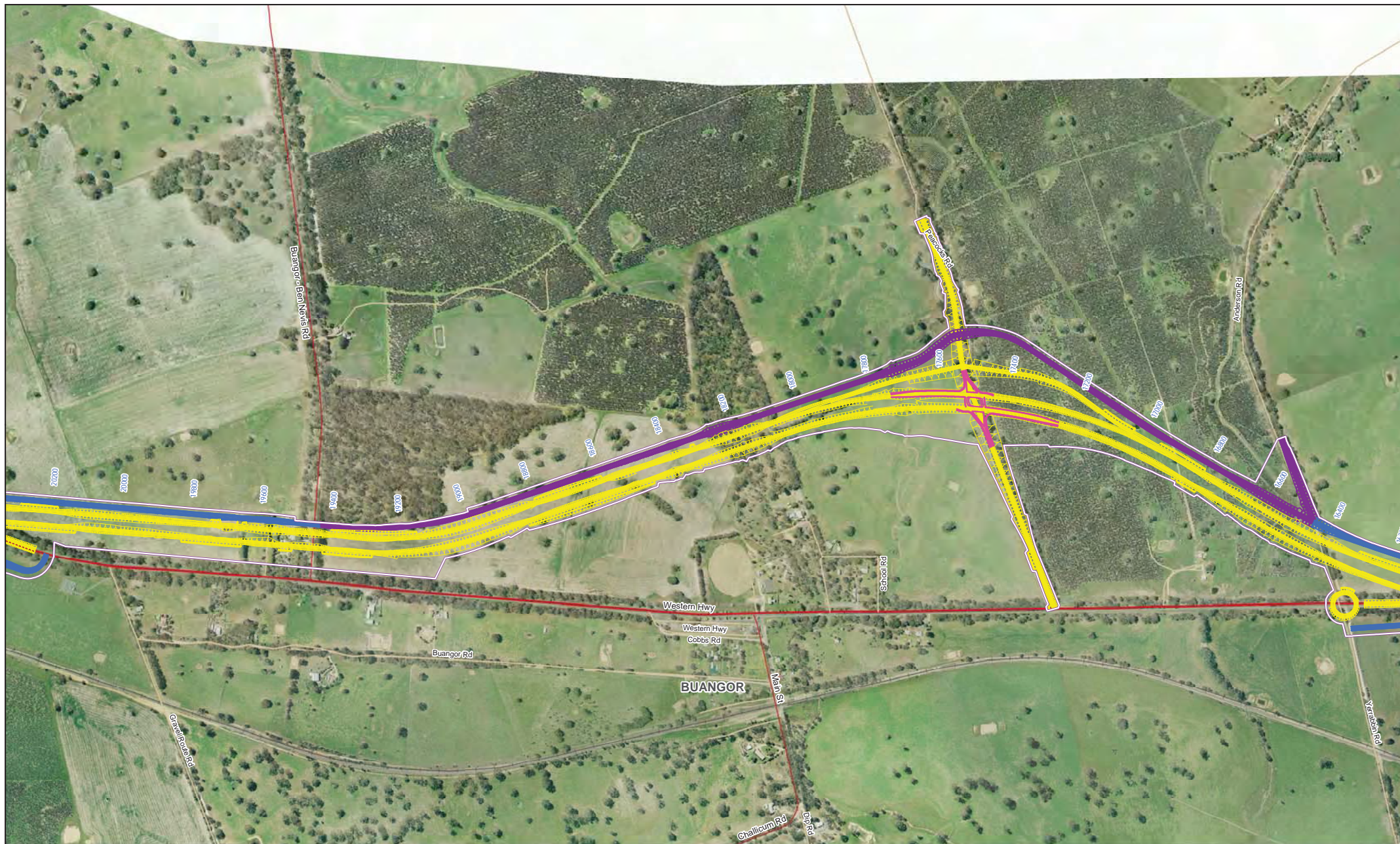
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Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| Maximum Construction Footprint                  | Existing Highway               | Unsealed track              |
| Carriageway & Interchanges                      | Sealed road (arterial & local) | Sealed walking/bike trail   |
| Service Road                                    | Unsealed road                  | Unsealed walking/bike trail |
| Service road to be built under AMP-3 conditions |                                |                             |
| AMP3 Intersections                              |                                |                             |



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 1**  
**Beaufort to Ararat**

Job Number	31-27558
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**Sheet 7**

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- - - Sealed road (arterial & local)
- - - Sealed walking/bike trail
- Unsealed road
- - - Unsealed track
- - - Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 1  
Beaufort to Ararat

Job Number	31-27558
Revision	F
Date	22 Aug 2012

Sheet 8

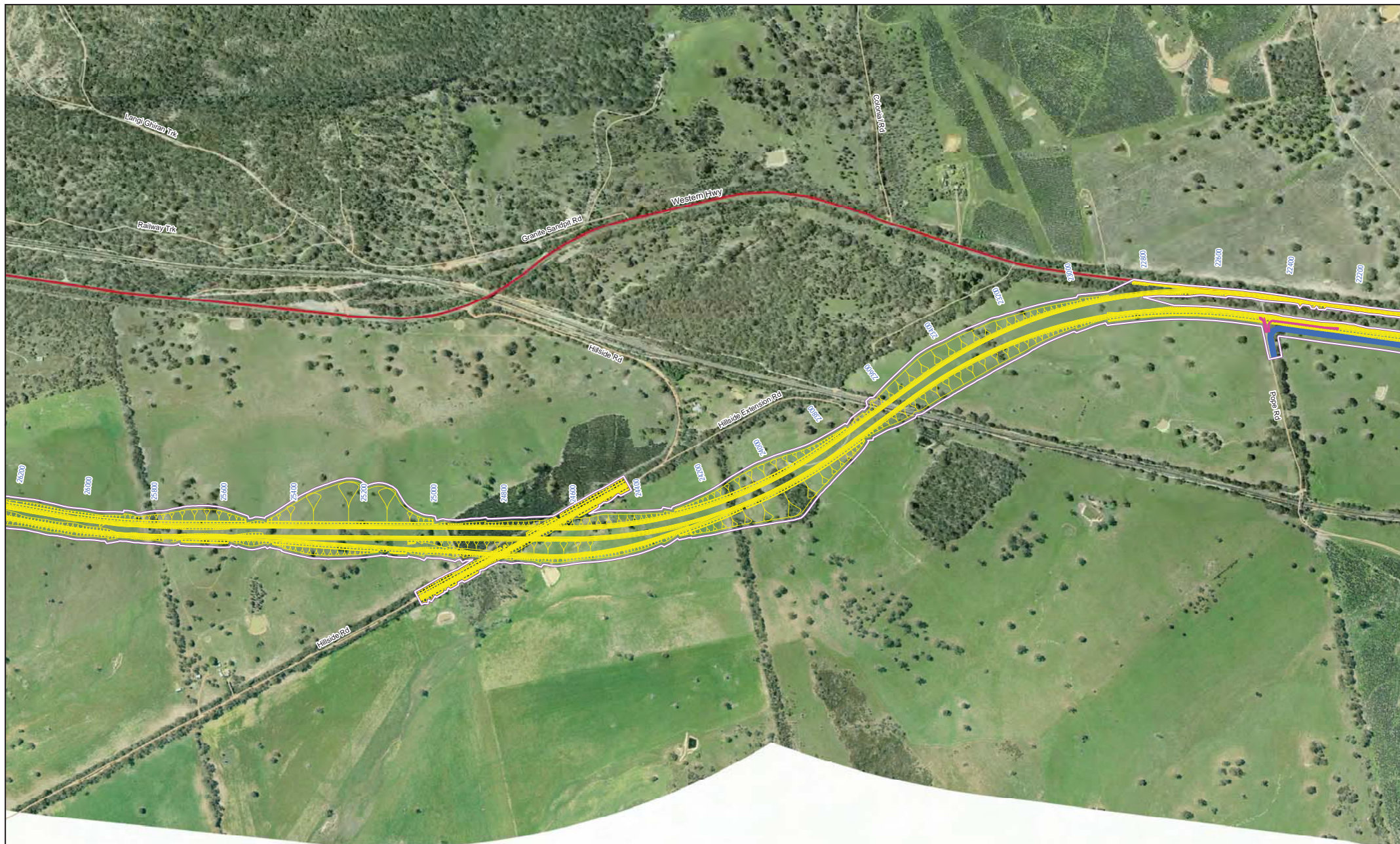
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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 1  
Beaufort to Ararat

Job Number | 31-27558  
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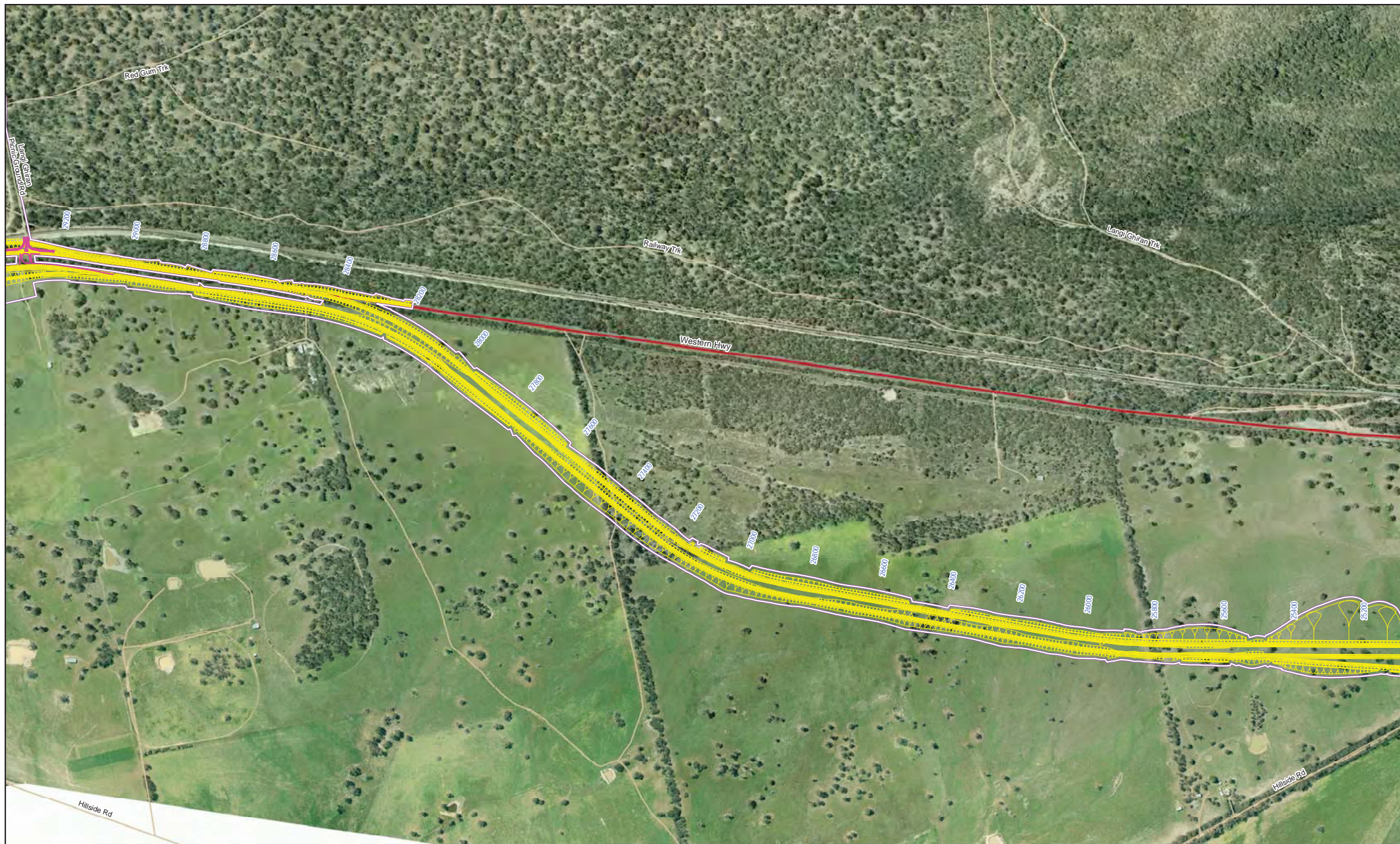
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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- - - Sealed road (arterial & local)
- Unsealed road
- - - Unsealed track
- - - Sealed walking/bike trail
- - - Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



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Western Highway Project

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



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Job Number 31-27558  
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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 2  
Beaufort to Ararat

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

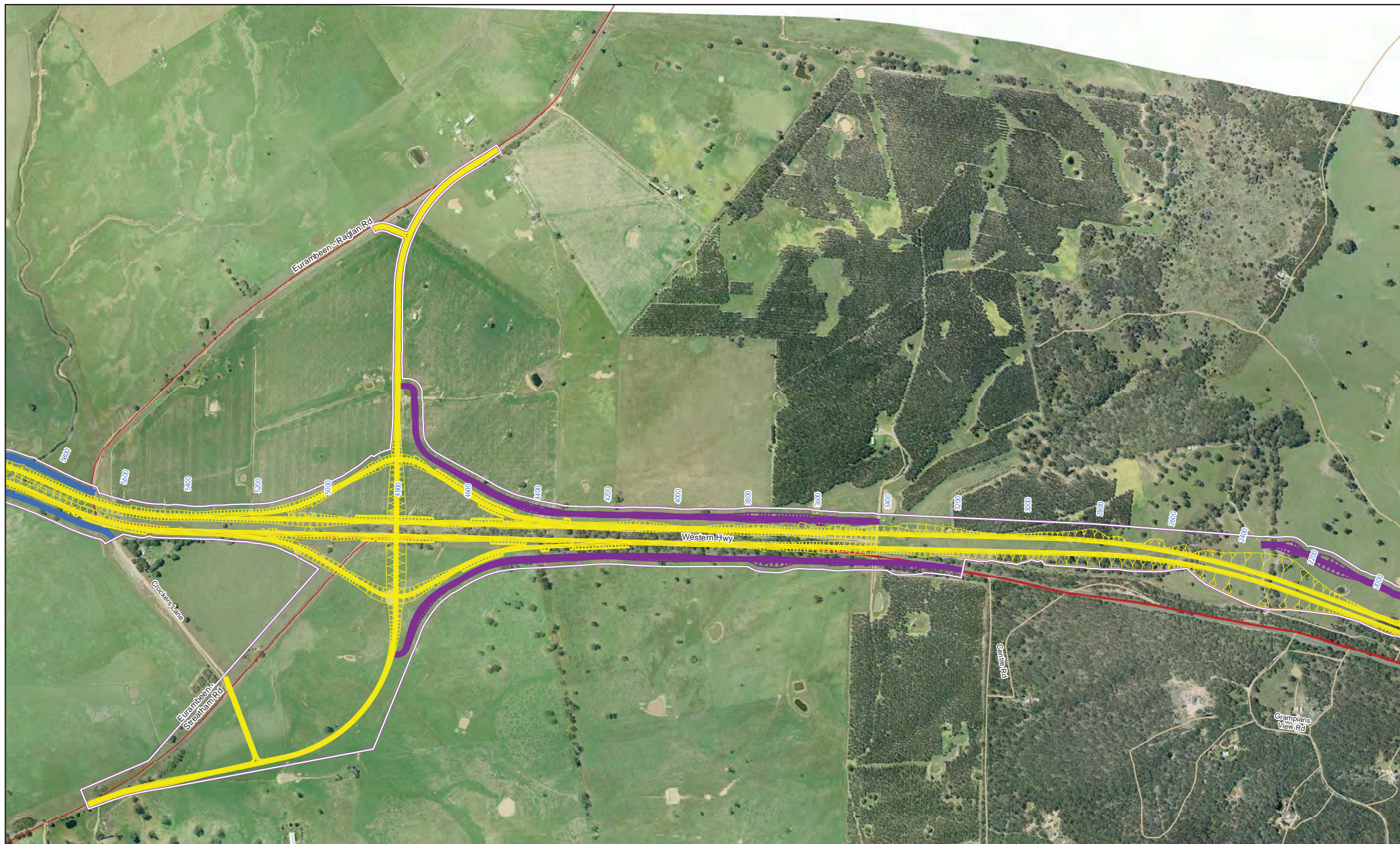
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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- - - Sealed road (arterial & local)
- - - Sealed walking/bike trail
- - - Unsealed track
- - - Unsealed road
- - - Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 2**  
**Beaufort to Ararat**

Job Number	31-27558
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**Sheet 2**





10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



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VicRoads  
Western Highway Project

**Recommended Option 2**  
**Beaufort to Ararat**

Job Number	31-27558
Revision	F
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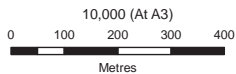
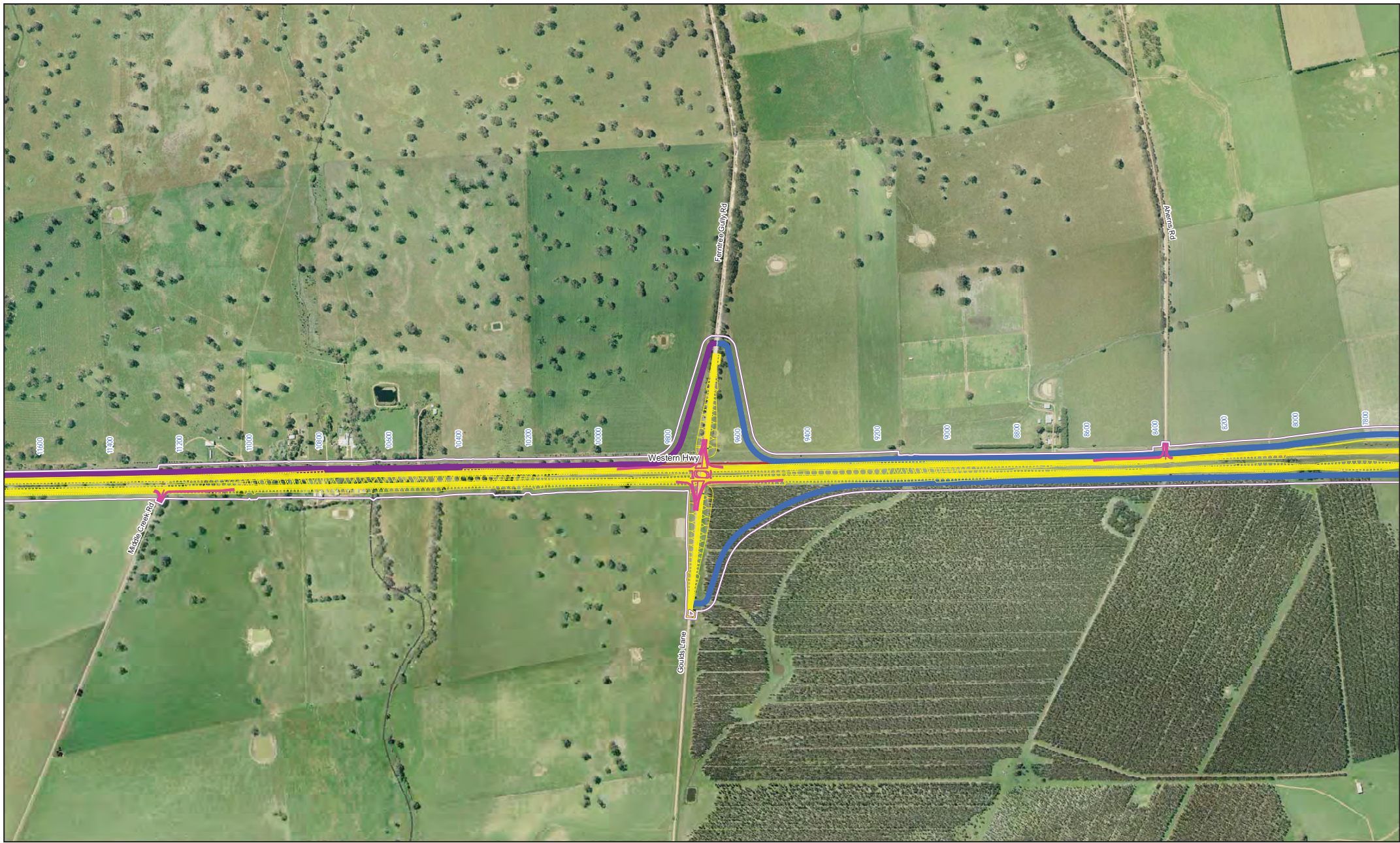
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Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road

- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



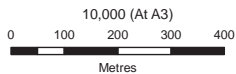
VicRoads  
Western Highway Project

Recommended Option 2  
Beaufort to Ararat

Job Number	31-27558
Revision	F
Date	22 Aug 2012

Sheet 4





#### LEGEND

- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| Maximum Construction Footprint                  | Existing Highway               | Unsealed track              |
| Carriageway & Interchanges                      | Sealed road (arterial & local) | Sealed walking/bike trail   |
| Service Road                                    | Unsealed road                  | Unsealed walking/bike trail |
| Service road to be built under AMP-3 conditions |                                |                             |
| AMP3 Intersections                              |                                |                             |



CLIENTS | PEOPLE | PERFORMANCE



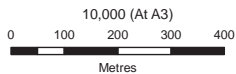
VicRoads  
Western Highway Project

Recommended Option 2  
Beaufort to Ararat

Job Number	31-27558
Revision	F
Date	22 Aug 2012

Sheet 5





Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| Maximum Construction Footprint                  | Existing Highway               | Unsealed track              |
| Carriageway & Interchanges                      | Sealed road (arterial & local) | Sealed walking/bike trail   |
| Service Road                                    | Unsealed road                  | Unsealed walking/bike trail |
| Service road to be built under AMP-3 conditions |                                |                             |
| AMP3 Intersections                              |                                |                             |



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 2**  
**Beaufort to Ararat**

Job Number	31-27558
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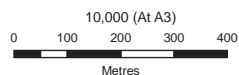
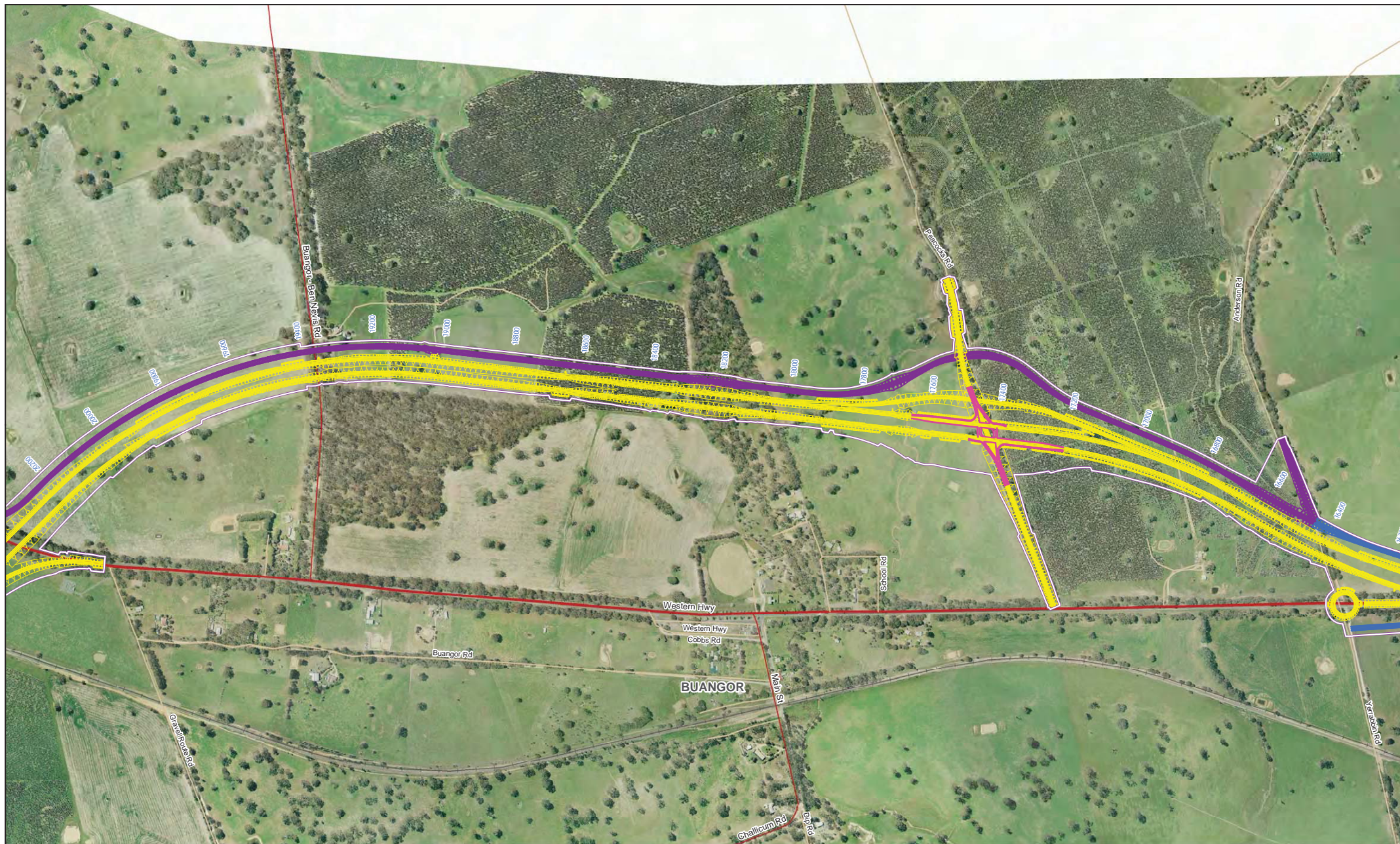
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#### LEGEND

- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| Maximum Construction Footprint                  | Existing Highway               | Unsealed track              |
| Carriageway & Interchanges                      | Sealed road (arterial & local) | Sealed walking/bike trail   |
| Service Road                                    | Unsealed road                  | Unsealed walking/bike trail |
| Service road to be built under AMP-3 conditions |                                |                             |
| AMP3 Intersections                              |                                |                             |



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Western Highway Project

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**Beaufort to Ararat**

**Sheet 7**

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 2**  
**Beaufort to Ararat**

