

Please Quote: AY100476.8

Mr Richard Willis
The Secretary
Select Committee on Public Land Development
Legislative Council Parliament of Victoria
Spring Street
MELBOURNE 3000

Dear Mr Willis

INQUIRY INTO THE SALE AND DEVELOPMENT OF PUBLIC LAND AND OPEN SPACE

I refer to your letter of 7 June 2007, inviting written submissions to the Select Committee on Public Land Development's Inquiry Into The Sale and Development of Public Land and Open Space in Victoria.

VicRoads acquires and disposes of land as part of its arterial road network management role to provide land reservations for transport purposes. Land in VicRoads holdings is generally covered by the following three broad categories:

1. Land which currently constitutes a reservation for an existing road;
2. Land which is required for the purpose of providing a future new road or expansion to an existing road; and
3. Residual land holdings following road construction or removal of a Public Acquisition Overlay.

Land is reserved for road purposes through the mechanism of a 'Public Acquisition Overlay' (PAO) control in the relevant Planning Scheme. The PAO is imposed on land following a planning scheme amendment process under the *Planning and Environment Act 1987*. The underlying zoning of the land remains unchanged allowing the existing use of the land to continue until such time as the land is required for road construction.

Land in the PAO is acquired by VicRoads in accordance with the requirements of the *Land Acquisition and Compensation Act 1986* (LACA) at the time it is needed for roadworks. In some circumstances, VicRoads may purchase a property well in advance of roadworks if the owner suffers hardship as a result of the road proposal. To limit management problems (eg squatters, vandals, vermin etc) these parcels are leased on the open market where possible. In other instances the land is fenced off or leased to local Government until the road construction commences.

As road reservations extend beyond the physical road pavement, land adjacent to a road is not regarded as surplus to VicRoads requirements as it may be required for future road widening or duplication or it provides necessary buffers to maintain the amenity and safety of adjoining land uses. This land is also used by service authorities to provide electricity, gas, water and telecommunications services.

It is not the policy of VicRoads to retain surplus land following construction of a road. Marketable quantities of land deemed surplus are sold on the open market in accordance with the requirements of the Government Land Monitor. The land within the road reserves vests in the Crown in accordance with the *Road Management Act*.

Following road construction or widening, particularly in urban environments, there can be small parcels of land adjacent to the road that are not required for future transport purposes. These parcels of land are not generally commercially saleable due to their size (small or irregularly shaped), poor access or their physical location adjacent to a main road. These residual parcels may be licensed or transferred to the relevant Municipal Council and subsequently zoned Public Park and Recreation.

I trust that this information assists the Select Committee.

Should you require any further information on this matter, Mr Robert Freemantle, VicRoads Executive Director Network and Asset Planning (Tel: 9854-2600), would be pleased to assist.

Yours sincerely



GARY LIDDLE
CHIEF EXECUTIVE

24/ 9 /2007