Job Number	31-27558
Revision	F
Date	22 Aug 2012

**Sheet 8**

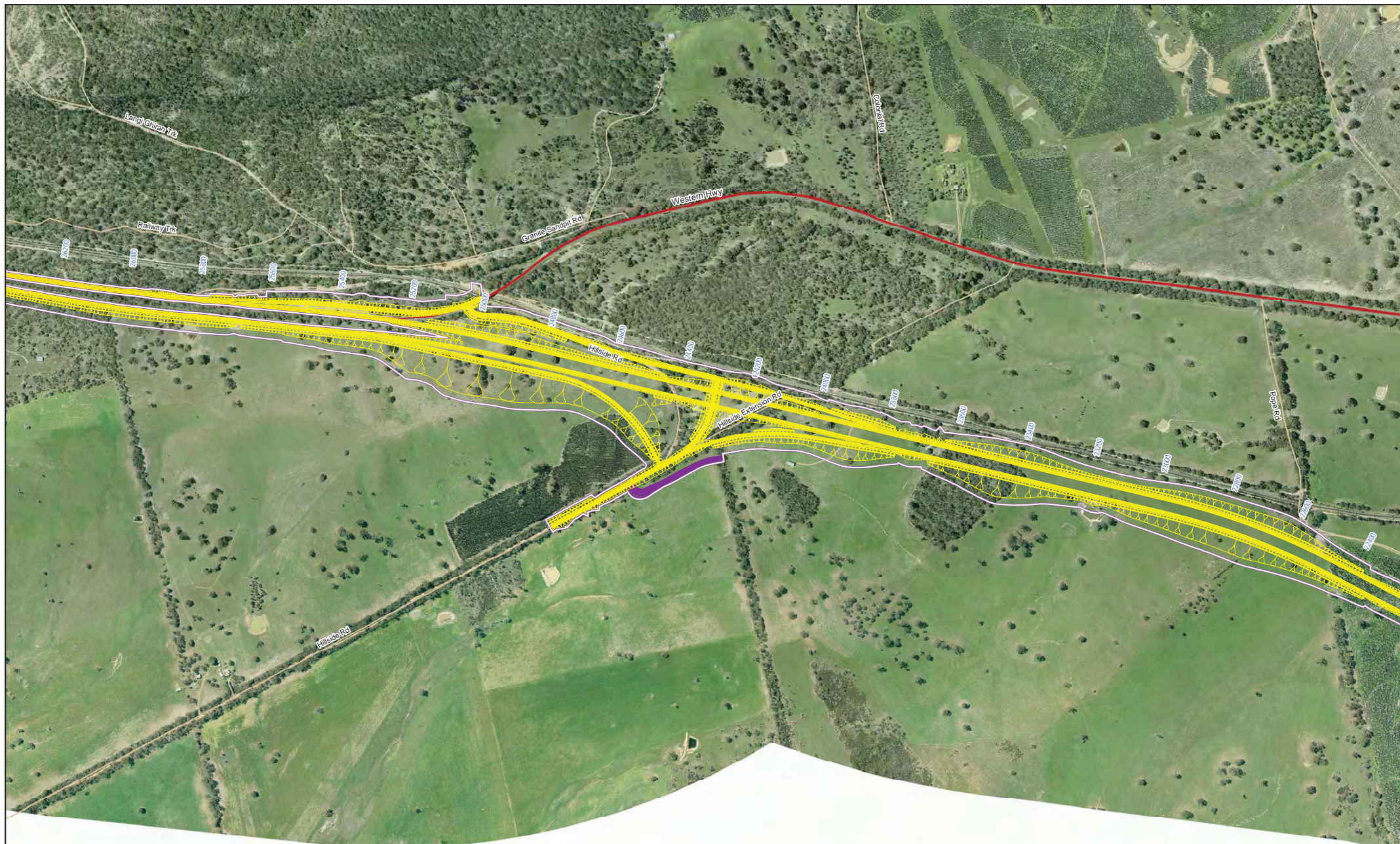
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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
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- AMP3 Intersections

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- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 2  
Beaufort to Ararat

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

Sheet 9

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
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- Unsealed track
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- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

Recommended Option 2  
Beaufort to Ararat

Sheet 10

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Metres

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Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- - - Sealed road (arterial & local)
- Unsealed road
- - - Unsealed track
- - - Sealed walking/bike trail
- - - Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number | 31-27558  
Revision | F  
Date | 22 Aug 2012

Recommended Option 2  
Beaufort to Ararat

Sheet 11

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Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road

- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 2  
Beaufort to Ararat

Job Number 31-27558  
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Metres

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Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
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**Recommended Option 2**  
**Beaufort to Ararat**

**Sheet 13**

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0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
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CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number 31-27558  
Revision F  
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Recommended Option 2  
Beaufort to Ararat

Sheet 14





10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
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- Existing Highway
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- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 3**  
**Beaufort to Ararat**

Job Number	31-27558
Revision	F
Date	22 Aug 2012

**Sheet 1**

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
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- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 3**  
**Beaufort to Ararat**

Job Number	31-27558
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**Sheet 2**

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
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- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
Revision	F
Date	22 Aug 2012

**Recommended Option 3**  
**Beaufort to Ararat**

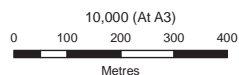
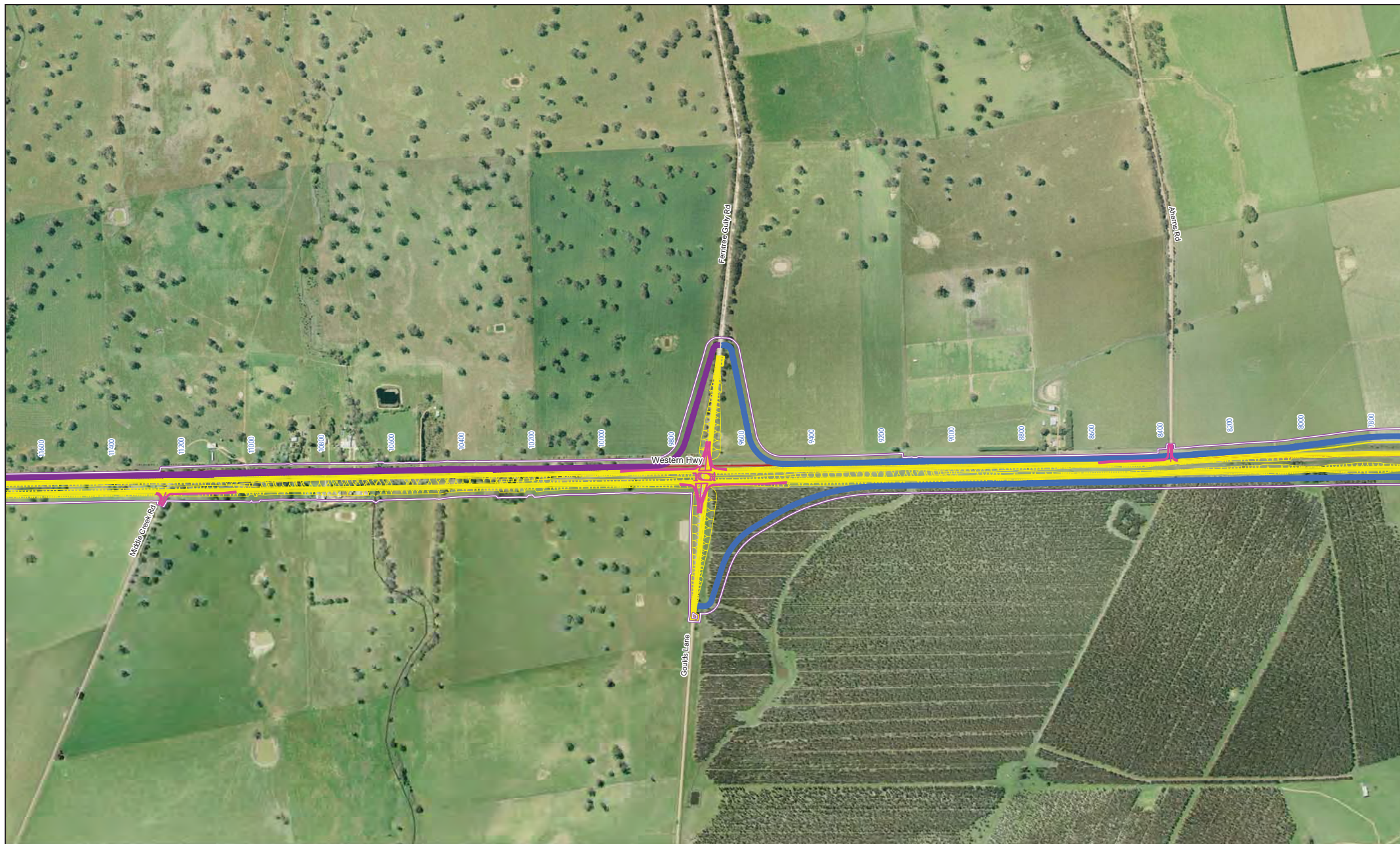
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Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 3**  
**Beaufort to Ararat**

Job Number	31-27558
Revision	F
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**Sheet 4**

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number 31-27558  
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Recommended Option 3  
Beaufort to Ararat

Sheet 5





10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
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CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

Recommended Option 3  
Beaufort to Ararat

Sheet 6

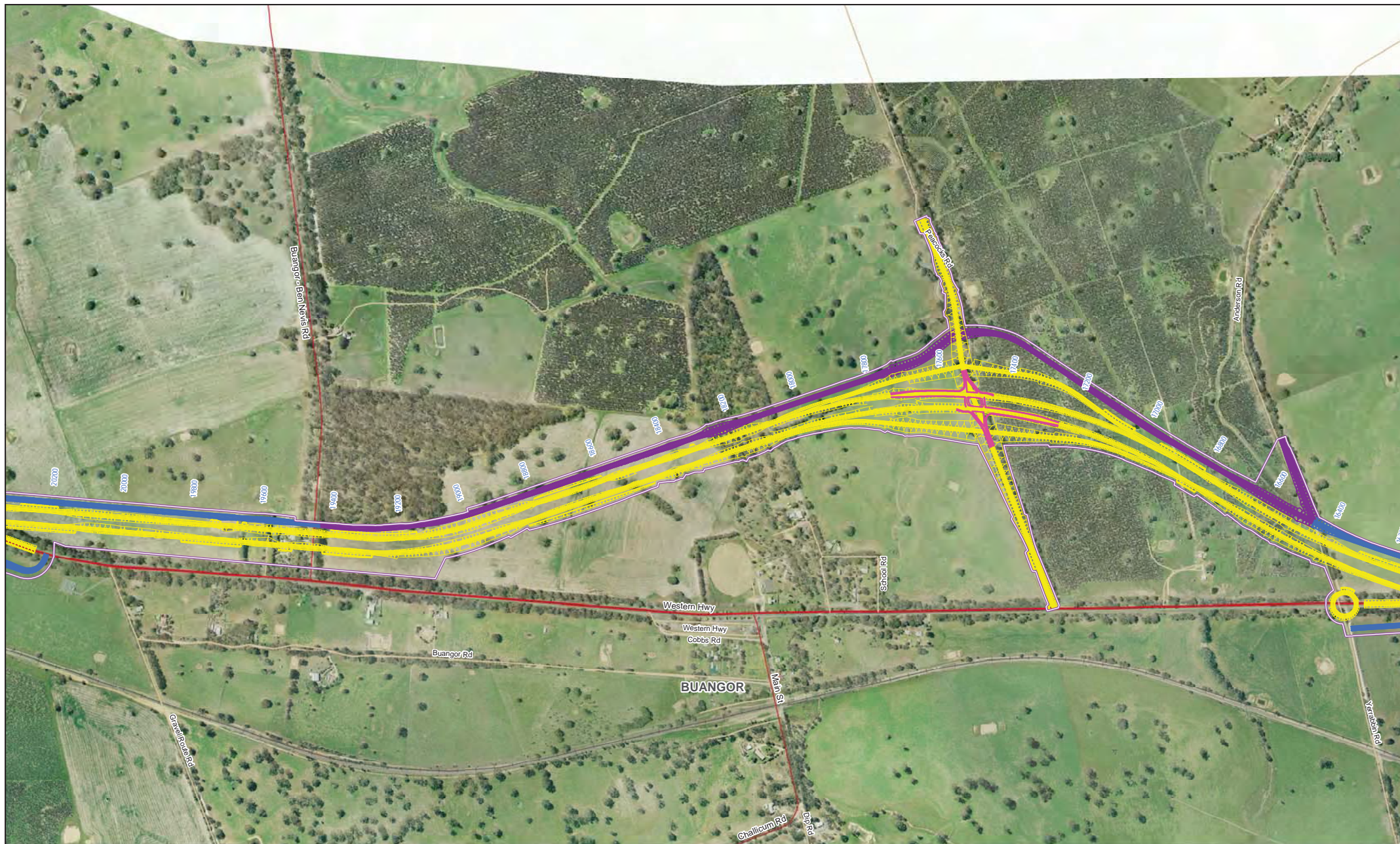
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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- |   |                                |                             |
|---|--------------------------------|-----------------------------|
| Maximum Construction Footprint                  | Existing Highway               | Unsealed track              |
| Carriageway & Interchanges                      | Sealed road (arterial & local) | Sealed walking/bike trail   |
| Service Road                                    | Unsealed road                  | Unsealed walking/bike trail |
| Service road to be built under AMP-3 conditions |                                |                             |
| AMP3 Intersections                              |                                |                             |



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
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**Recommended Option 3**  
**Beaufort to Ararat**

**Sheet 7**

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Map Projection: Transverse Mercator  
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#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- - - Sealed road (arterial & local)
- - - Sealed walking/bike trail
- - - Unsealed road
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- - - Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 3**  
**Beaufort to Ararat**

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

**Sheet 8**

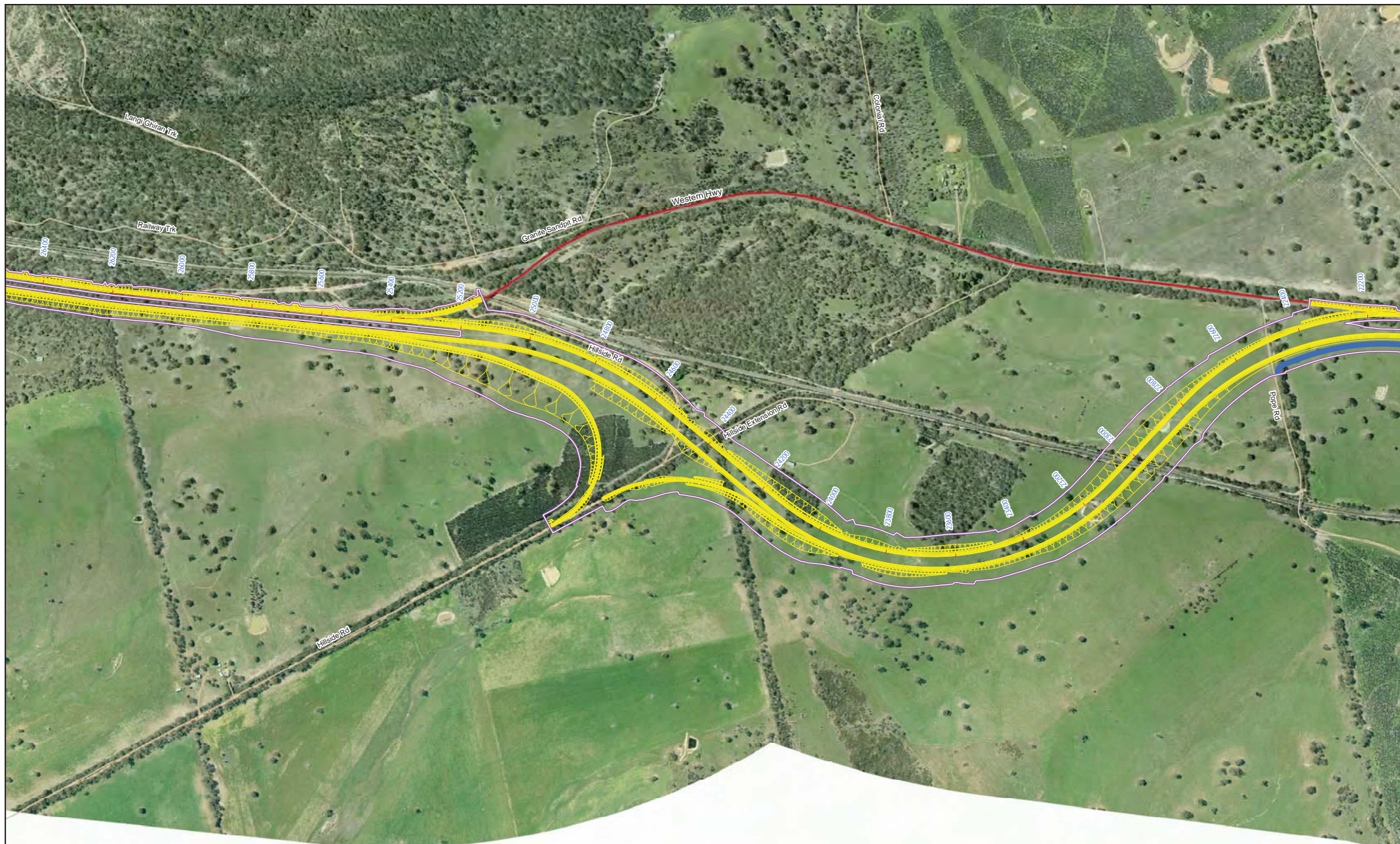
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#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

**Recommended Option 3**  
**Beaufort to Ararat**

Job Number | 31-27558  
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10,000 (At A3)  
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Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
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CLIENTS | PEOPLE | PERFORMANCE

vicroads

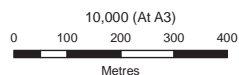
VicRoads  
Western Highway Project

Job Number 31-27558  
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Recommended Option 3  
Beaufort to Ararat

Sheet 10





Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
Revision	F
Date	22 Aug 2012

**Recommended Option 3**  
**Beaufort to Ararat**

**Sheet 11**

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0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road

- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Recommended Option 3  
Beaufort to Ararat

Job Number 31-27558  
Revision F  
Date 22 Aug 2012

Sheet 12

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10,000 (At A3)  
0 100 200 300 400  
Metres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
Revision	F
Date	22 Aug 2012

**Recommended Option 3**  
**Beaufort to Ararat**

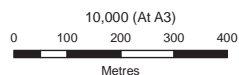
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Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

- Maximum Construction Footprint
- Carriageway & Interchanges
- Service Road
- Service road to be built under AMP-3 conditions
- AMP3 Intersections

- Existing Highway
- Sealed road (arterial & local)
- Unsealed road
- Unsealed track
- Sealed walking/bike trail
- Unsealed walking/bike trail



CLIENTS | PEOPLE | PERFORMANCE



VicRoads  
Western Highway Project

Job Number	31-27558
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**Recommended Option 3**  
**Beaufort to Ararat**

**Sheet 14**

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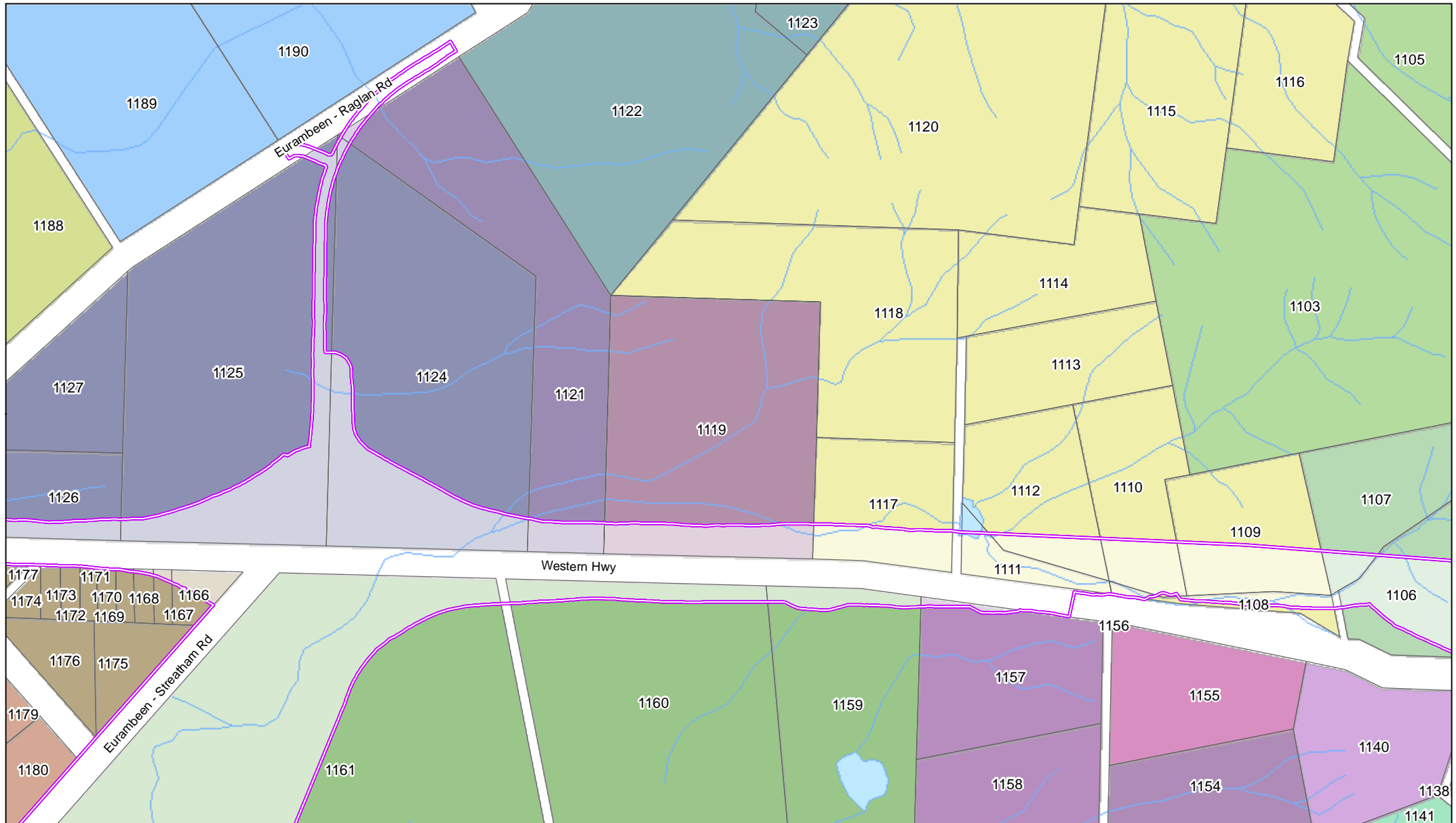


## Appendix D

# Landowner Mapbooks







Paper Size A4

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Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

  Maximum Construction Footprints

**Buildings - Validated**

■ Dwelling

▲ Commercial

▲ Unconfirmed / Other

**Buildings - Not Validated**

▲ Commercial

▲ Potential commercial

■ Dwelling

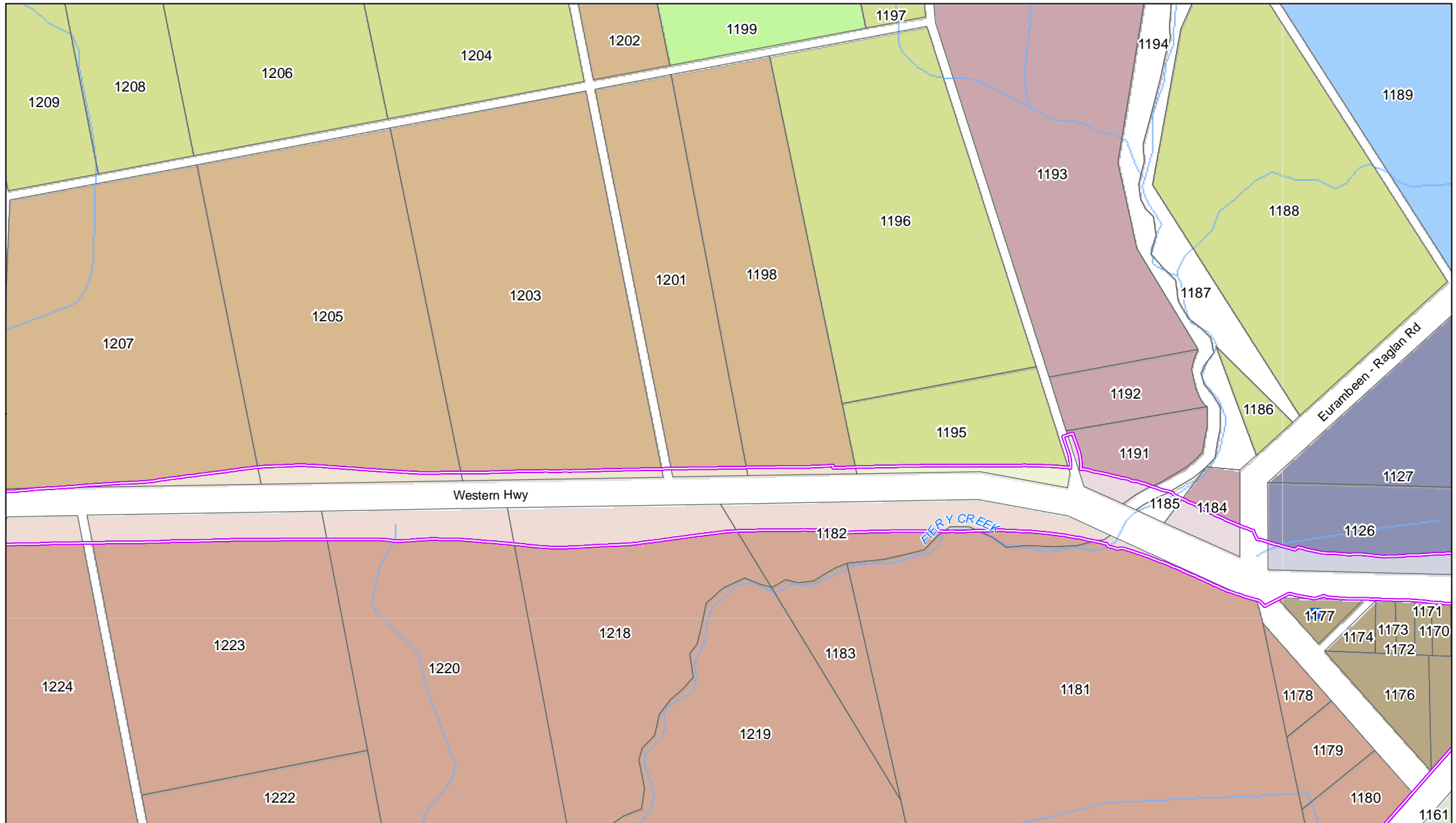
CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012





Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

Maximum Construction Footprints

**Buildings - Validated**

Blue square: Dwelling

Red triangle: Commercial

Green triangle: Unconfirmed / Other

**Buildings - Not Validated**

Black triangle: Commercial

Black triangle: Potential commercial

Black square: Dwelling

CLIENTS | PEOPLE | PERFORMANCE

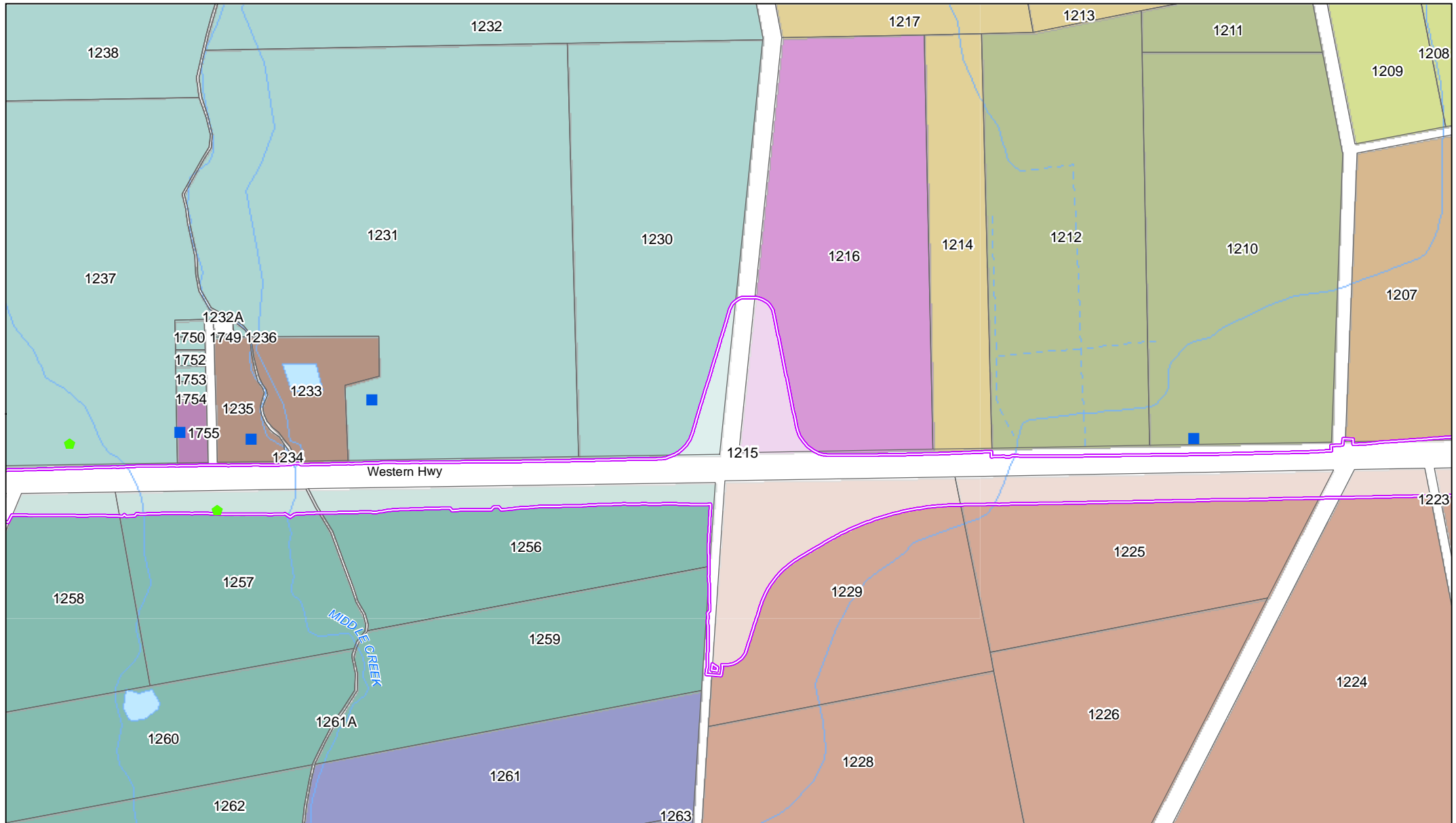
VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number | 31-27558

Revision | D

Date | 22 Aug 2012



Paper Size A4

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

  Maximum Construction Footprints

**Buildings - Validated**

■ Dwelling

▲ Commercial

⬠ Unconfirmed / Other

**Buildings - Not Validated**

▲ Commercial

▲ Potential commercial

■ Dwelling

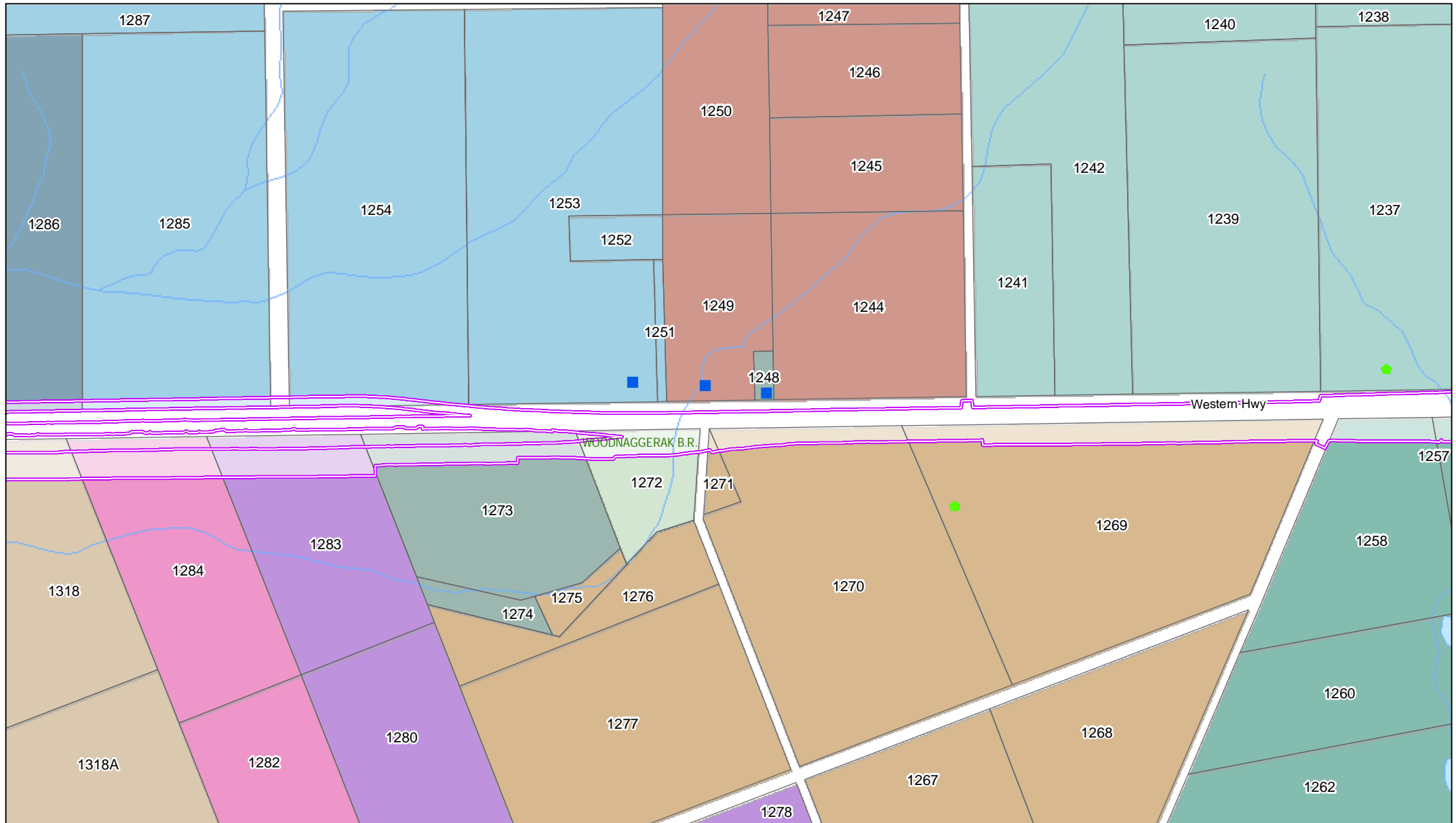
CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012





Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

Maximum Construction Footprints

**Buildings - Validated**

■ Dwelling

▲ Commercial

▲ Unconfirmed / Other

**Buildings - Not Validated**

▲ Commercial

▲ Potential commercial

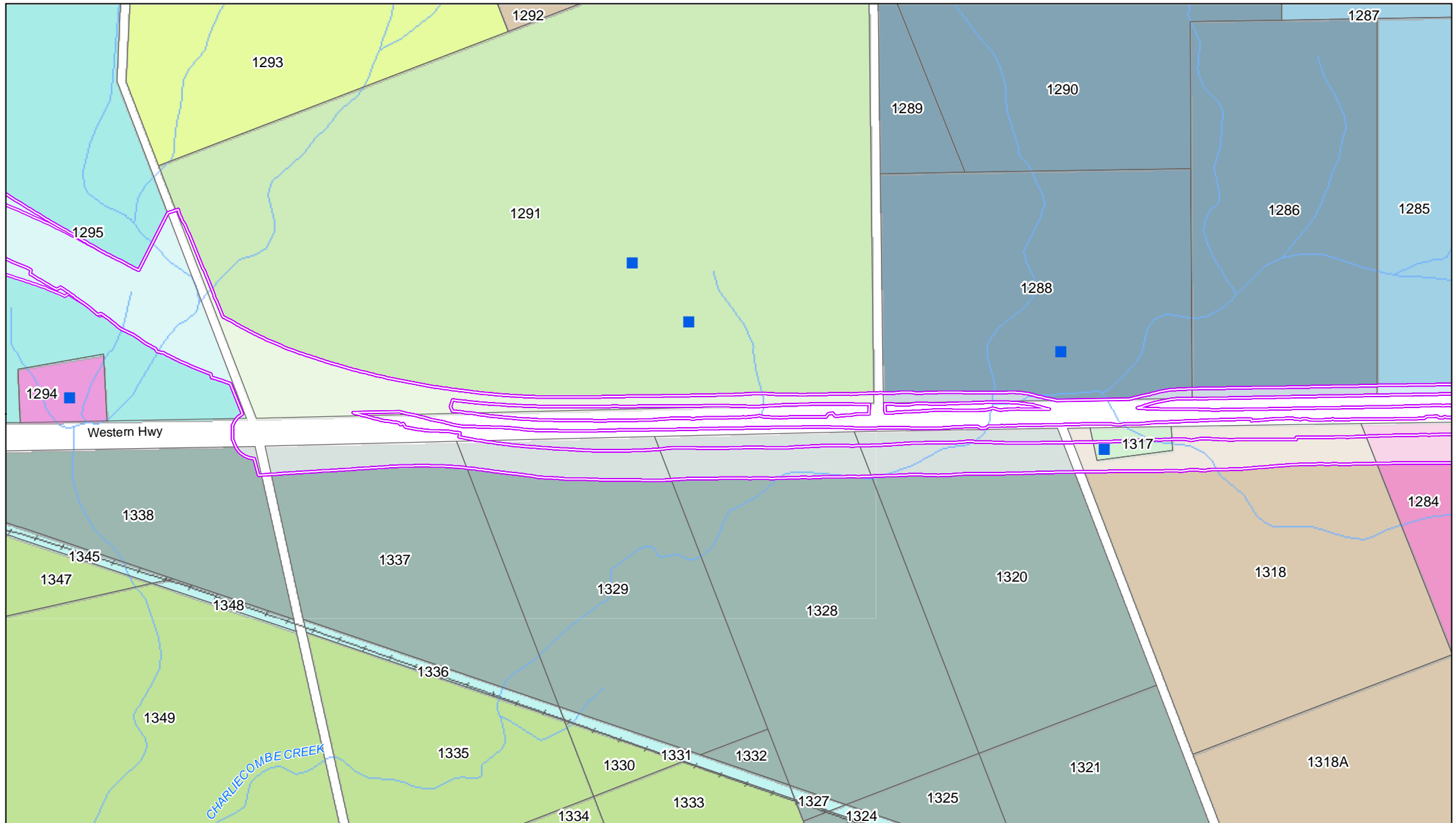
■ Dwelling

CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012



Paper Size A4  
0 100 200 400  
Meters  
Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54



#### LEGEND

Maximum Construction  
Footprints

#### Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Potential commercial  
● Unconfirmed /  
Other

#### Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling



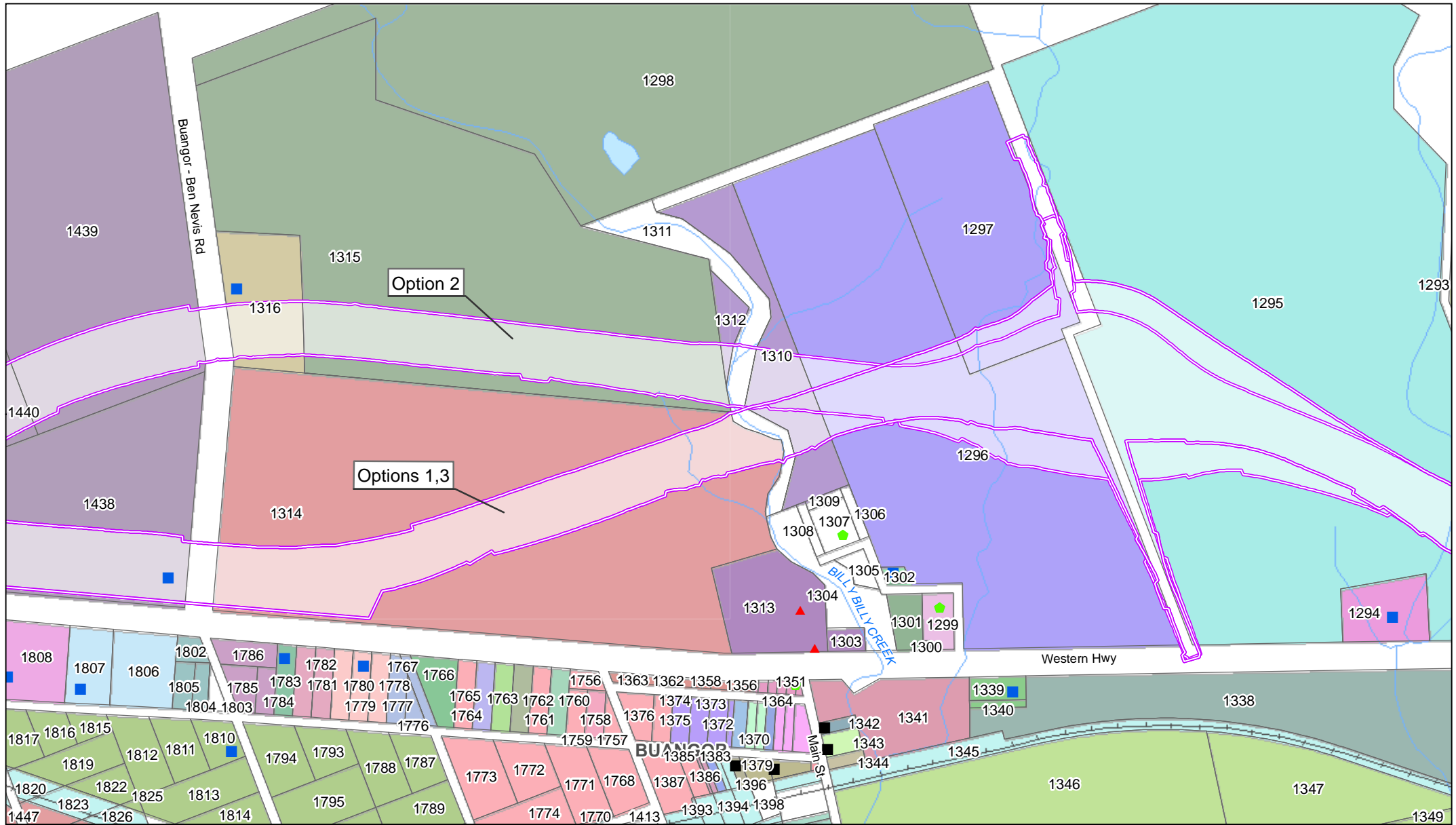
VicRoads  
Western Highway Project

Beaufort to Ararat  
Landowner Information  
All Options

Job Number 31-27558  
Revision D  
Date 22 Aug 2012

Sheet 6





Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

  Maximum Construction Footprints

**Buildings - Validated**

■ Dwelling

▲ Commercial

◆ Unconfirmed / Other

**Buildings - Not Validated**

▲ Commercial

▲ Potential commercial

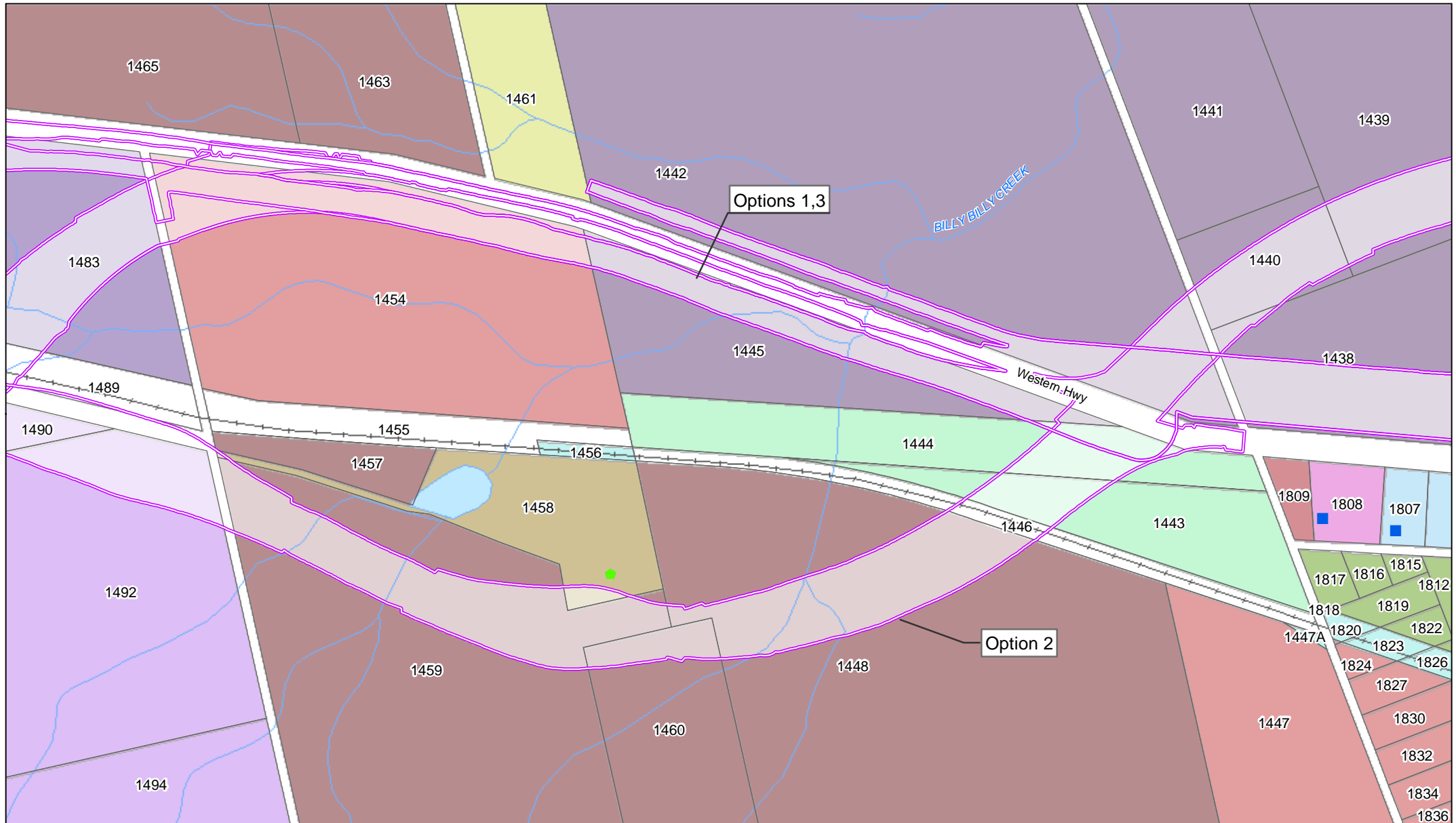
■ Dwelling

CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012



Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

Maximum Construction Footprints

Buildings - Validated

- Dwelling
- Commercial
- Unconfirmed / Other

Buildings - Not Validated

- Commercial
- Potential commercial
- Dwelling

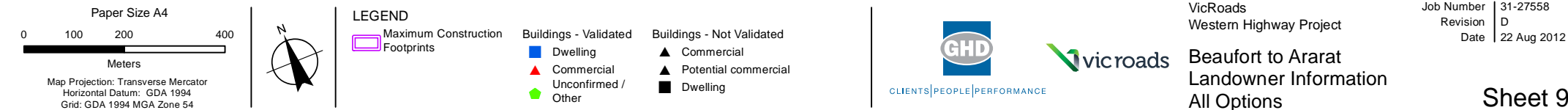
CLIENTS | PEOPLE | PERFORMANCE

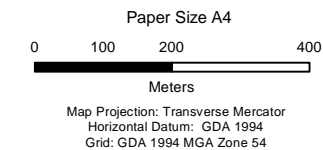
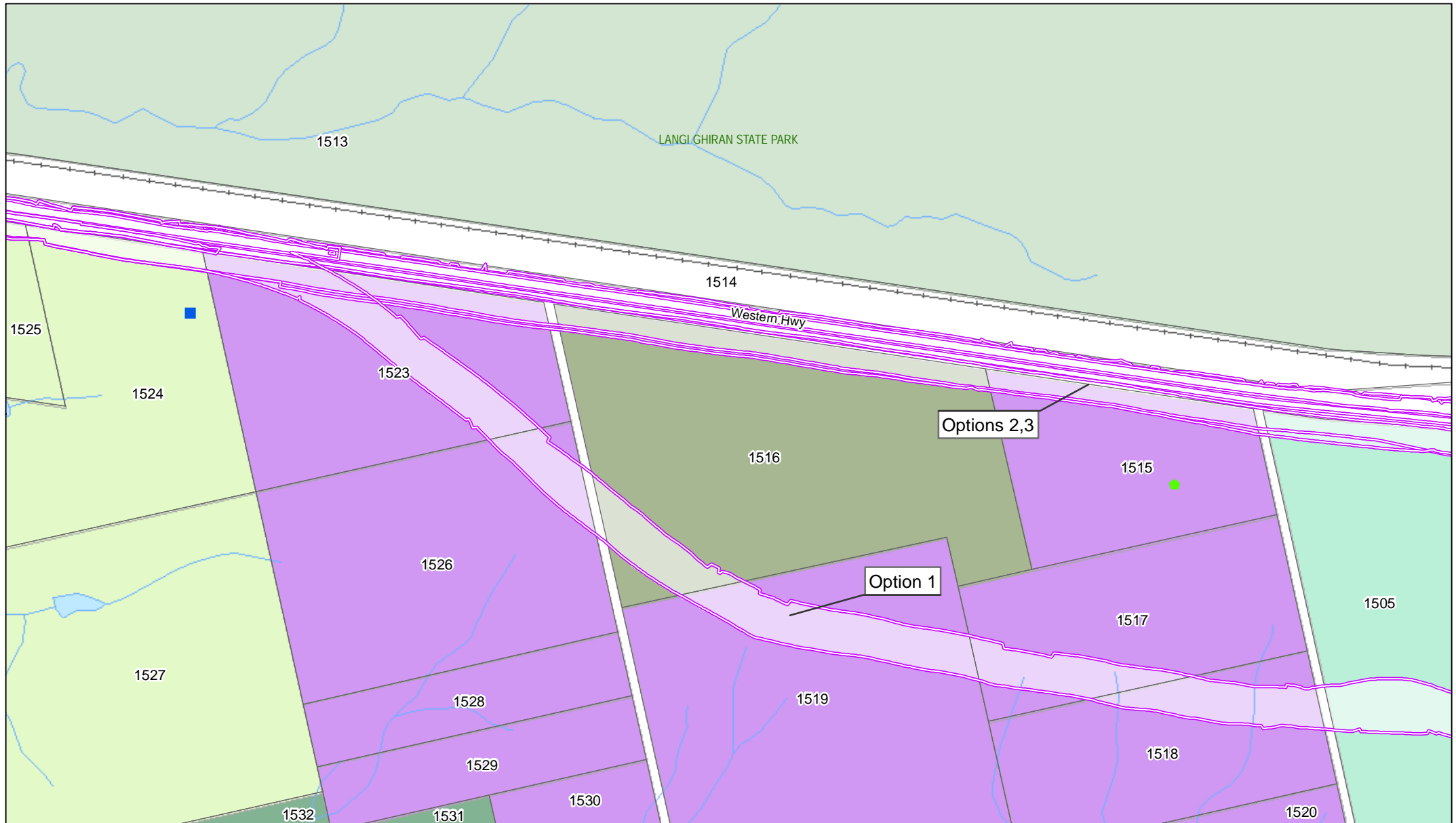
VicRoads  
Western Highway Project

Beaufort to Ararat  
Landowner Information  
All Options

Job Number 31-27558  
Revision D  
Date 22 Aug 2012







#### LEGEND

Maximum Construction  
Footprints

#### Buildings - Validated

■ Dwelling  
▲ Commercial  
▲ Potential commercial  
■ Unconfirmed /  
Other

#### Buildings - Not Validated

▲ Commercial  
▲ Potential commercial  
■ Dwelling



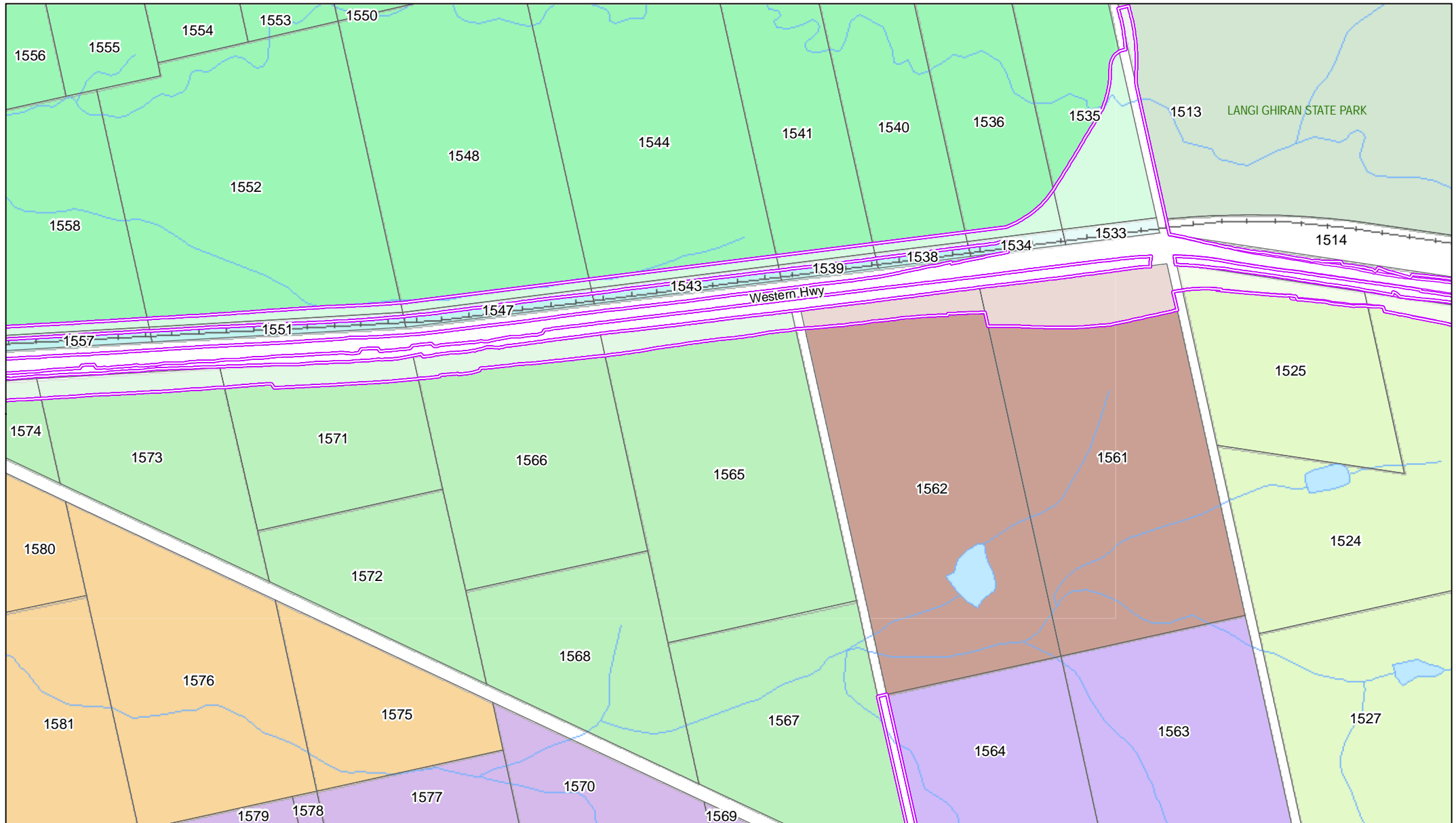
VicRoads  
Western Highway Project

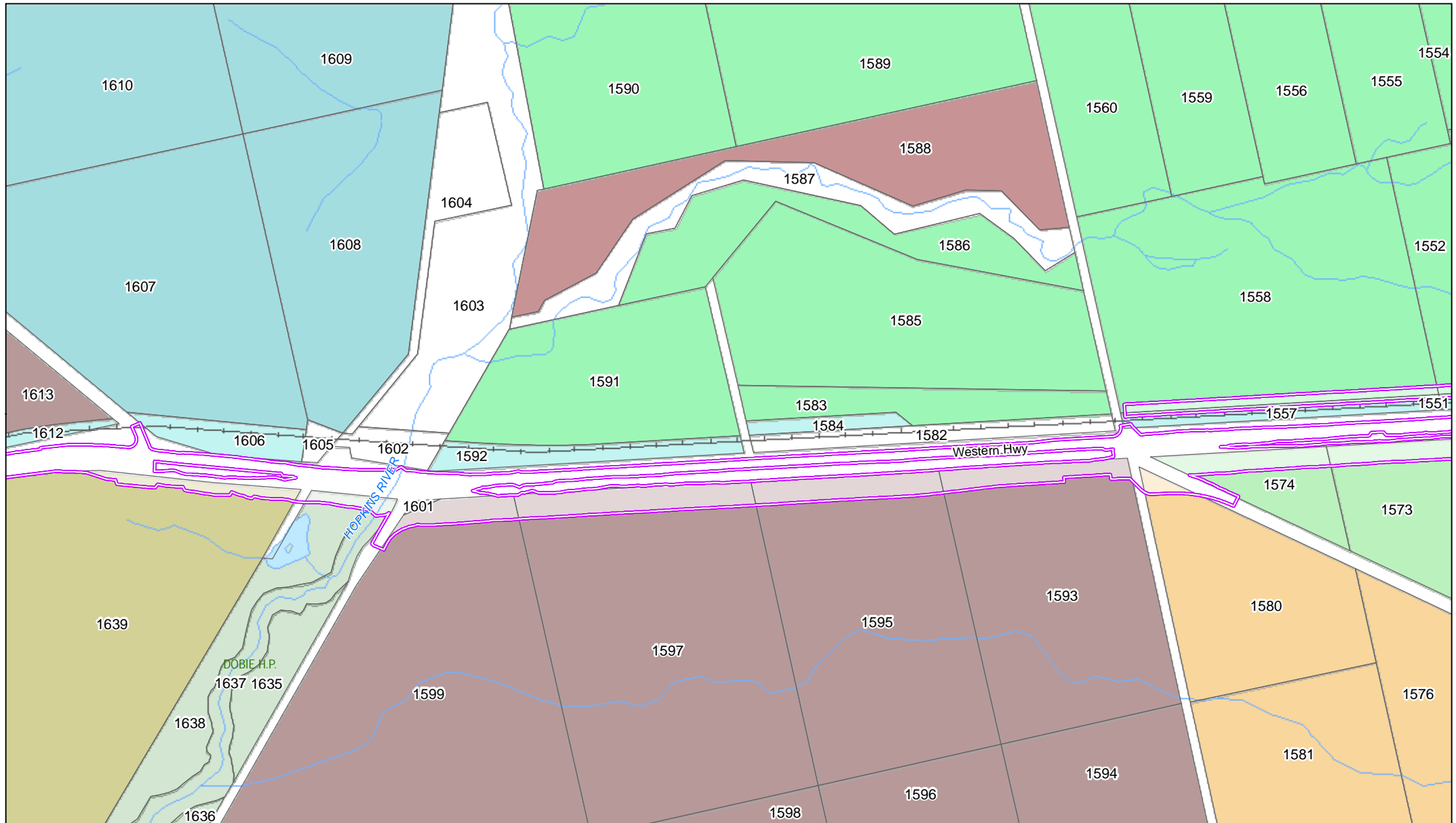
Beaufort to Ararat  
Landowner Information  
All Options

Job Number 31-27558  
Revision D  
Date 22 Aug 2012

Sheet 10







Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

Maximum Construction Footprints

**Buildings - Validated**

- Dwelling
- ▲ Commercial
- ▲ Unconfirmed / Other

**Buildings - Not Validated**

- ▲ Commercial
- ▲ Potential commercial
- Dwelling

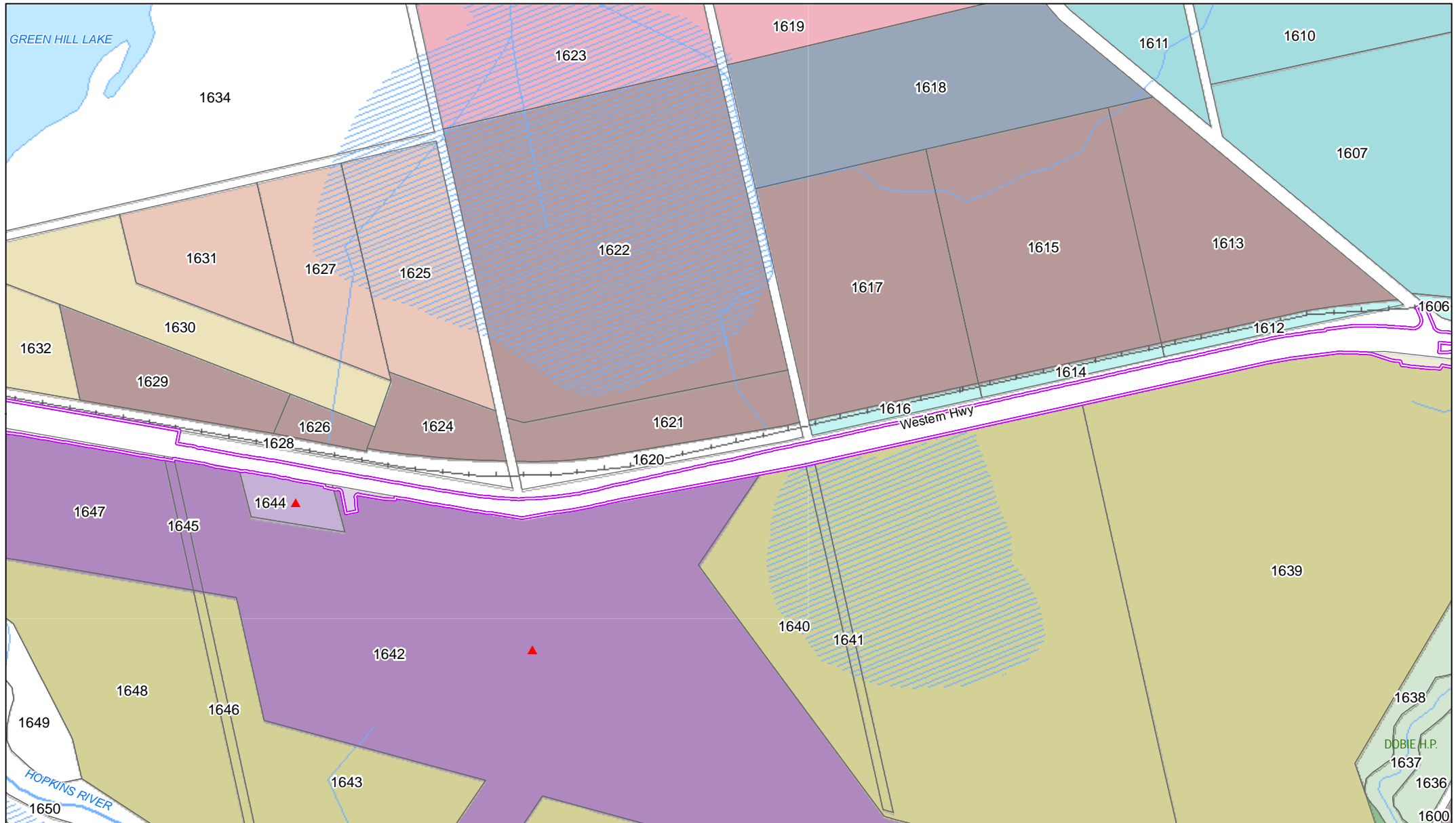
CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012





Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

Maximum Construction Footprints

**Buildings - Validated**

■ Dwelling

▲ Commercial

▲ Unconfirmed / Other

**Buildings - Not Validated**

▲ Commercial

▲ Potential commercial

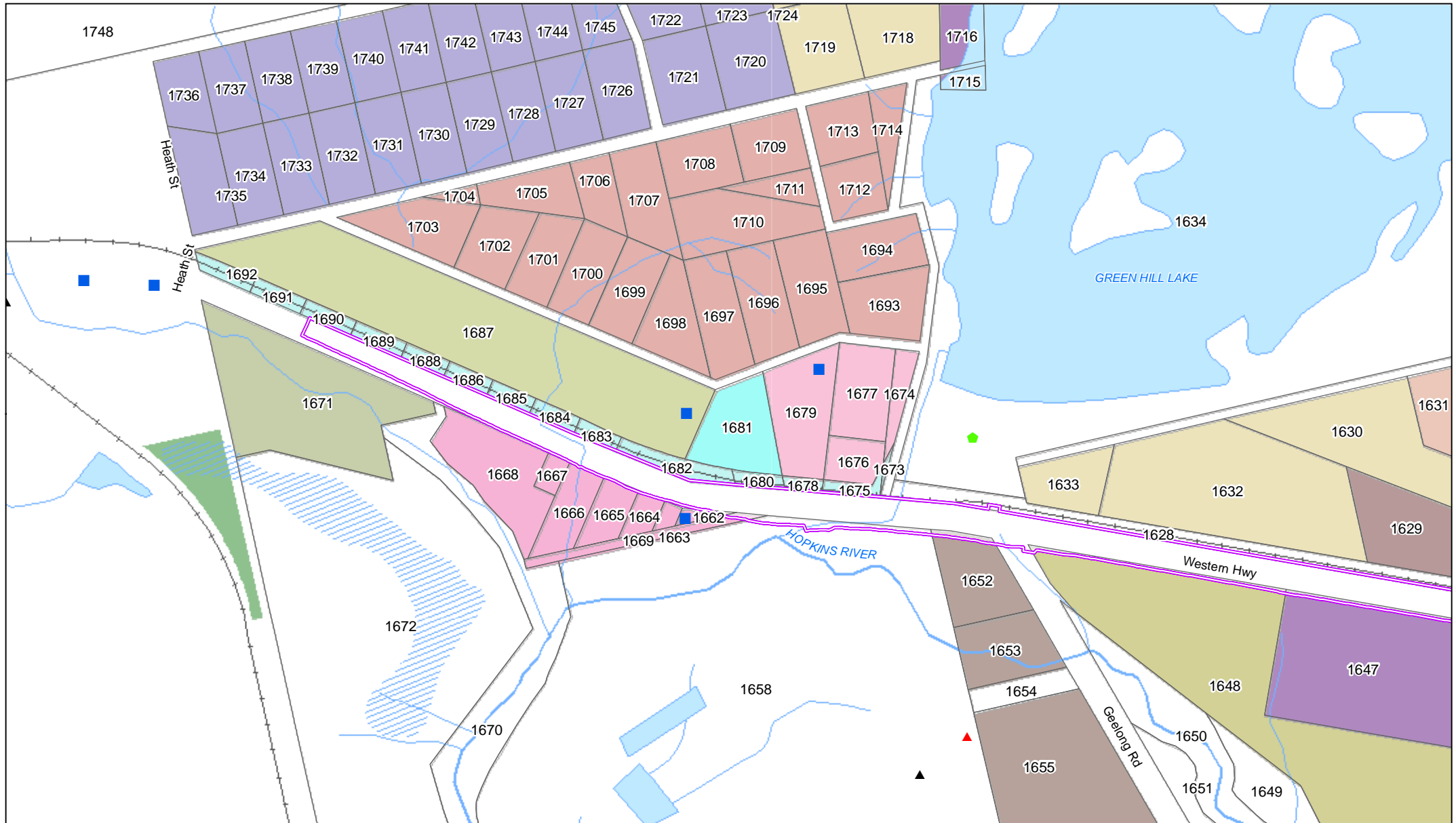
■ Dwelling

CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Landowner Information  
All Options**

Job Number 31-27558  
Revision D  
Date 22 Aug 2012







## Appendix E

# Draft Planning Scheme Amendment

## **PYRENEES PLANNING SCHEME – AMENDMENT C37**

## **ARARAT PLANNING SCHEME – AMENDMENT C27**

### **EXPLANATORY REPORT**

#### **Who is the planning authority?**

These amendments have been prepared by the Minister for Planning, who is the planning authority for the amendments.

#### **Land affected by the amendment**

The amendments affect land within 1.5 kilometres adjacent to the existing Western Highway between Beaufort and Ararat as illustrated in the Western Highway Project Section 2 Environment Effects Statement and contained in Figure 1 of the Incorporated Document forming part of this amendment.

More specifically, within the Pyrenees Planning Scheme, the amendment applies to land east of McKinnon Lane at the western edge of Beaufort and Middle Creek (on the southern side of the Western Highway), and Waldrons Road (on the northern side of the Western Highway).

Within the Ararat Planning Scheme, the amendment applies to land between Middle Creek / Waldrons Road and Heath Street, including land required for a bypass to the north of Buangor.

The amendment also applies to two unconstructed road reserves (off Pope Road and Hillside Road) within Ararat Shire, which will be constructed as part of the Project to provide access to parcels that could be landlocked under the ultimate upgrade of the road to a freeway standard. As the road reserves already exist, a Public Acquisition Overlay is not required.

#### **What the amendment does**

The amendments apply Public Acquisition Overlays along the proposed alignment of the duplicated Western Highway to facilitate acquisition of land by Roads Corporation (trading as VicRoads).

The amendments also exempt all buildings, works and activities required for the Western Highway Project (Section 2 – Beaufort to Ararat), including the lopping, destruction or removal of vegetation, from any prohibitions, constraints or planning permit requirements which may be contained within the planning scheme by means of an Incorporated Document. This document, exhibited as part of the planning scheme amendments, will require that all works be carried out in accordance with an approved Construction Environmental Management Plan (CEMP).

#### ***Pyrenees Planning Scheme:***

The amendment:

- Amends the Table to Contents to include reference to Clause 45.01 Public Acquisition Overlay;
- Applies the Public Acquisition Overlay (PAO1) to the required land by amending planning scheme map 19PAO;



- Introduces planning scheme maps 13PAO and 18PAO into the Pyrenees Planning Scheme;
- Amends the Schedule to Clause 52.03 'Specific Sites and Exclusions' to exempt the Western Highway Project (Section 2 Beaufort – Ararat) and associated works from requiring planning permits;
- Amends Clause 61.03 to reflect the addition of new planning scheme maps to the Pyrenees Planning Scheme.
- Amends Clause 81.01 to introduce the 'Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document, DATE' as an incorporated document within the Pyrenees Planning Scheme

#### **Ararat Planning Scheme:**

The amendment:

- Introduces planning scheme maps 12PAO, 19PAO, 20PAO and 21PAO into the Ararat Planning Scheme;
- Amends Clause 52.03 'Specific Sites and Exclusions' to exempt the Western Highway Project (Section 2 Beaufort – Ararat) and associated works from requiring planning permits;
- Amends Clause 61.03 to reflect the addition of new planning scheme maps to the Ararat Planning Scheme.
- Amends Clause 81.01 to introduce the 'Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document, DATE' as an incorporated document within the Ararat Planning Scheme

### **Strategic assessment of the amendment**

#### **• Why is the amendment required?**

The amendment is required to reserve land in addition to other changes required to the planning schemes to facilitate the duplication of the Western Highway, within the Pyrenees Shire and Rural City of Ararat consistent with the Western Highway Project: Section 2 (Beaufort to Ararat) Environment Effects Statement.

The Western Highway forms part of the principal road link between Melbourne and Adelaide and part of the National Land Transport Network. The Western Highway Project proposes that the 100km long section of the existing Western Highway, between Ballarat and Stawell (excluding bypasses of Beaufort and Ararat) be progressively upgraded to create a safer and more efficient four-lane divided road.

The amendment is required in order to facilitate the Western Highway Project to allow for the staged upgrade of the existing highway to meet demand and address safety requirements.

In October 2010, the Minister for Planning determined an Environment Effects Statement (EES) is required as the Project...*"could have significant effects on existing land uses, infrastructure and communities, including by impacting on amenity and landscapes..."* This amendment has been prepared based on an alignment determined by the EES process which provides a balance between matters including safety, environmental and social needs.

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

The planning scheme amendment will be supportive of and assist in the implementation of the objectives of planning in Victoria as set out in Section 4 of the *Planning and Environment Act 1987*. In particular, the amendment implements:

- 4(1)(a) *to provide for the fair, orderly, economic and sustainable use, and development of land*; through the facilitation of a principal stage of a major highway duplication which has appropriately assessed the environmental, social and economic impacts to ensure a balanced and sustainable option.
- 4(1)(b) *to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity*; through the completion of an Environment Effects Statement and thorough assessment process to balance resources, environmental investigation and the design considerations of the alignment and the use of an approved CEMP to ensure that all works meet appropriate environmental requirements.
- 4(1)(c) *to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria*; through its achievement of a safe and efficient road system for local road users and wider travelling public.
- 4(1)(d) *to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value*; by design considerations and mitigation of any potential effects on the heritage values and features of the area.
- 4(1)(e) *to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community*; by facilitating the provision, protection and coordination of a major public infrastructure asset of benefit to the community.
- 4(1)(f) *to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e)*; through facilitating development of an important component of the State and regional road system that best meets the Minister's environmental assessment and objectives for planning in Victoria.
- 4(1)(g) *to balance the present and future interests of all Victorians*; by consideration of the short and long term environmental, social and economic benefits to the community of an upgraded major infrastructure asset.

- **How does the amendment address the environmental effects and any relevant social and economic effects?**

The amendments implement Section 2 of the Western Highway Project (the Project), which has been considered by the Minister for Planning under the *Environment Effects Act 1978*. This process has included the preparation of an Environment Effects Statement (EES) to consider of potential environmental, social and economic effects of the Project.

The EES includes an Environmental Management Framework (EMF) which would guide the management of potential environmental effects resulting from the proposed works. The EMF comprises mitigation measures required to reduce potential impacts of the Project to acceptable levels, and provides a framework for the preparation of an Environmental Management Plan, which is to be implemented through the requirements of the Incorporated Document.

*Environmental Effects:*



The EES outlines the potential environmental effects of the Project having regard to detailed studies, including flora and fauna, surface water, groundwater, air and noise assessment, soils and geology and heritage impact assessments. The EES states that potential environmental effects can be reduced by adopting the mitigation measures recommended in the EMF. In addition, the requirement in the *Western Highway Project, Incorporated Document, DATE*, for a Construction Environmental Management Plan(s) (CEMP) to be prepared and implemented, is intended to provide a suitable means to establish an integrated and accountable framework for managing environmental effects during both project construction and operation.

The requirement in the *Western Highway Project, Incorporated Document, DATE*, for an Offset Management Plan to be prepared to the satisfaction of the Department of Sustainability and Environment would ensure that unavoidable losses of native vegetation are offset in accordance with Clause 52.17 of the Planning Schemes.

*Social and Economic Effects:*

The amendments will facilitate a Project that will have positive social impacts by providing improved safety and accessibility through the western region of Victoria. The EES included social, visual and economic impact assessments to determine the potential extent of impacts resulting from the Project. The proposed upgrade of the highway is not expected to have any adverse community health impacts, and amenity impacts would be managed through the implementation of the CEMP.

Impacts associated with the acquisition of land will be managed through compensation procedures under the *Land Acquisition and Compensation Act 1986*. As part of the EES, extensive consultation has been undertaken with landowners within the project area to help inform localised impacts resulting from the Project. In addition, the discussions with landowners have informed the final alignment of the Project and the land subject to acquisition is identified in the maps forming part of the amendments.

The Project is expected to result in positive economic effects at a regional and state level. The Western Highway is part of the National Freight route and upgrades to the road will result in improved efficiencies for the economy. In addition, the Project will generate employment primarily during the construction period with flow on effects to the wider economy. Further, it will improve links between Beaufort and Ararat, and provide wider employment opportunities for the local residents.

**• How does the amendment address any relevant bushfire risk?**

The amendments would facilitate works associated with the acquisition of land for a new road carriageway and is not expected to have a detrimental impact on the existing bushfire risk. The Project has included consultation with the Country Fire Authority which has assisted in determining the final alignment for the duplication of the Western Highway.

**• Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment is not affected by any of the Minister's Directions under Clause 12 of the Act. The amendment is consistent with the Ministerial Direction on the Form and Content of the Planning Schemes under section 7(5) of the Act.

The amendment complies with Ministerial Direction No. 11 – Strategic Assessment of Amendments, as outlined in this explanatory report.

**• How does the amendment support or implement the State Planning Policy Framework?**

The amendments support and implement the objectives and strategies of the State Planning Policy Framework (SPPF). In a broader context, the amendments will assist in improving the network across the region and thereby assist in promoting the regional competitive advantage and result in growth within Regional Victoria.

In relation to Clause 11 (Settlement), the Project is expected to respond to the needs of existing and future communities through the continued provision of zoned land for farming purposes and improved amenity for the town of Buangor. The amendment will result in improved transport and land use integration through consideration of potential land use impacts through the development and selection of options.

In relation to Clause 12 (Environmental and Landscape Values), the amendment has considered biodiversity and protection of habitat in determining the final alignment. The Project includes a native vegetation offset strategy and has identified the extent of offsets required. As part of the Incorporated Document forming part of this amendment, net gain offsets will be secured through an agreement between VicRoads and DSE.

The amendment has considered environmental risks as outlined in Clause 13 (Environmental Risks). As part of the Project, a flood modelling assessment was undertaken along waterways intersecting the Project Area in order to inform the grade line of the new carriageways and to avoid any increased potential for future flooding. In undertaking the environmental assessment for the Project, potential impacts on air quality and noise emissions have been considered. On balance, as a result of the Project and more efficient grade lines, it is anticipated that existing air and noise conditions would be improved.

The amendment supports Clause 14 (Natural Resource Management) through the protection of agricultural land by limiting the public acquisition overlay to the boundaries of properties where possible. The amendment would also result in a safer commuting environment for the farming community within the project area through the introduction of service lanes. The amendment implements the objectives of Clause 14.02-1 associated with catchment planning and management through the protection of water catchments, waterways and groundwater within the project area.

The amendment is consistent with the objectives of Clause 15 (Built Environment and Heritage), including recognition of cultural identity through an extensive assessment of Aboriginal and non-Aboriginal heritage assessments. Where potential areas of significance were identified, the alignment for the new road was realigned where possible to protect these areas of sensitivity.

In relation to Clause 17 (Economic Development), the amendment is expected to result in improved road connectivity to the Grampians Region and thereby assist in promoting tourism opportunities. The amendment would also result in employment opportunities during the construction of the road for the local area.

In relation to Clause 18 (Transport) the amendment is expected to result in an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods.

Clause 19 (Infrastructure) states that planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

The amendment is consistent with the strategic direction of the SPPF in that the proposed amendment will facilitate the development of a safer road which provides connectivity at the National, State and regional level.

- **How does the amendment support or implement the Local Planning Policy Framework?**



### ***Pyrenees Planning Scheme***

The key issues within the Pyrenees Shire that relate to the Western Highway Project include:

- The protection and management of the Shire's natural resources and environment;
- The protection and management of agricultural land; and
- The promotion and facilitation of tourism development.

Clause 21.05-1 seeks to restrict the subdivision of high quality agricultural land and limit opportunities for small lot excisions. The alignment of the Western Highway has been sited to assist in reducing impacts on high quality agricultural land and reduce the potential for the creation of sub minimal lot sizes. In addition, the vertical alignment of the new carriageways is being designed to reduce potential flooding impacts at Fiery Creek.

The selection of a proposed alignment for the duplication of the Western Highway has sought to achieve a balance between enhancing the safety and efficiency of an important transport route, and maintaining local economic viability, protecting the local environment and biodiversity values. Local planning policies relating to environmental values including vegetation removal (Clause 22.06-1), have been addressed through the selection of a proposed alignment for the Project and the amendment provides for the management of the environment and an Offset Management Plan for the Project will address Net Gain requirements.

### ***Ararat Planning Scheme***

Local planning policies seek to protect and enhance the natural and built environment within Ararat. Access to Ararat is heavily dependent on road transport and the Western Highway is the principal linkage through the municipality (Clause 21.03). The upgrade of the highway will improve access and improve safety for the residents of Buangor, as the new alignment will bypass the township, thereby contributing to the amenity of the township. The EES has helped determine the alignment of the new highway, including confirmation of areas subject to flooding along the existing highway. The new alignment will be designed to mitigate existing flooding issues, particularly at Buangor and at the eastern extent of the Ararat township consistent with Clause 21.04. The Western Highway Project will result in new signage along the highway, consistent with VicRoads Policy and consistent with Council's requirement to discourage the proliferation of signage as outlined in Clause 21.04-8.

#### **• Does the amendment make proper use of the Victoria Planning Provisions?**

The amendments make proper use of the Victoria Planning Provisions (VPPs) by retaining the existing zones and using Clauses 52.03 and 81.01 to include an incorporated document in the Pyrenees and Ararat Planning Schemes, which establishes specific controls to facilitate the use and development of land for the purposes of the Western Highway Project Section 2 (Beaufort to Ararat).

In addition, the amendments also make proper use of the VPPs through the use of the PAO and existing schedules to reserve land for road purposes on behalf of VicRoads.

#### **• How does the amendment address the views of any relevant agency?**

The views of relevant agencies have been obtained through a consultation program throughout the planning and design of the Project. In addition, agencies are provided an opportunity to make a submission to the Panel Inquiry appointed to consider the EES.

Agencies consulted as part of Section 2 (Beaufort to Ararat) include:

- Aboriginal Affairs Victoria;
  - Department of Planning and Community Development;
  - Department of Sustainability and Environment;
  - Department of Sustainability, Environment, Water, Population and Communities;
  - Environment Protection Agency;
  - Glenelg Hopkins Catchment Management Authority;
  - Heritage Victoria;
  - Parks Victoria;
  - Pyrenees Shire Council; and
  - Rural City of Ararat.
- **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The Western Highway Project (Section 2 Beaufort to Ararat) will address the requirements of the *Transport Integration Act 2010*.

In preparing the amendment, the project has considered, Division 2 of the *Transport Integration Act 2010*, which identifies the objectives relating to social and economic inclusion, economic prosperity, environmental sustainability, integration of transport and land use, and safety, health and wellbeing. In accordance with the *Transport Integration Act 2010*, the functions of VicRoads are to construct, maintain and vary roads, plan for the road system as part of an integrated transport system, lead in the development and implementation of strategic and operational policies, and plan to improve the safety of the road system for all users.

### **Resource and administrative costs**

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

The Minister for Planning, as the Planning Authority for this amendment, will have the majority of the resource and administrative costs associated with the processing and approval of the amendment. In addition, approval requirements and responsibilities have been outlined in the Incorporated Document forming part of this amendment.

### **Where you may inspect this Amendment**

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

#### **VicRoads**

Western Highway Project office  
237 Ring Road  
Wendouree

#### **Department of Transport Library**

Level 5  
121 Exhibition Street  
Melbourne

#### **Ararat Rural City Council**

Ararat office  
Corner Vincent and High Streets  
Ararat

#### **Pyrenees Shire Council**

Beaufort Council office  
5 Lawrence Street  
Beaufort



**Department of Sustainability,  
Environment, Water, Population and  
Communities Resource Library**

John Gorton Building

King Edward Terrace

Parkes ACT

The amendments can also be inspected free of charge at the Department of Planning and Community Development website at [www.dpcd.vic.gov.au/planning/publicinspection](http://www.dpcd.vic.gov.au/planning/publicinspection).

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# Amendment C27

## List of changes to the Ararat Planning Scheme

Clause / Map Numbers	Change	Comment
<b>PLANNING SCHEME MAP CHANGES</b>		
<b>INSERTING MAPS</b>		
Map No 12PAO, 19PAO, 20PAO and 21PAO	Insert new Planning Scheme Maps in the manner shown on the attached maps marked "12PAO, 19PAO, 20PAO and 21PAO Ararat Planning Scheme, Amendment C27".	Inserts new planning scheme maps into the Ararat Planning Scheme.
<b>PARTICULAR PROVISIONS</b>		
Clause 52.03 Schedule	<p>In the address of land column, insert:</p> <p>"The land required for the Western Highway Project, Section 2 (Beaufort to Ararat), as identified in Section 3 of the Incorporated Document".</p> <p>and opposite in the "Title of the Incorporated Document", insert:</p> <p>"Western Highway Project: Section 2 – Beaufort to Ararat, Incorporated Document DATE,"</p>	Includes the "Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document, DATE" document into the Ararat Planning Scheme to provide project specific planning controls to allow for the construction of the Western Highway, Section 2 without the need for planning permits.
<b>GENERAL PROVISIONS</b>		
Clause 61.03 Schedule	Insert new Planning Scheme Map Nos. : 12PAO, 19PAO, 20PAO and 21PAO into the Ararat Planning Scheme.	Updates the Schedule to Clause 61.03 to insert planning scheme maps from the Ararat Planning Scheme.
<b>INCORPORATED DOCUMENTS</b>		
Clause 81.01 Schedule	<p>Inserts the following incorporated document to the Ararat Planning Scheme:</p> <p>"Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document [DATE]".</p>	Updates the list of incorporated documents in the Ararat Planning Scheme.
<b>LIST OF AMENDMENTS</b>		
List of Amendments	Insert: Amendment number "C27", In operation from "[DATE TO BE INSERTED BY DPCD]", Brief description:	Updates the list of amendments in the Ararat Planning Scheme.



Clause / Map Numbers	Change	Comment
	<p>“Introduces maps to apply a Public Acquisition Overlay (PAO1), and amends to the schedules to Clause 52.03 and 81.01 by incorporating the ‘Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document, DATE ‘into the Planning Scheme to facilitate the acquisition of land and construction of Section 2 (Beaufort to Ararat) of the Western Highway Project”</p>	

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C27

**SCHEDULE TO CLAUSE 52.03**

Address of land	Title of incorporated document
The land required for the Western Highway Project, Section 2 (Beaufort to Ararat), as identified in Section 3 of the Incorporated Document	Western Highway Project: Section 2 – Beaufort to Ararat, Incorporated Document, DATE



**SCHEDULE TO CLAUSE 61.03****Maps comprising part of this scheme:**

- 1, 1SLO, 1VPO1, 1VPO2, 1WMO
- 2, 2SLO, 2VPO1, 2VPO2, 2WMO
- 3, 3ESO, 3HO, 3SLO, 3VPO1, 3VPO2, 3WMO
- 4, 4ESO, 4HO, 4SLO, 4VPO1, 4VPO2, 4WMO
- 5, 5DDO, 5DPO, 5ESO, 5HO, 5SLO, 5VPO1, 5VPO2, 5WMO
- 6, 6VPO1, 6VPO2, 6WMO
- 7, 7HO, 7EAO, 7VPO1, 7VPO2, 7RXO
- 8, 8HO, 8PAO, 8RXO, 8EAO, 8VPO1, 8VPO2
- 9, 9HO, 9VPO1, 9VPO2, 9WMO, 9EAO
- 10, 10HO, 10EAO, 10VPO2, 10WMO
- 11, 11DDO, 11ESO, 11HO, 11PAO, 11RXO, 11VPO1, 11VPO2
- 12, 12DDO, 12DPO, 12ESO, 12HO, 12PAO, 12VPO1, 12VPO2, 12WMO
- 13, 13ESO, 13VPO1, 13VPO2, 13WMO
- 14, 14ESO, 14HO, 14VPO1, 14VPO2, 14WMO
- 15, 15ESO, 15VPO1, 15VPO2
- 16, 16ESO, 16HO, 16SLO, 16VPO1, 16VPO2, 16WMO
- 17, 17ESO, 17HO, 17SLO, 17VPO1, 17VPO2, 17WMO
- 18, 18ESO, 18HO, 18SLO, 18RO, 18VPO1, 18VPO2, 18WMO
- 19, 19DDO, 19ESO, 19HO, 19PAO, 19VPO1, 19VPO2, 19WMO
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- 21, 21HO, 21PAO, 21VPO1, 21VPO2, 21WMO
- 22, 22SLO, 22ESO, 22VPO1, 22VPO2, 22WMO
- 23, 23SLO, 23ESO, 23VPO1, 23VPO2
- 24, 24ESO, 24HO, 24SLO, 24VPO1, 24VPO2, 24WMO
- 25, 25EAO, 25HO, 25ESO, 25VPO2, 25PAO
- 26, 26ESO, 26HO, 26RO, 26VPO2, 26WMO
- 27, 27ESO, 27HO, 27VPO1, 27VPO2, 27WMO
- 28, 28ESO, 28SLO, 28VPO1, 28VPO2, 28WMO
- 29, 29ESO, 29HO, 29SLO, 29VPO2, 29WMO
- 30, 30ESO, 30HO, 30VPO1, 30VPO2
- 31, 31EAO, 31ESO, 31VPO1, 31VPO2
- 32, 32ESO, 32VPO2, 32WMO
- 33, 33ESO
- 34, 34ESO, 34VPO1, 34VPO2, 34WMO

35, 35ESO, 35HO, 35VPO1, 35VPO2



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C27

**SCHEDULE TO CLAUSE 81.01**

<b>Name of document</b>	<b>Introduced by:</b>
Ararat Heritage Study 1994	<b>C7</b>
Ararat Heritage Study Review 2001	<b>C7</b>
Sites of Biodiversity Significance in the Ararat Rural City – January 2004 (GHCMA and WCMA – Maps and Tables)	<b>C7</b>
Western Highway Project: Section 2 – Beaufort to Ararat, Incorporated Document, DATE	<b>C27</b>

# Amendment C37

## List of changes to the Pyrenees Planning Scheme

Clause / Map Numbers	Change	Comment
<b>PLANNING SCHEME MAP CHANGES</b>		
Map No19PAO	Planning Scheme Map 19PAO is amended in the manner shown on the attached map marked Pyrenees Planning Scheme, Amendment C37".	Amends the planning scheme maps.
<b>INSERTING MAPS</b>		
Map No 13PAO and 18PAO.	Insert new Planning Scheme Maps in the manner shown on the attached maps marked "13PAO and 18PAO Pyrenees Planning Scheme, Amendment C37".	Inserts new planning scheme maps into the Pyrenees Planning Scheme.
<b>TABLE OF CONTENTS</b>		
Table of Contents	Insert: "45.01 Public Acquisition Overlay	Updates the Table of Contents.
<b>PARTICULAR PROVISIONS</b>		
Clause 52.03 Schedule	<p>In the address of land column, insert:</p> <p>"The land required for the Western Highway Project, Section 2 (Beaufort to Ararat), as identified in Section 3 of the Incorporated Document".</p> <p>and opposite in the "Title of the Incorporated Document", insert:</p> <p>"Western Highway Project: Section 2 – Beaufort to Ararat, Incorporated Document, DATE"</p>	Includes the "Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document, DATE" document into the Pyrenees Planning Scheme to provide project specific planning controls to allow for the construction of the Western Highway, Section 2 without the need for planning permits.
<b>GENERAL PROVISIONS</b>		
Clause 61.03 Schedule	Insert new Planning Scheme Map Nos. : 13PAO and 18PAO into the Pyrenees Planning Scheme.	Updates the Schedule to Clause 61.03 to insert planning scheme maps from the Pyrenees Planning Scheme.
<b>INCORPORATED DOCUMENTS</b>		
Clause 81.01 Schedule	<p>Inserts the following incorporated document to the Pyrenees Planning Scheme:</p> <p>"Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document [DATE]"</p>	Updates the list of incorporated documents in the Pyrenees



Clause / Map Numbers	Change	Comment
		Planning Scheme.
LIST OF AMENDMENTS		
List of Amendments	<p>Insert: Amendment number “C37”, In operation from “[DATE TO BE INSERTED BY DPCD]”, Brief description:</p> <p>“Amends and introduces maps to apply a Public Acquisition Overlay (PAO1), and amends the schedules to Clause 52.03 and 81.01 by incorporating the ‘Western Highway Project: Section 2 – Beaufort to Ararat Incorporated Document, DATE”into the Planning Scheme to facilitate the acquisition of land and construction of Section 2 (Beaufort to Ararat) of the Western Highway Project”</p>	Updates the list of amendments in the Pyrenees Planning Scheme.

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C37

**SCHEDULE TO CLAUSE 52.03**

Address of land	Title of incorporated document
Part Lots 5 & 6 on LP 148667E and Part CA20 on TP777849K, Jack Smiths Land Lexton	Site Specific Control under the Schedule to Clause 52.03 of the Pyrenees Planning Scheme, October 2008
The land required for the Western Highway Project, Section 2 (Beaufort to Ararat), as identified in Section 3 of the Incorporated Document	Western Highway Project: Section 2 – Beaufort to Ararat, Incorporated Document, DATE'



**SCHEDULE TO CLAUSE 61.03****Maps comprising part of this scheme:**

- 1, 1DDO, 1EAO, 1ESO, 1HO, 1RO, 1WMO.
- 2, 2ESO, 2DDO, 2HO, 2RO, 2WMO.
- 3, 3DDO, 3EAO, 3ESO, 3HO, 3RO, 3WMO.
- 4, 4ESO, 4DDO, 4RO, 4WMO.
- 5, 5DDO, 5HO, 5RO, 5WMO.
- 6, 6DDO, 6ESO, 6HO, 6RO, 6WMO.
- 7, 7DDO, 7ESO, 7RO, 7WMO.
- 8, 8DDO, 8ESO, 8RO, 8VPO, 8WMO.
- 9, 9DDO, 9EAO, 9ESO, 9HO, 9RO, 9WMO.
- 10, 10DDO, 10EAO, 10ESO, 10HO, 10RO, 10WMO.
- 11, 11ESO, 11RO.
- 12, 12DDO, 12ESO, 12HO, 12RO, 12VPO, 12WMO.
- 13, 13ESO, 13HO, 13RO, 13PAO, 13VPO, 13WMO.
- 14, 14ESO, 14HO, 14RO, 14VPO, 14WMO.
- 15, 15EAO, 15ESO, 15HO, 15RO, 15VPO, 15WMO.
- 16, 16ESO, 16RO, 16VPO, 16WMO.
- 17, 17ESO, 17HO.
- 18, 18ESO, 18HO, 18RO, 18PAO, 18VPO, 18WMO.
- 19, 19DDO, 19ESO, 19HO, 19PAO, 19RO, 19VPO, 19WMO.
- 20, 20DDO, 20EAO, 20HO, 20RO, 20VPO, 20WMO.
- 21, 21ESO, 21HO, 21PAO, 21RO, 21VPO, 21WMO.
- 22, 22ESO, 22VPO.
- 23, 23ESO, 23HO, 23VPO, 23WMO.
- 24, 24ESO, 24RO, 24VPO, 24WMO.

- 25, 25EAO, 25ESO, 25HO, 25RO, 25WMO.
- 26, 26HO, 26RO, 26WMO.



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**SCHEDULE TO CLAUSE 81.01**

<b>Name of document</b>	<b>Introduced by:</b>
Goulburn-Murray Water Native Vegetation Code of Practice, February 2011	<b>C33</b>
Pyrenees Shire Heritage Precinct Policy Report, 2002, prepared by David Rowe of Authentic Heritage Services	<b>C7</b>
Restructure Plan No 1 (Wattle Creek and Environs 1), October 2007	<b>C18</b>
Restructure Plan No 10 (Avoca Environs), October 2007	<b>C18</b>
Restructure Plan No 11 (Greenhill Creek (Avoca South) Environs), October 2007	<b>C18</b>
Restructure Plan No 12 (Bung Bong Crown Township), October 2007	<b>C18</b>
Restructure Plan No 13 (Evansford and Talbot Reservoir Catchment Environs) October 2007	<b>C18</b>
Restructure Plan No 14 (Amphitheatre Environs), October 2007	<b>C18</b>
Restructure Plan No 15 (Percydale Environs), October 2007	<b>C18</b>
Restructure Plan No 16 (Middle Creek (Warrenmang) Environs), October 2007	<b>C18</b>
Restructure Plan No 18 (Snake Valley & Carngham Environs), October 2007	<b>C18</b>
Restructure Plan No 19 (Chepstowe & Baillies Creek Environs), October 2007	<b>C18</b>
Restructure Plan No 2 (Wattle Creek and Environs), October 2007	<b>C18</b>
Restructure Plan No 20 (Homebush Environs), October 2007	<b>C18</b>
Restructure Plan No 21 (Raglan Environs), October 2007	<b>C18</b>
Restructure Plan No 22 (Waterloo Environs), October 2007	<b>C18</b>
Restructure Plan No 23 (Stockyard Hill Crown Township), October 2007	<b>C18</b>
Restructure Plan No 24 (Middle Creek Crown Township), October 2007	<b>C18</b>
Restructure Plan No 25 (McCallum Creek Environs), October 2007	<b>C18</b>
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Restructure Plan No 6 (Wimmera river – Crowlands Environs), October 2007	<b>C18</b>
Restructure Plan No 7 (Mountain Creek (Moonambel)), October	<b>C18</b>

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Restructure Plan No 8 (Glenpatrick Creek (and Nowhere Creek) Environs), October 2007	<b>C18</b>
Restructure Plan No 9 (Natte Yallock Environs), October 2007	C18
Specific Site Control under the Schedule to Clause 52.03 of the Pyrenees Planning Scheme – Part Lots 5 & 6 on LP 148667E and Part CA20 on TP777849K Jack Smiths Lane Lexton, July 2008	<b>C19</b>
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<b>54</b>		<b>One dwelling on a lot</b>
	54.01	Neighbourhood and site description and design response
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SECTION	CLAUSE	
	<b>55</b>	<b>Two or more dwellings on a lot and residential buildings</b>
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	55.02	Neighbourhood character and infrastructure
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	55.04	Amenity impacts
	55.05	On-site amenity and facilities
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SECTION	CLAUSE	
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<b>DEFINITIONS</b>	<b>70</b>	<b>Definitions</b>
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SECTION	CLAUSE	
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<b>INCORPORATED DOCUMENTS</b>	<b>80</b>	<b>Incorporated Documents</b>
	<b>81</b>	<b>Documents incorporated in this scheme</b>
	<b>81.01</b>	Table of documents incorporated in this scheme
<b>LIST OF AMENDMENTS</b>		<b>List of amendments to this scheme</b>



# Western Highway Project: Section 2- Beaufort to Ararat

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## Incorporated Document

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

DATE xxxx

## **1.0 INTRODUCTION**

This document is an incorporated document in the Pyrenees and Ararat Planning Schemes pursuant to section 6(2)(j) of the Planning and Environment Act 1987.

The land identified in this document may be used or developed in accordance with the controls in this document.

The controls in this document prevail over any contrary or inconsistent provision in the Pyrenees and Ararat Planning Schemes.

## **2.0 PURPOSE**

The purpose of the controls in this document is to allow the use and development of land for the purposes of the Western Highway Project, Section 2- Beaufort to Ararat.

## **3.0 LAND**

The controls in this document applies to the land shown in Figure 1: Western Highway Project- Section 2 Project Area.

The land specified in this document is referred to as the Western Highway Project, Section 2 (Beaufort to Ararat).

## **4.0 CONTROLS**

Despite any provision to the contrary or any inconsistent provision in the Pyrenees or Ararat Planning Schemes, no planning permit is required for, and no restrictions or prohibitions apply, to use or development of the Western Highway Section 2 Project Area as shown in Figure 1, for:

- Buildings, works and any maintenance associated with the duplication of the Western Highway.
- Removal, lopping and destruction of vegetation, including native vegetation, provided it is undertaken in accordance with the Native Vegetation Assessment approved in accordance with Section 5.3 of this control.
- Activities ancillary to any of the abovementioned matters including, but not limited to:
  - Creating and using lay down areas for construction purposes.
  - Demolishing buildings, structures, and works on sites not located within a Heritage Overlay within the Ararat or Pyrenees Planning Scheme.
  - Altering watercourses.
  - Constructing fences, walls and barriers.
  - Creating or altering access to a road in a Road Zone to the satisfaction of the Roads Corporation (VicRoads).
  - Constructing and using temporary site workshops and storage, administration and amenity buildings.
  - Undertaking earthworks including to construct the road, create bunds, mounds, batters, landscaping and wetlands and otherwise to excavate land, salvage artefacts and alter drainage and utilities.

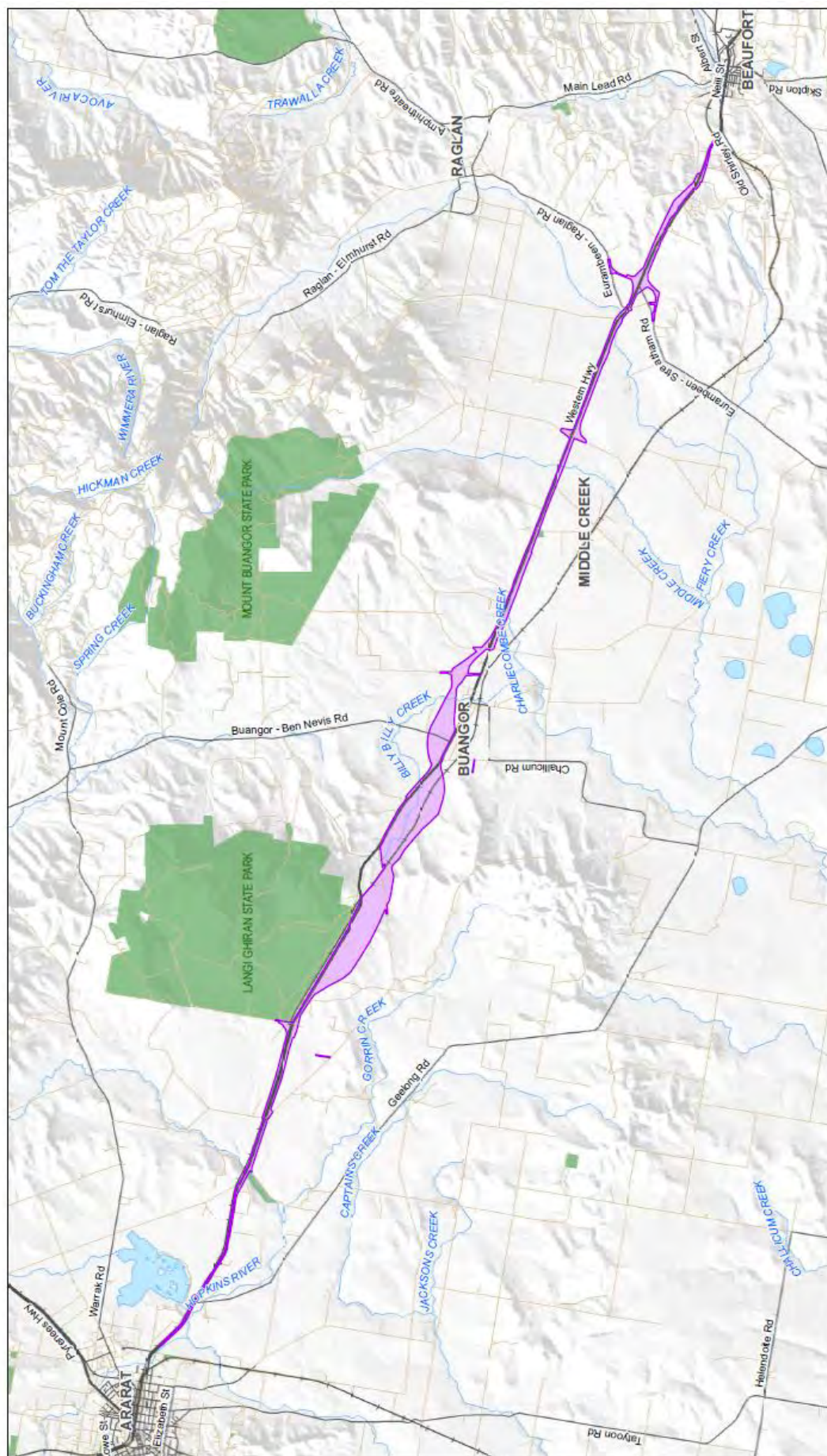
- Any subdivision or consolidation of land required in order to establish a continuous road reserve for works associated with the Western Highway Project;
  - Buildings and works associated with the relocation of the Major Mitchell Cairn;
- in accordance with a Construction Environmental Management Plan approved in accordance with Section 5 of this document.

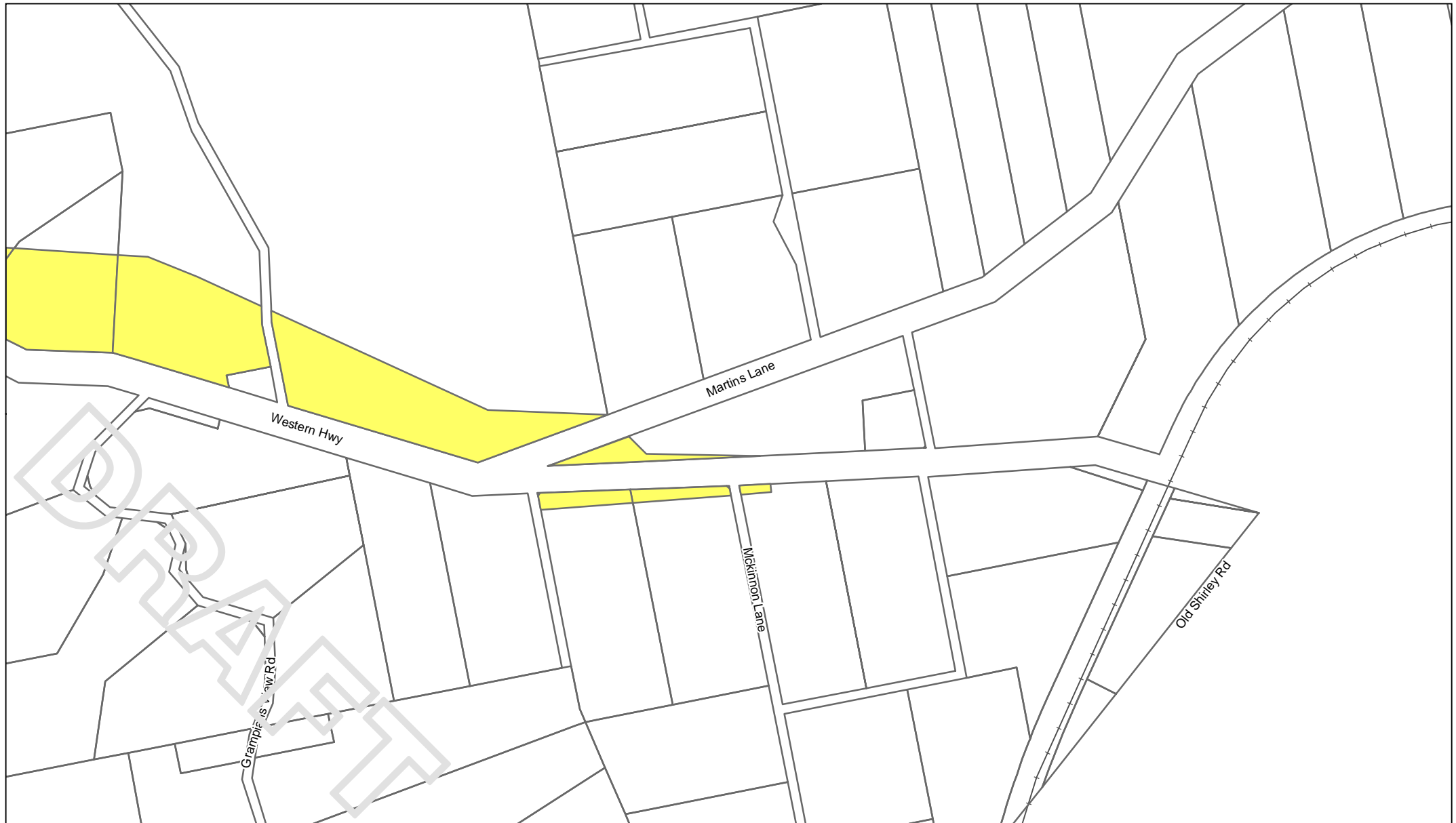
These controls are subject to the conditions in Section 5 of this document.

## **5.0 CONDITIONS**

- 5.1 The use, development and the ancillary activities specified in Section 4 of this document must be for the Western Highway Project, Section 2 Beaufort to Ararat (as shown in Figure 1) and undertaken by or on behalf of the Roads Corporation (VicRoads).
- 5.2 Preparation of a Construction Environmental Management Plan(s)  
Consistent with the staging of works, and prior to the commencement of construction or carrying out of any buildings or works, Construction Environmental Management Plan(s) must be prepared and implemented to the satisfaction of the Roads Corporation (VicRoads), in accordance with the Environmental Management Framework included as part of the *Western Highway Project, Section 2, Beaufort to Ararat Environment Effects Statement 2012* and any requirements as described in the Minister for Planning's assessment of the Environment Effects Statement.
- 5.3 Offset Management Plan  
Prior to the removal of native vegetation, an Offset Management Plan must be prepared to the satisfaction of the Secretary to the Department of Sustainability and Environment.







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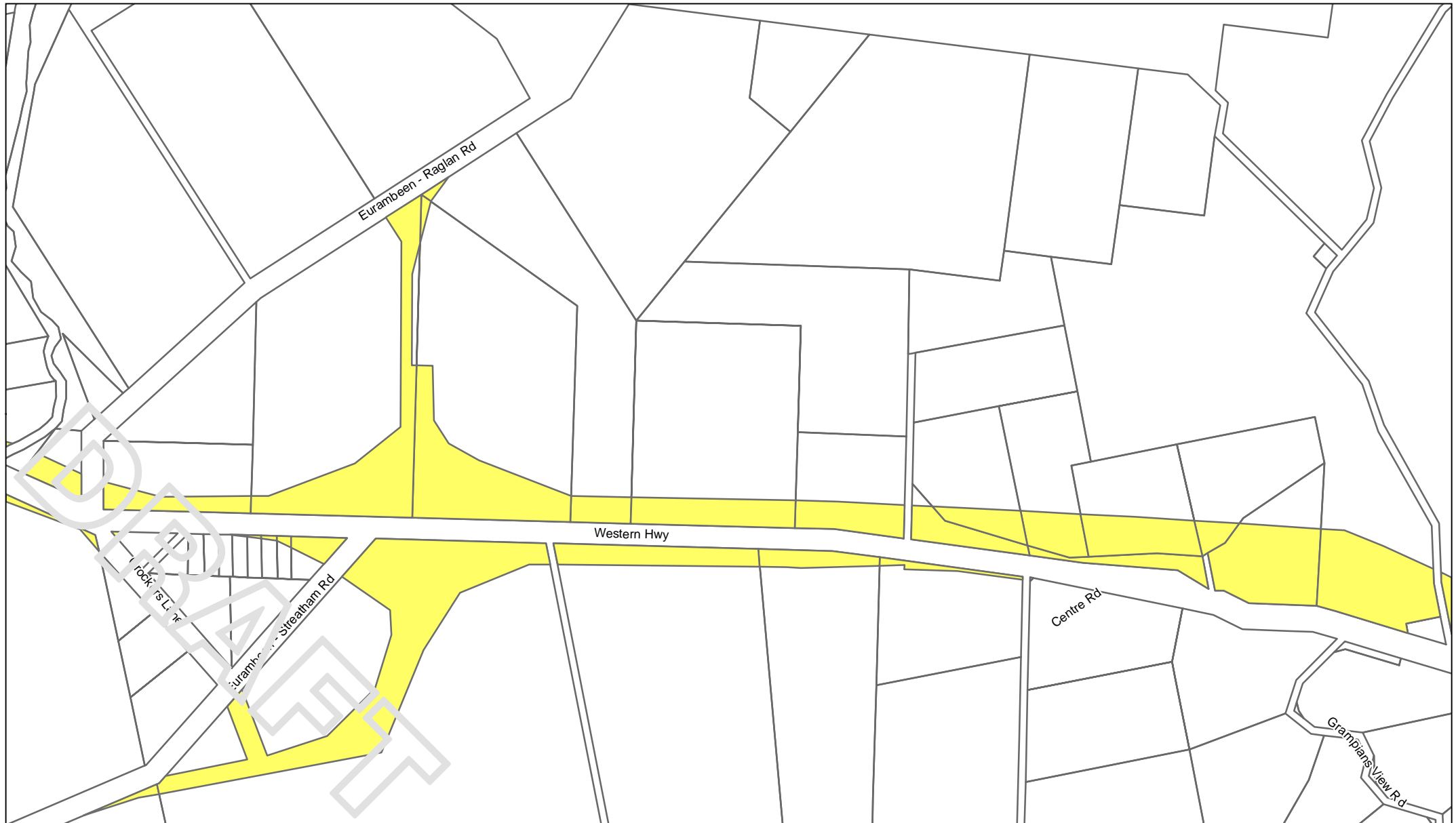
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Option 1**

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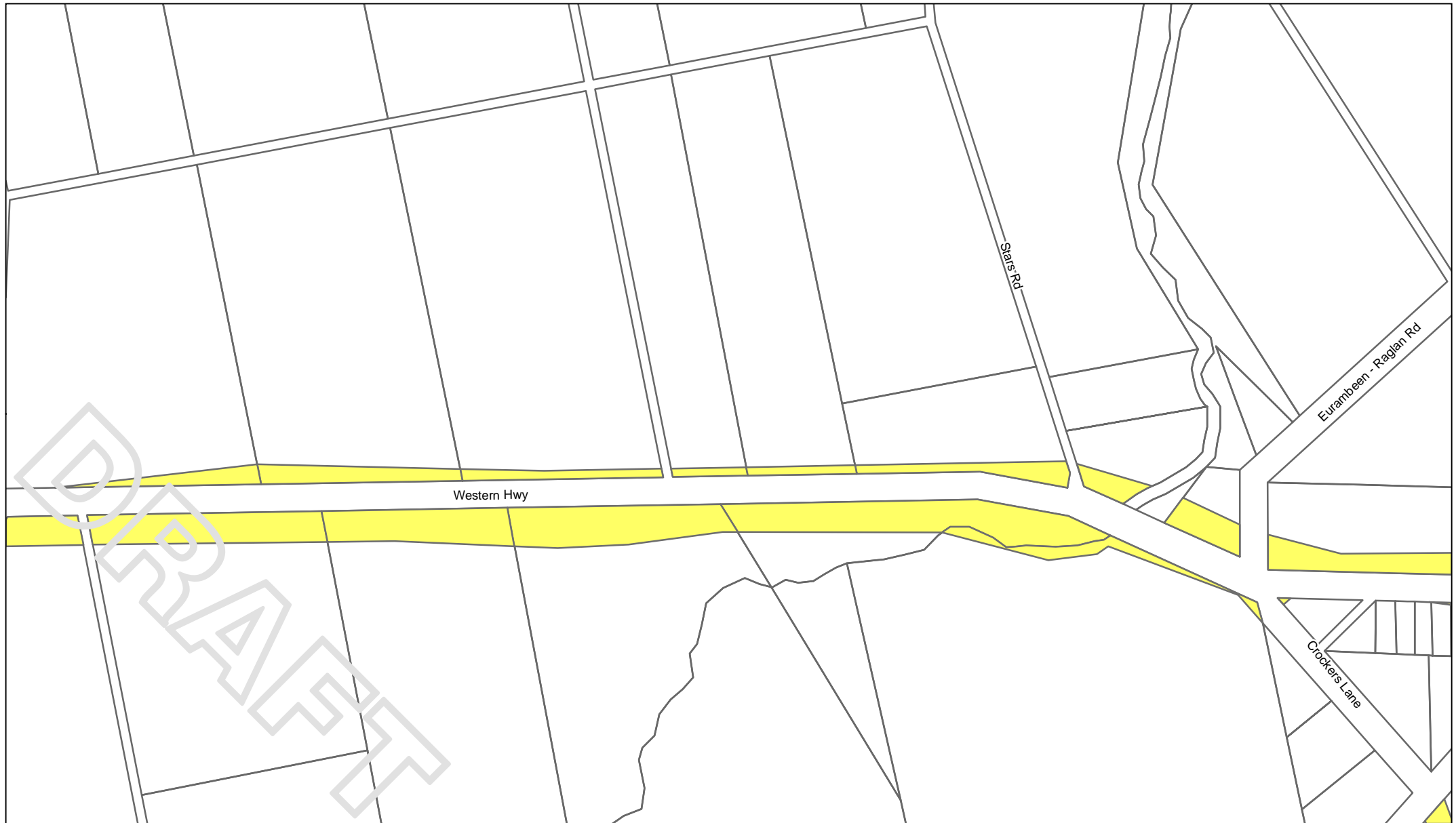
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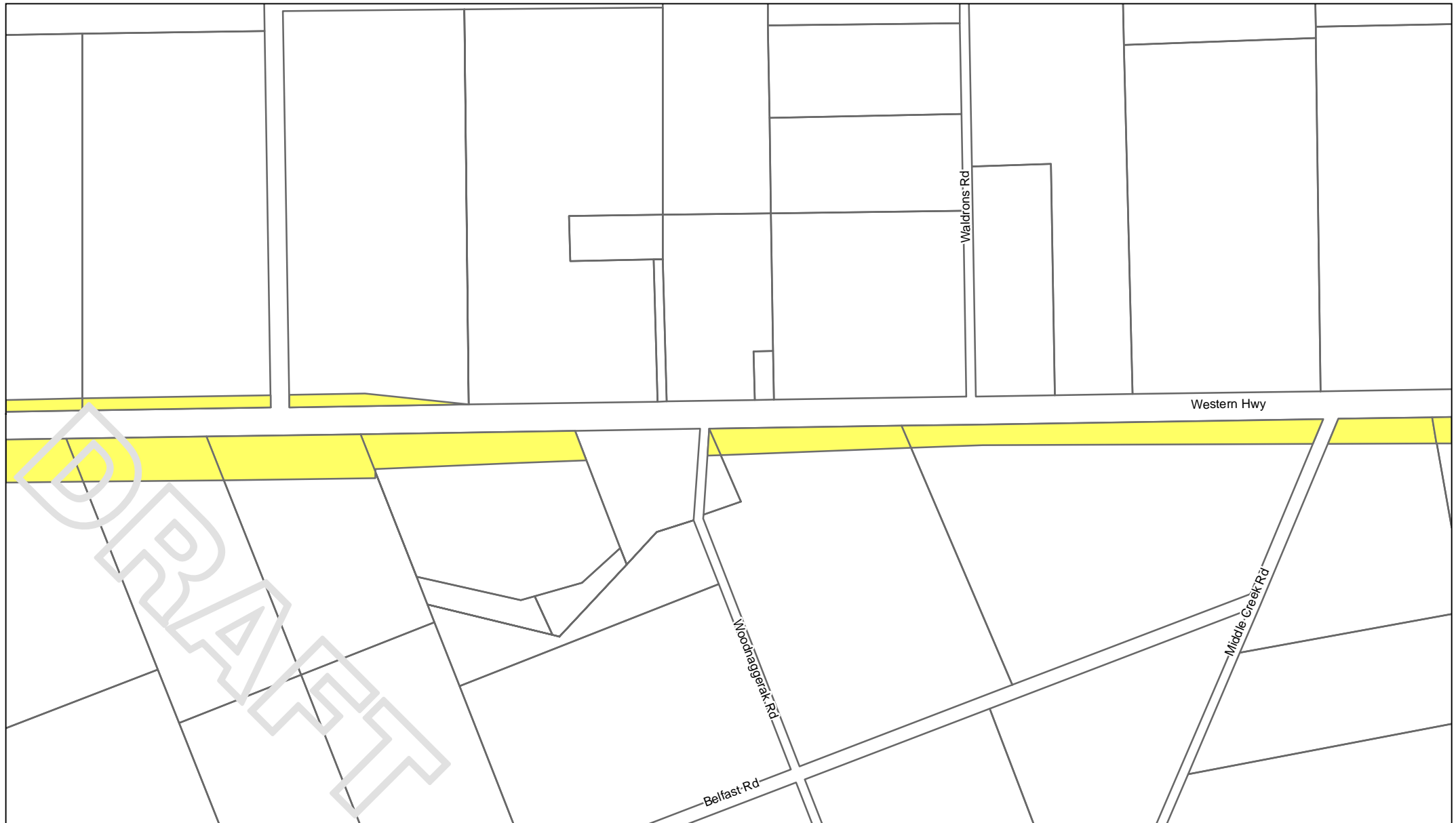
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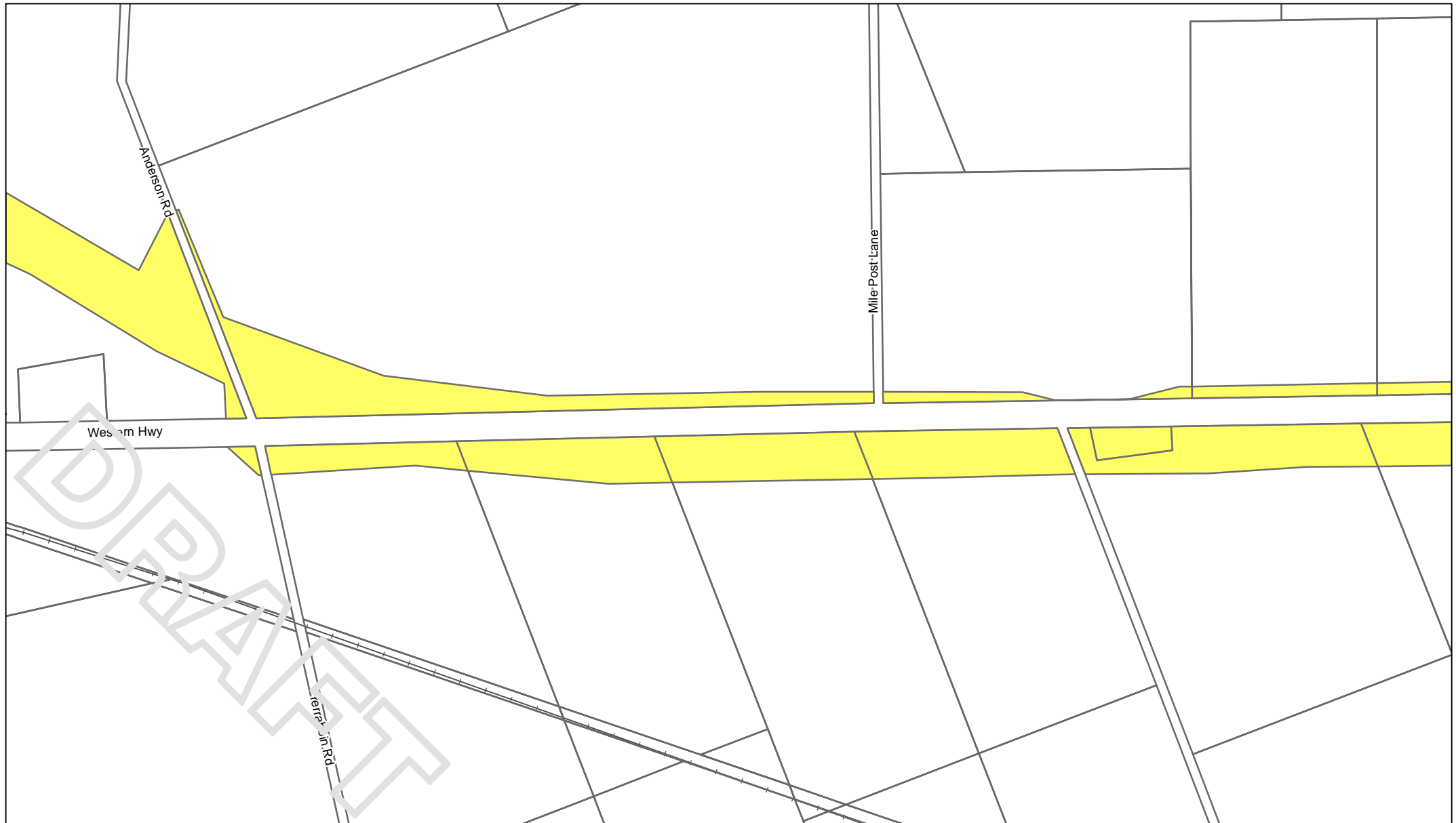
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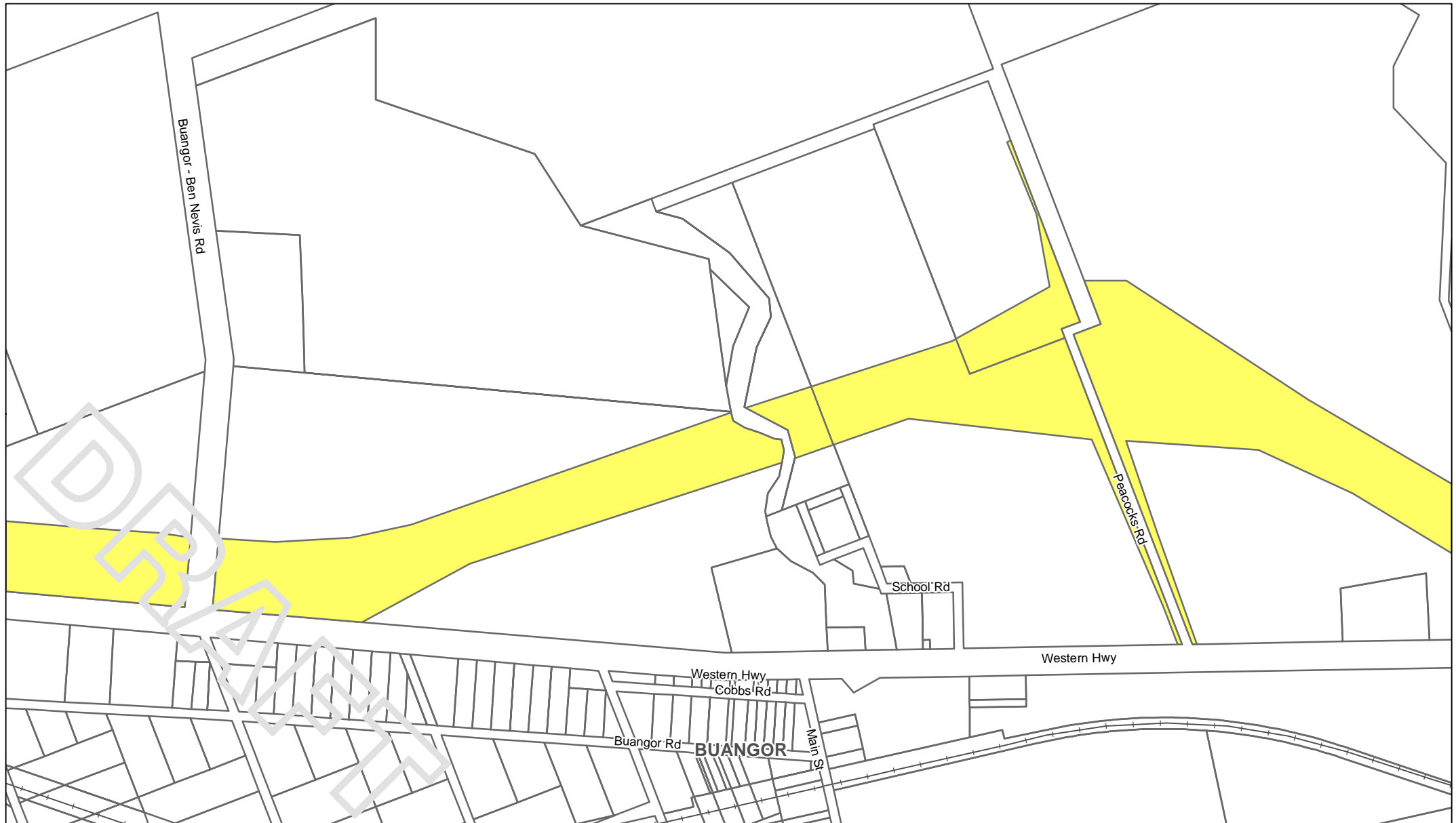
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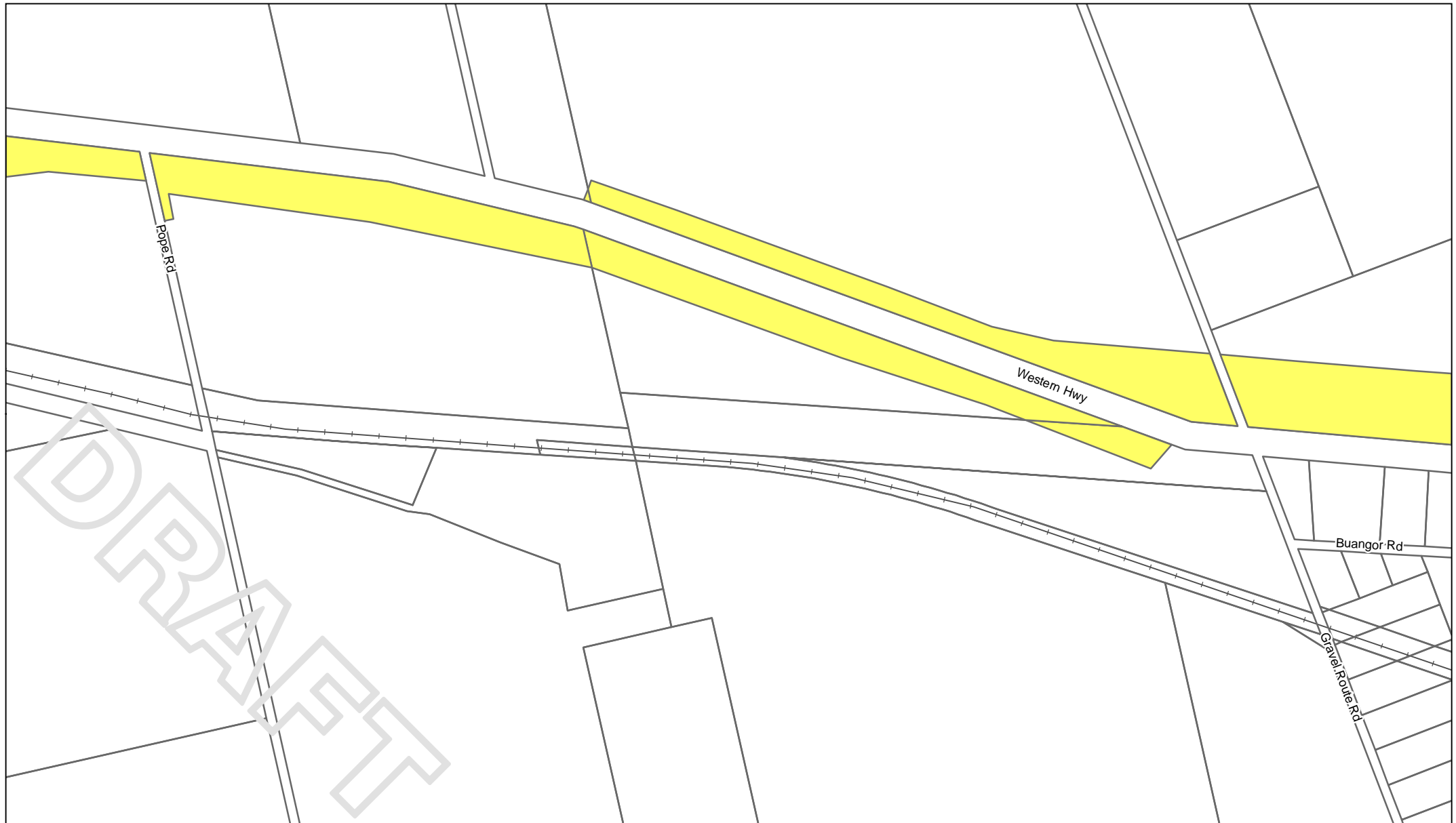


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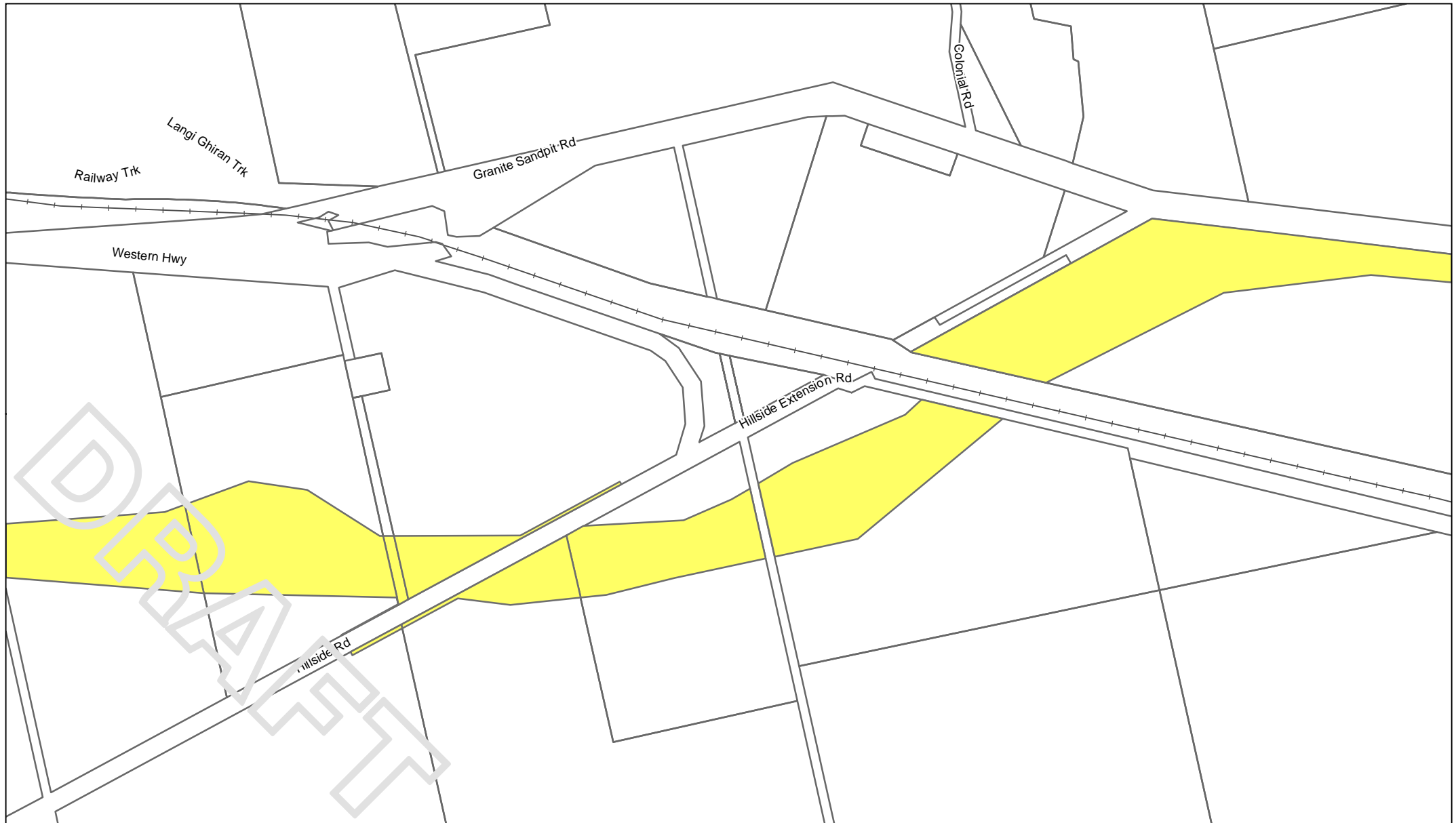
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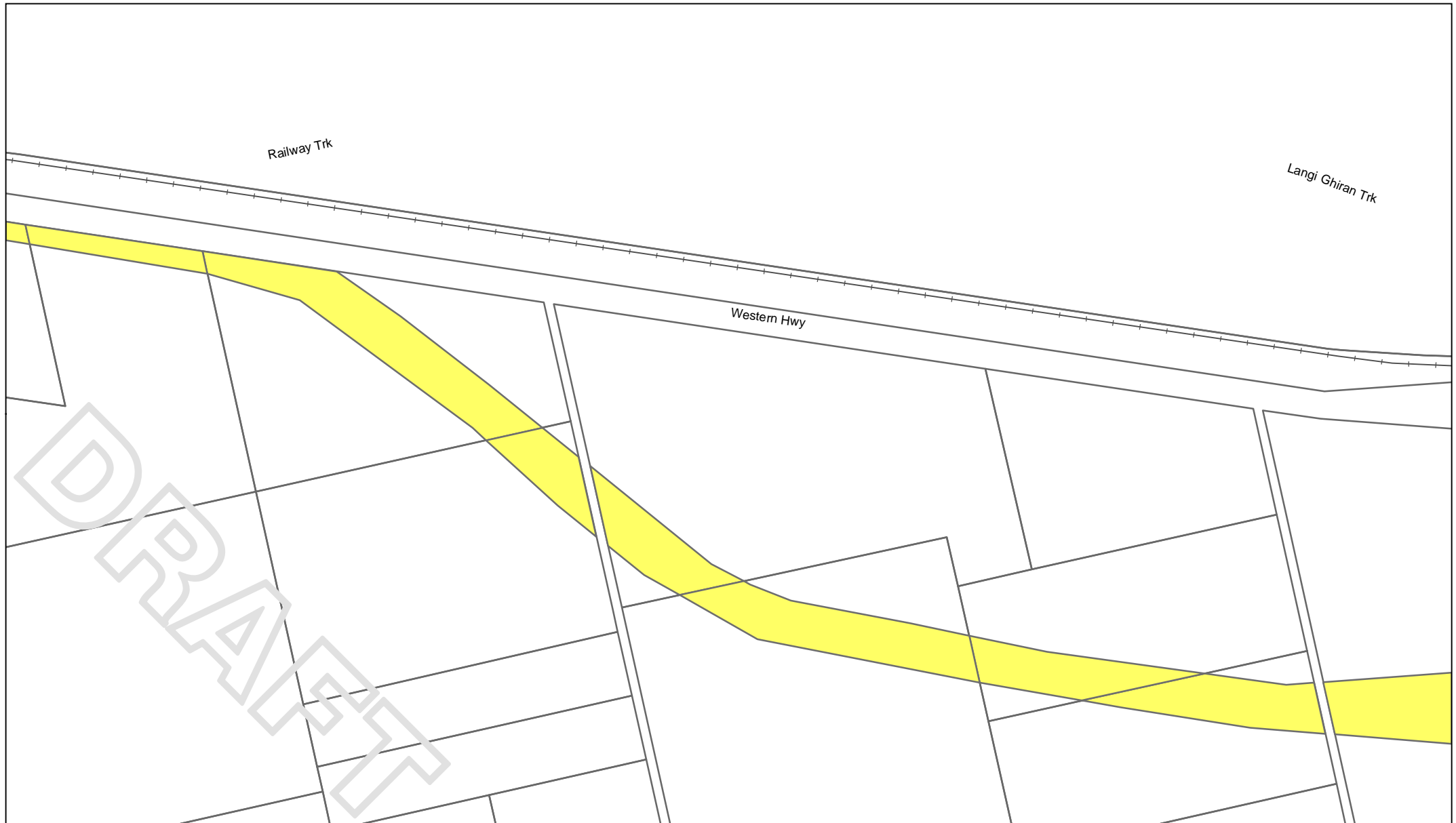
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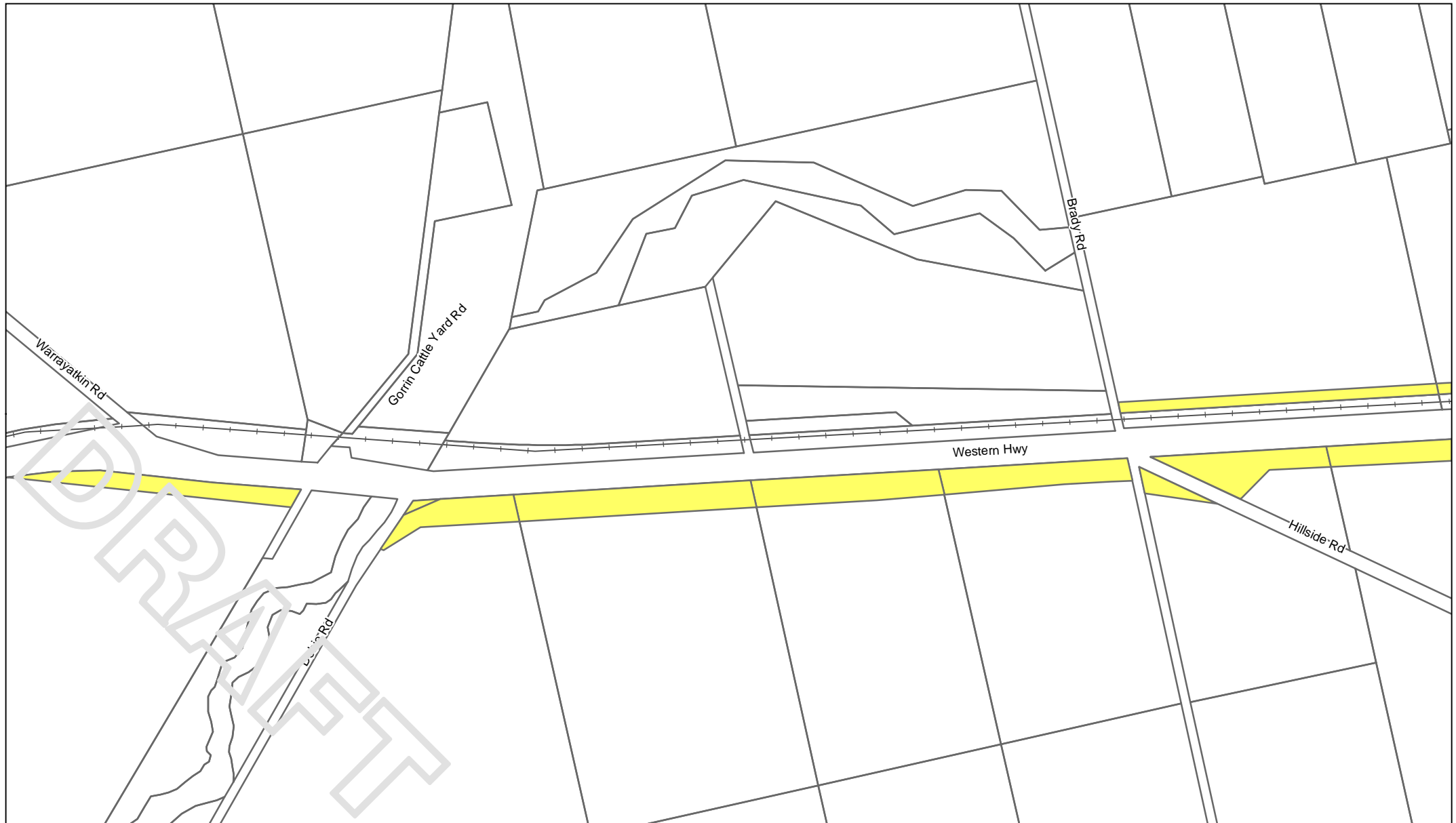
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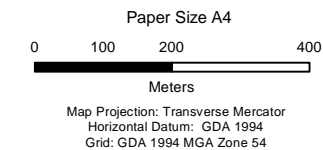
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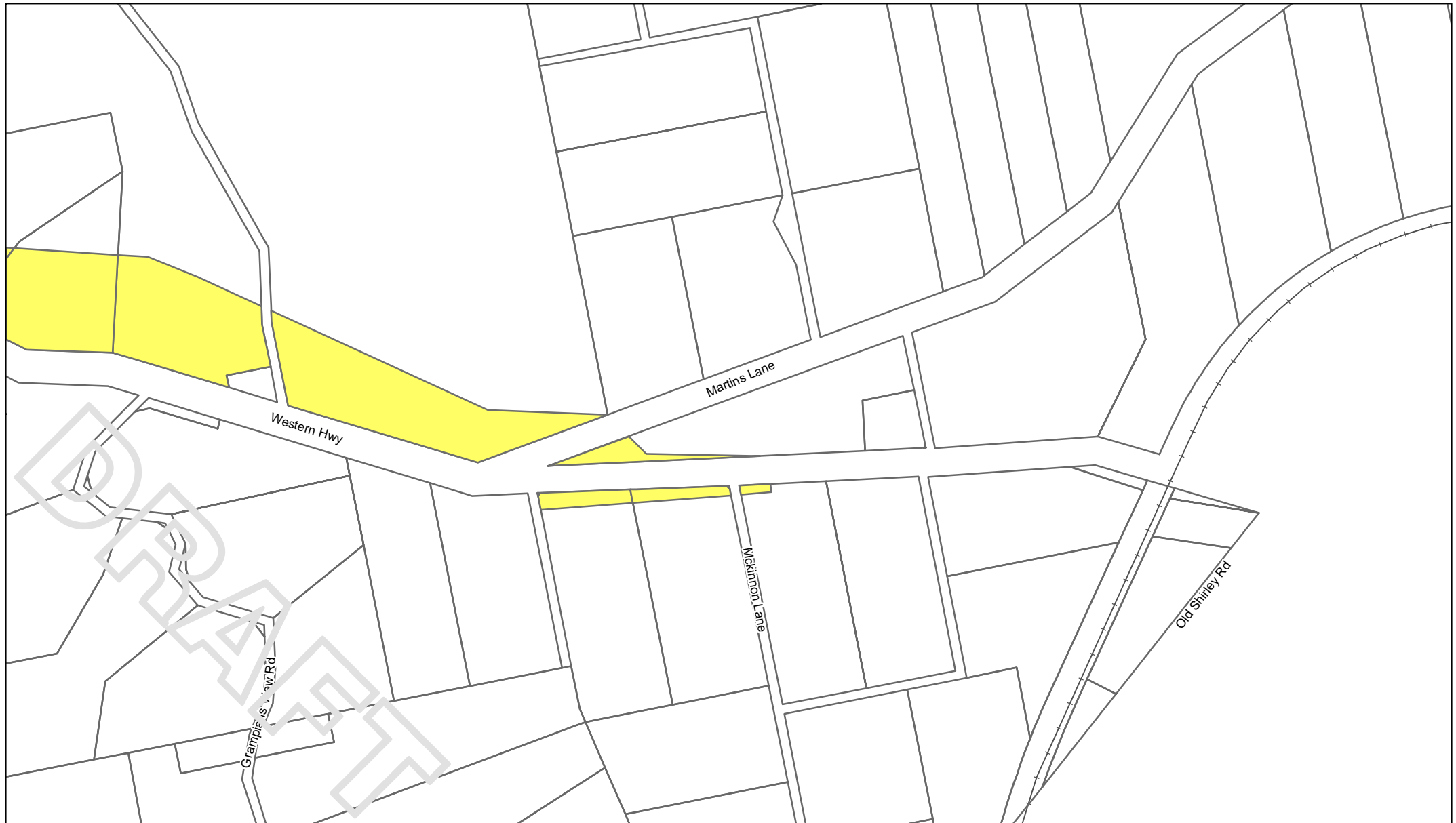


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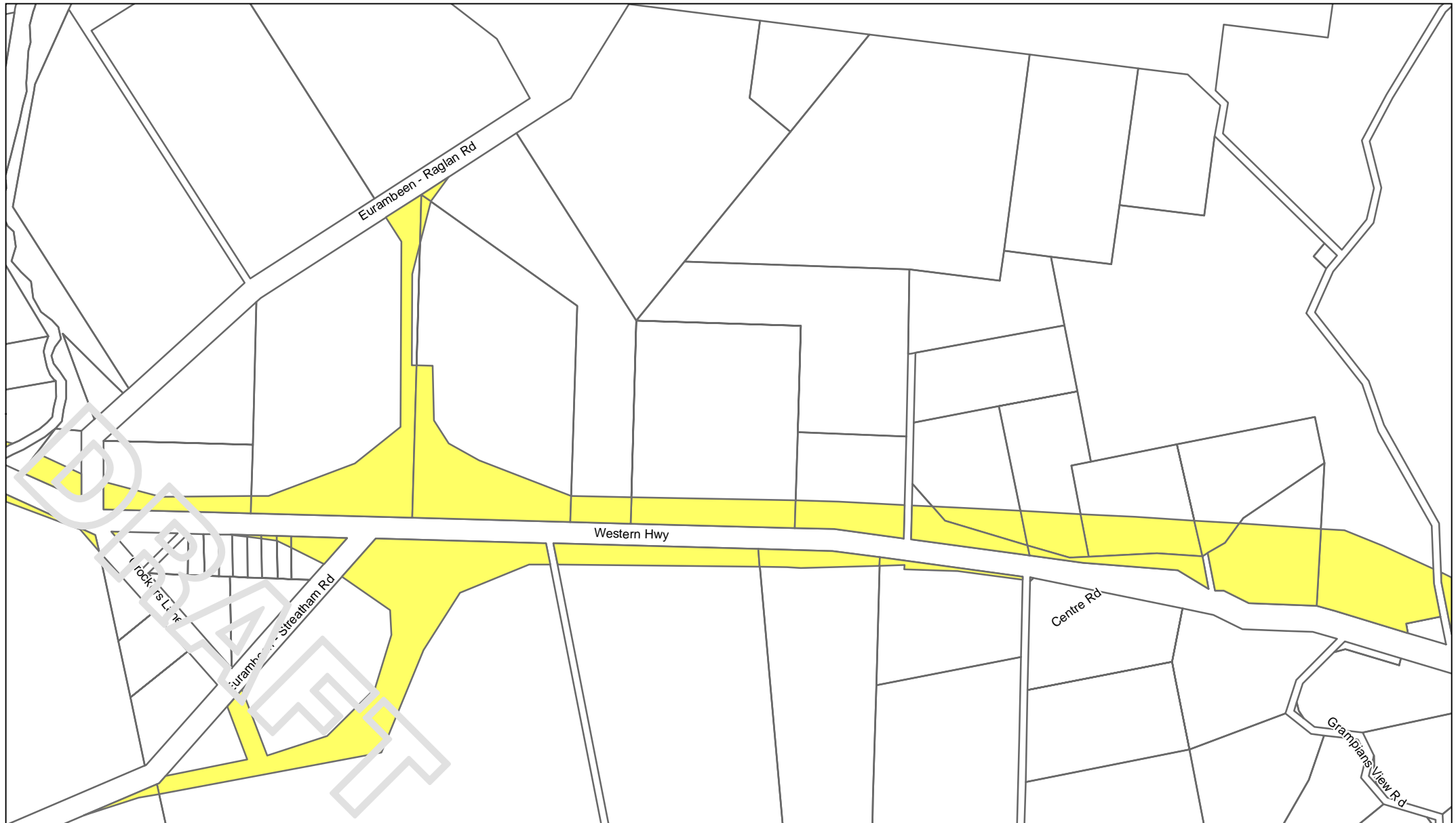
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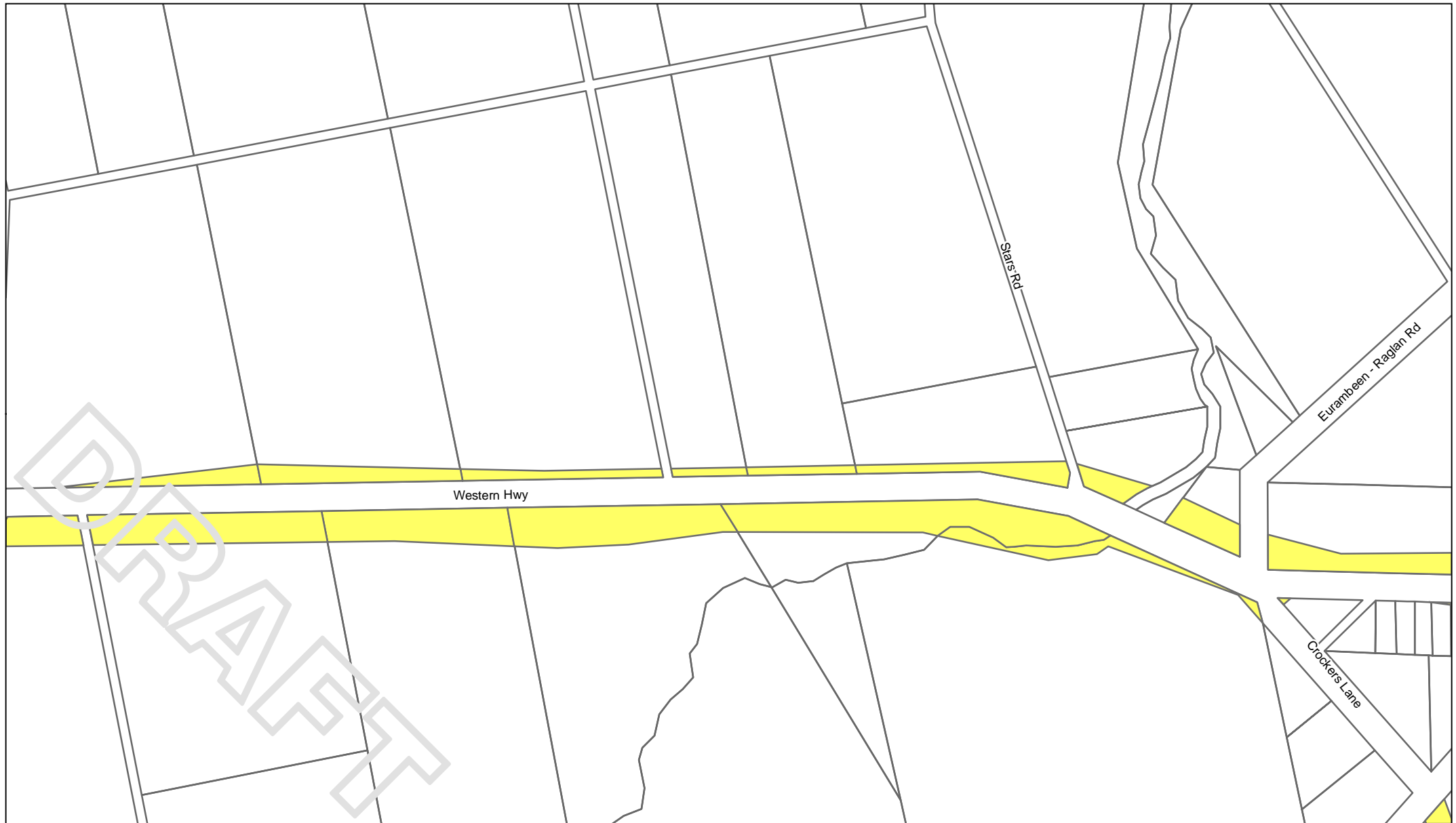


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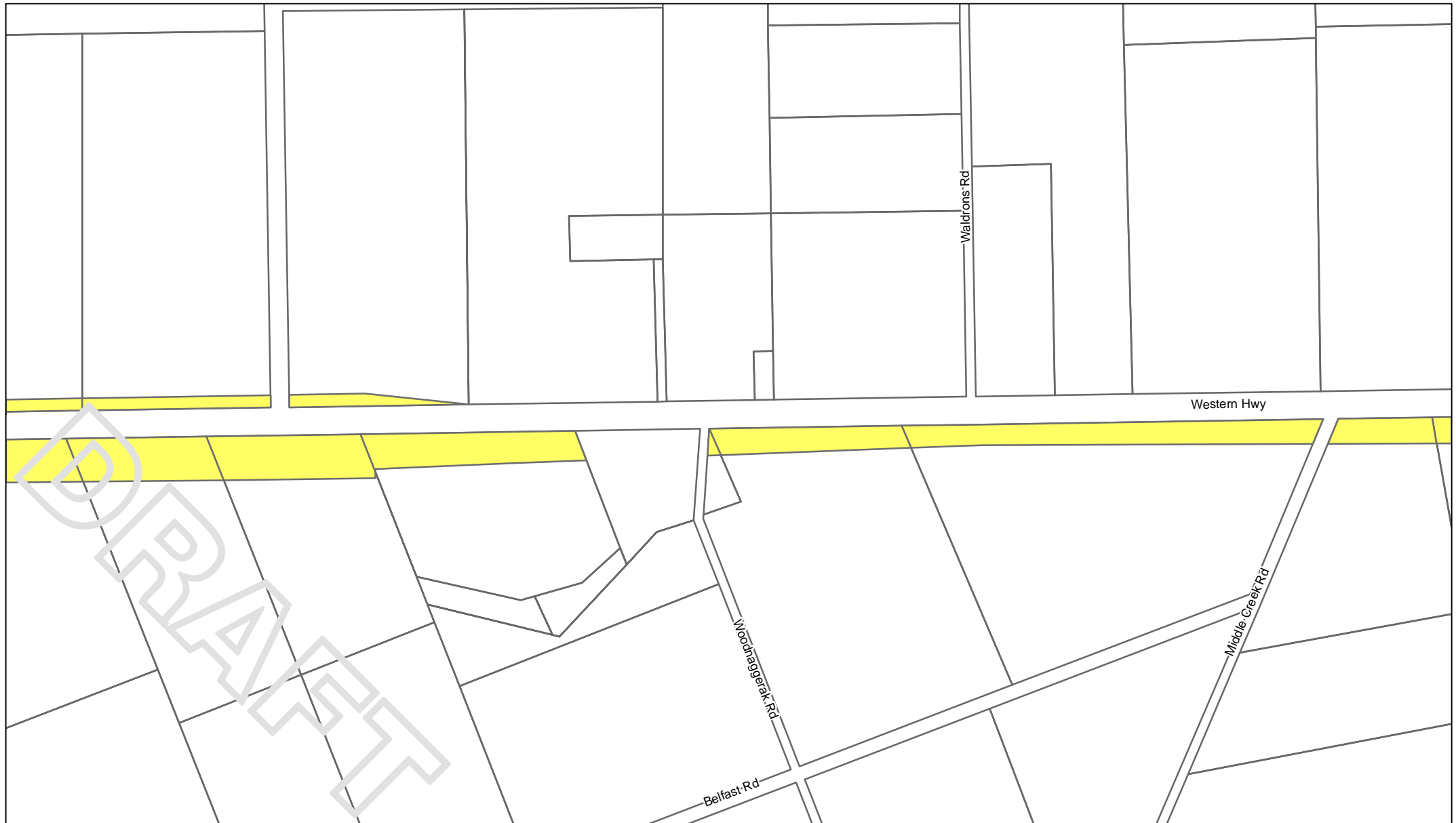
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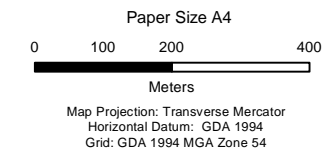
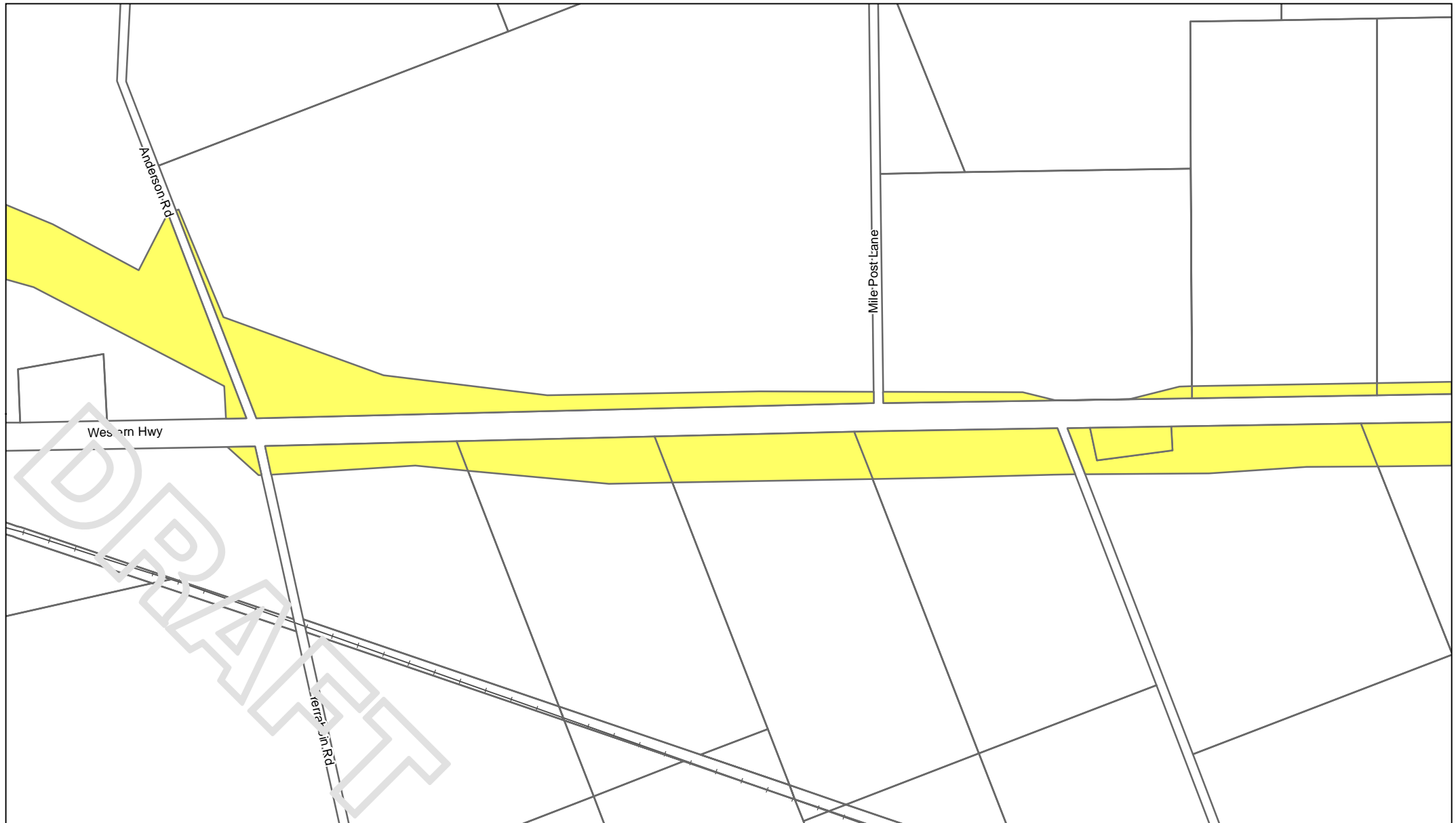
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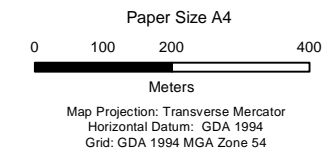
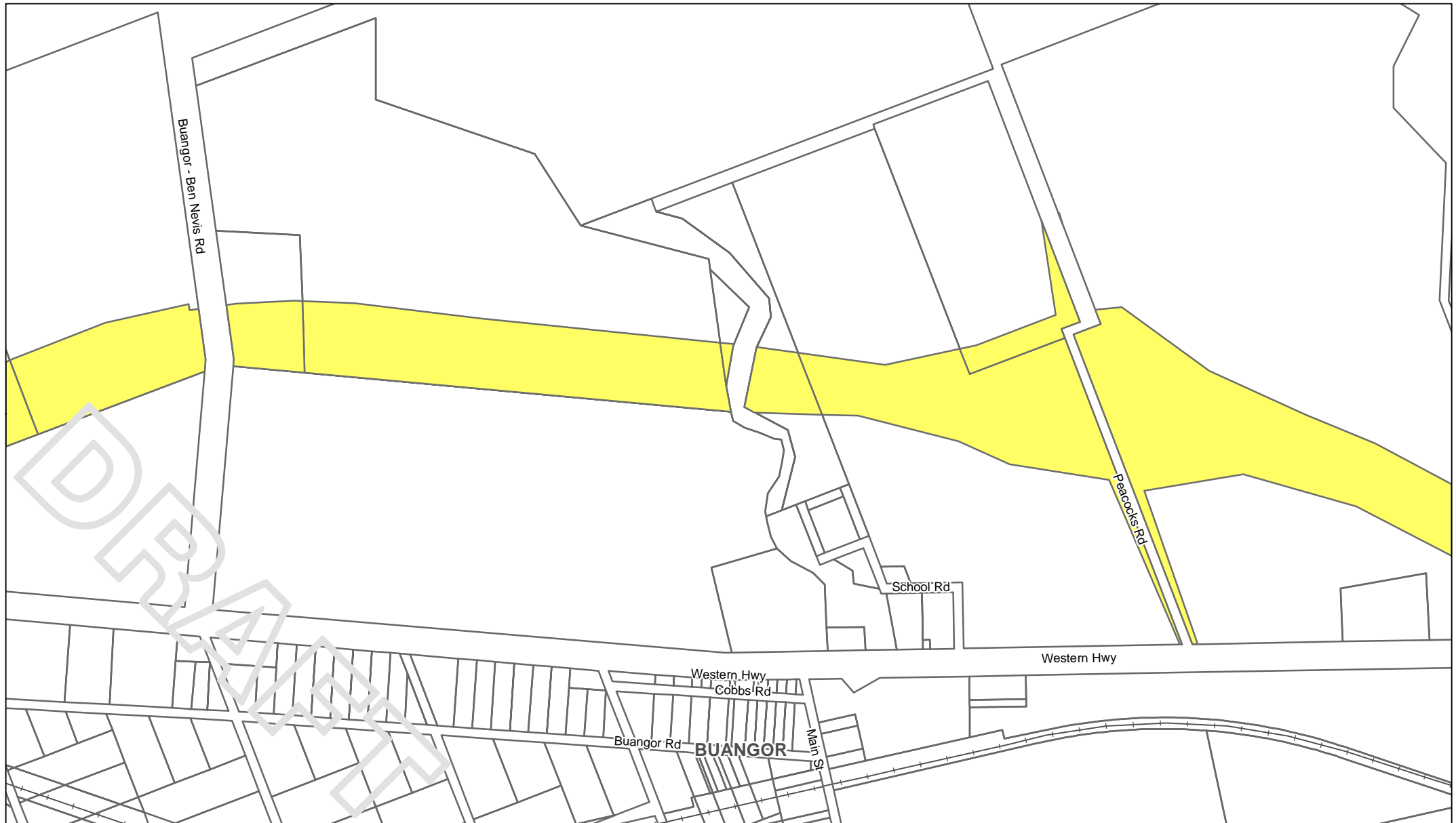
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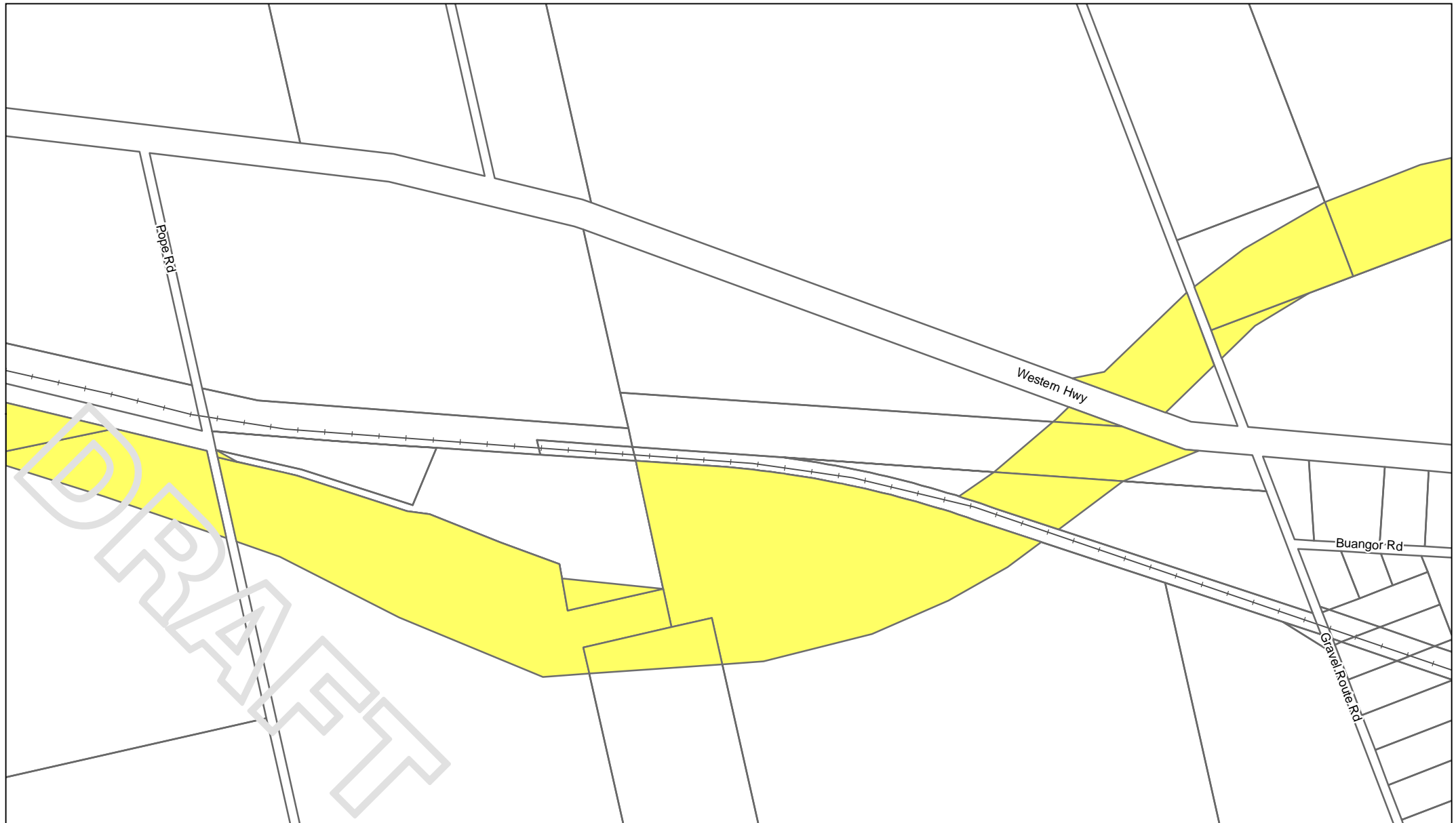


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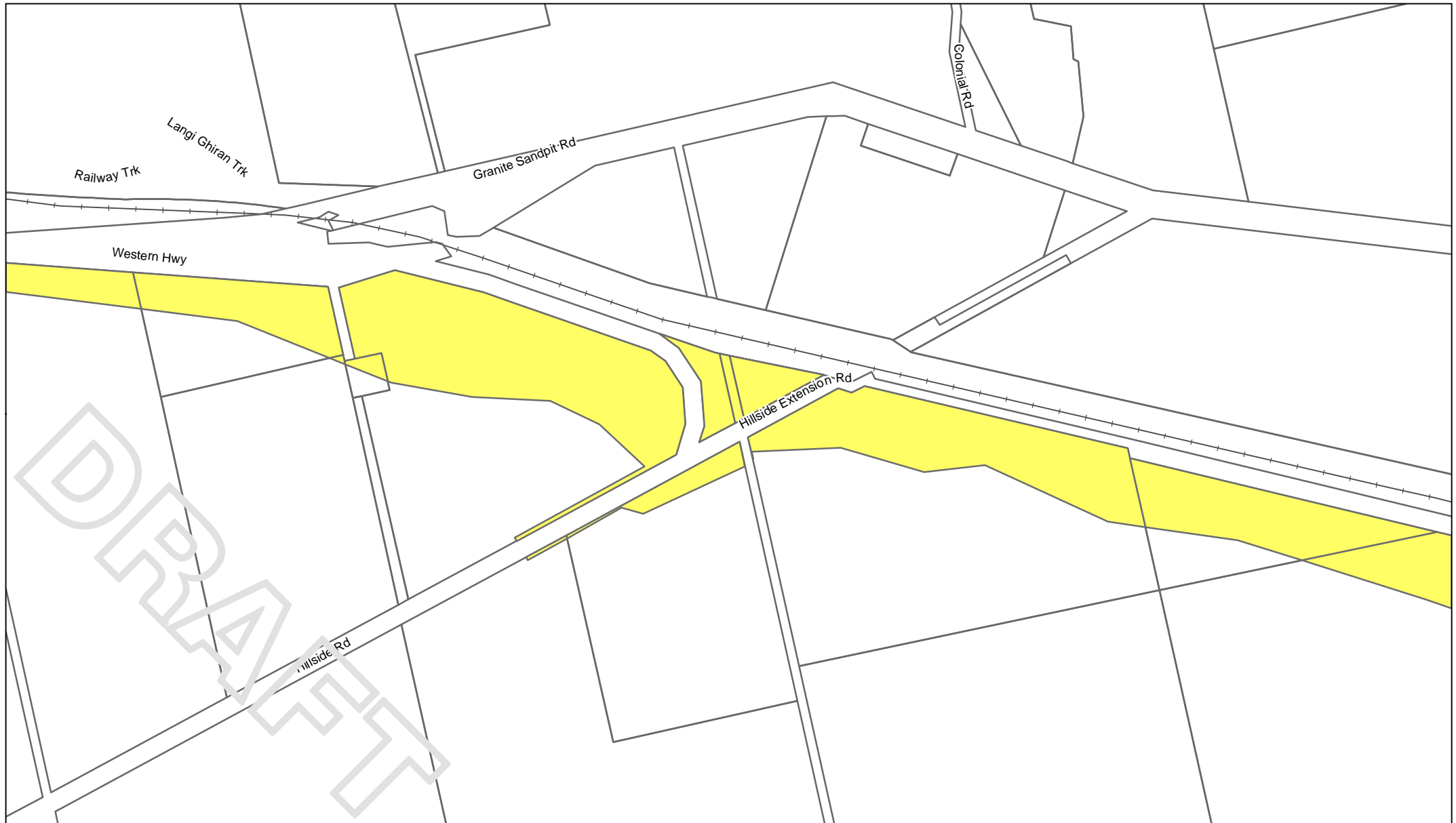


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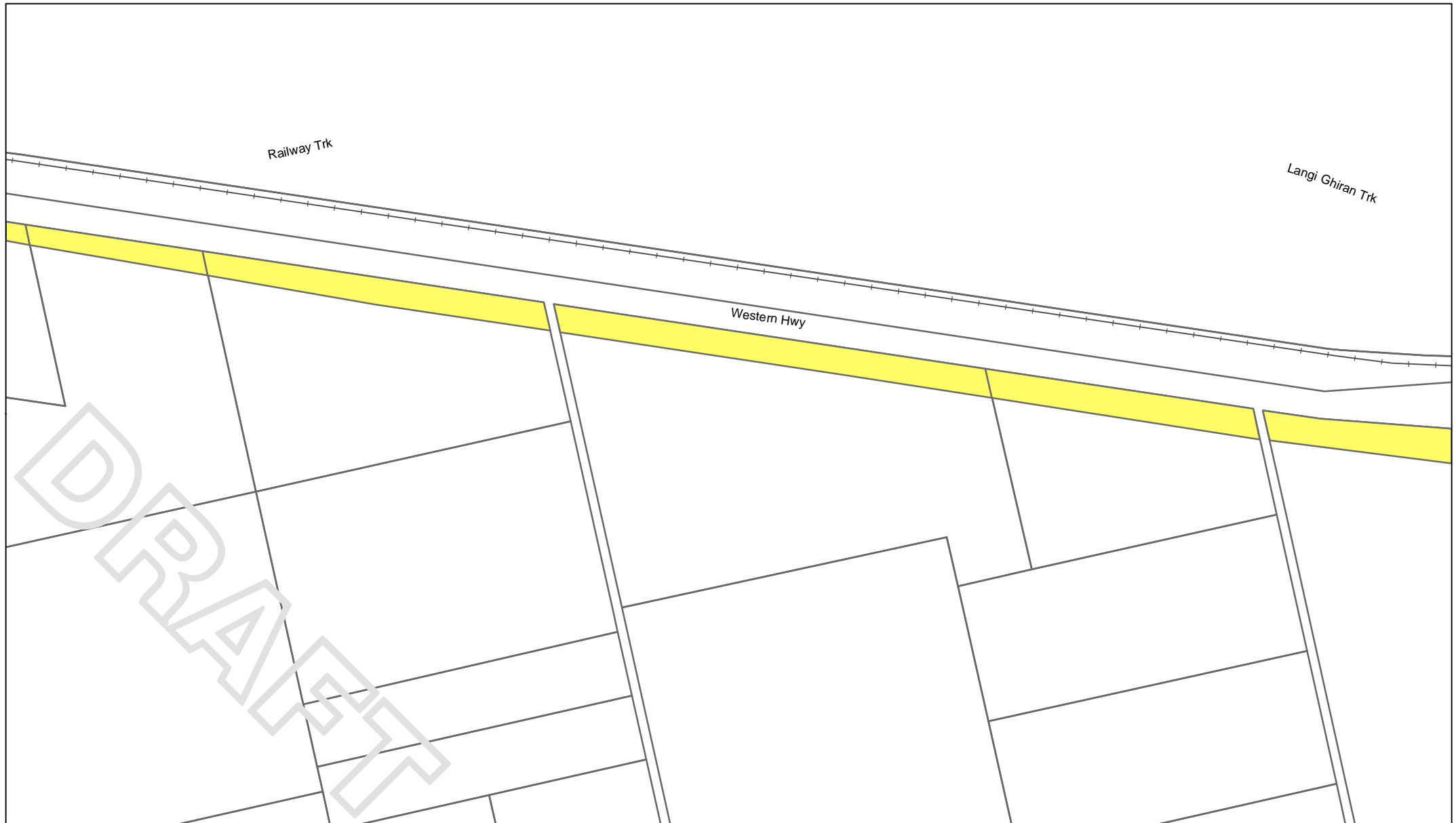
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**LEGEND**

Public Acquisition Overlay

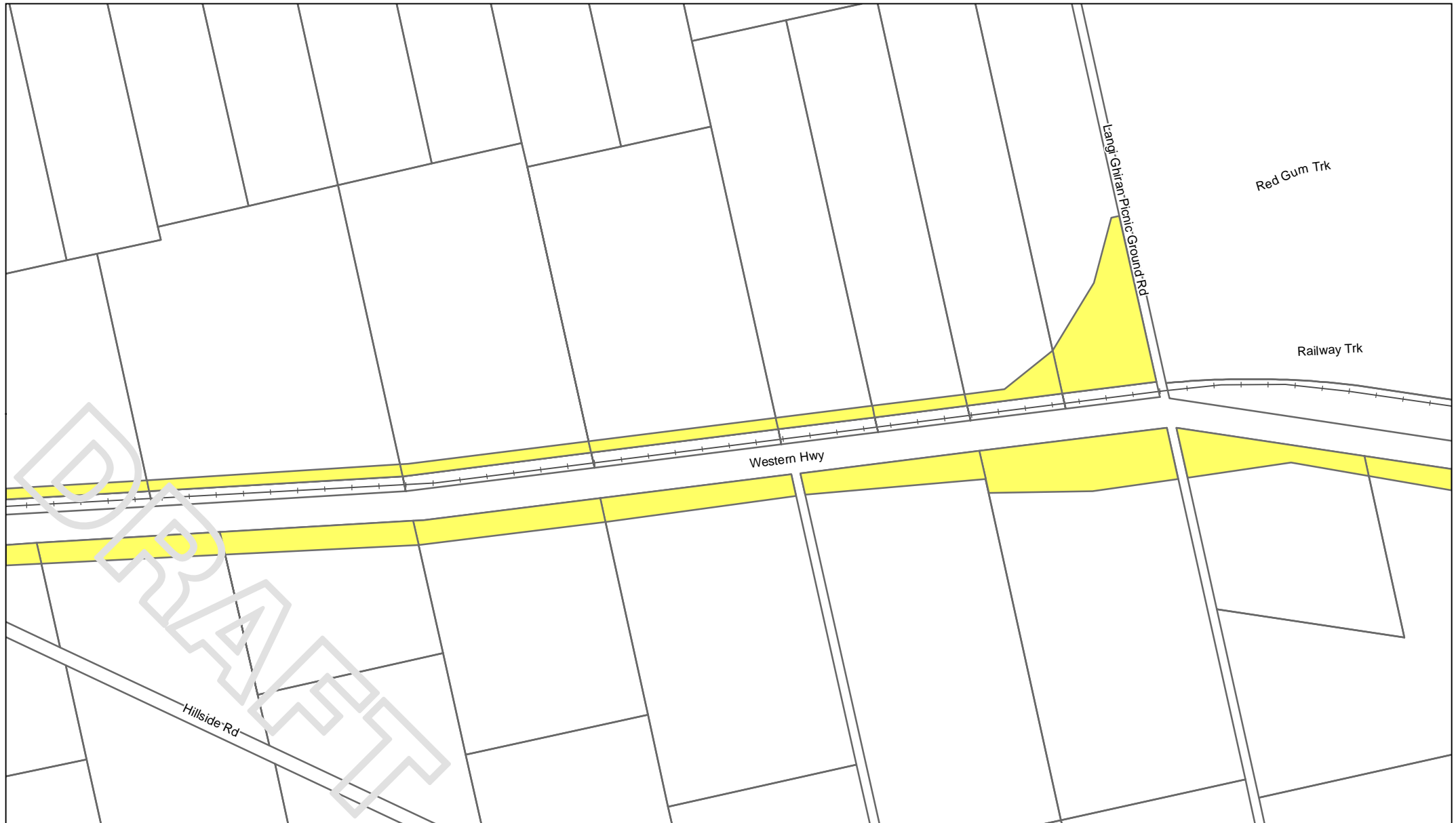
Parcels

CLIENTS | PEOPLE | PERFORMANCE

VicRoads  
Western Highway Project

**Beaufort to Ararat  
Public Acquisition Overlay  
Option 2**

Job Number	31-27558
Revision	C
Date	04 Jul 2012



Paper Size A4

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 54

**LEGEND**

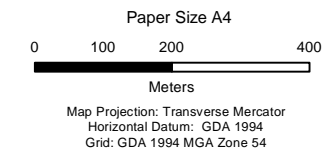
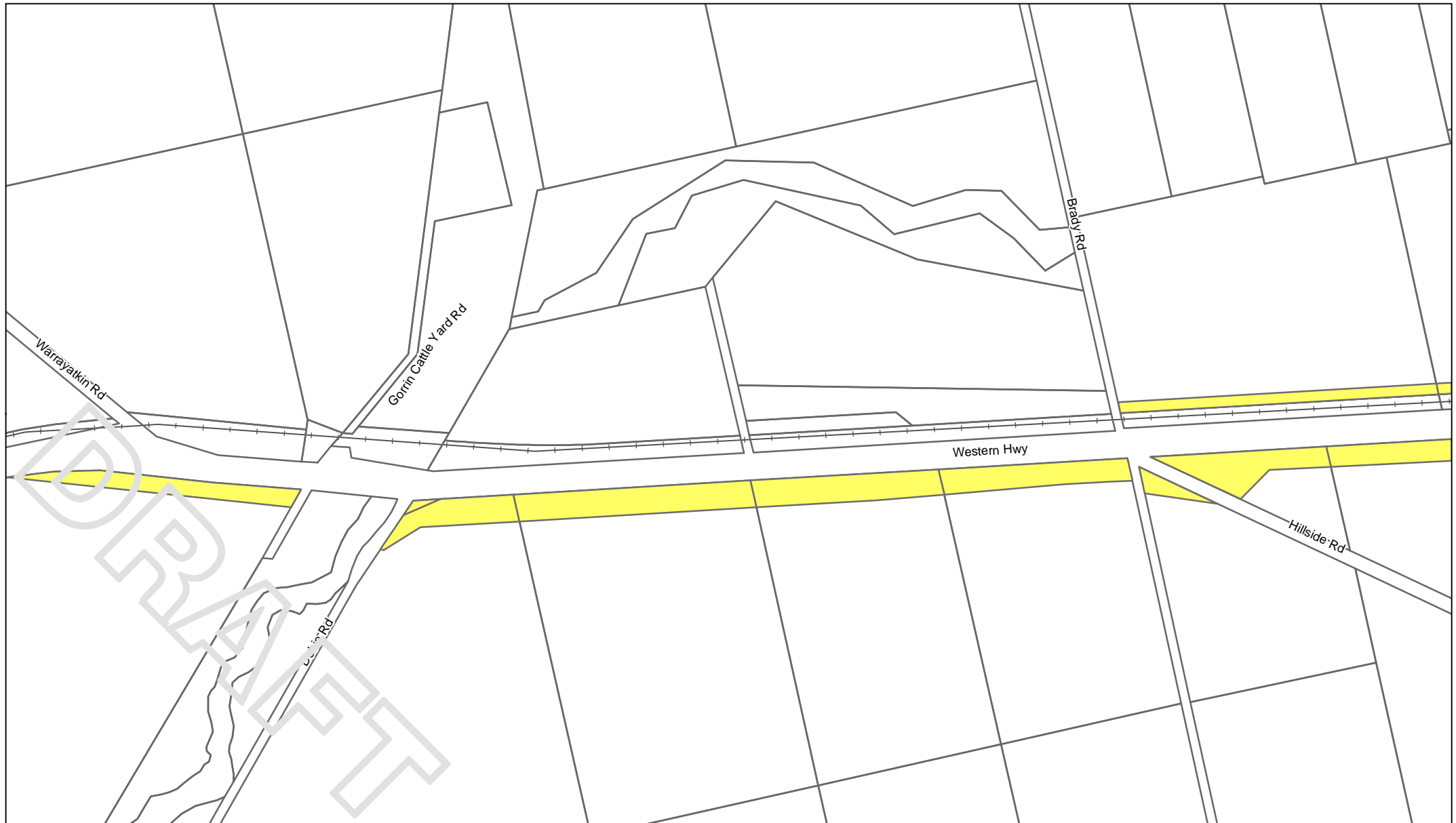
- Public Acquisition Overlay
- Parcels

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#### LEGEND

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- Parcels



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Sheet 12





Paper Size A4

0 100 200 400

Meters

Map Projection: Transverse Mercator  
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Grid: GDA 1994 MGA Zone 54

**LEGEND**

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0 100 200 400

Meters

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
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**LEGEND**

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### Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	G.Loone	R.Strates M.Tansley		M.Tansley		15.7.11
B	J.Cuscaden L.Driscoll	R. Strates M. Tansley				10.2.12
C.	L. Driscoll	T. Fallaw				22.5.12
0	L.Driscoll	T.Fallaw		M.Tansley		15.8.12