

# MELBOURNE AIRPORT RAIL

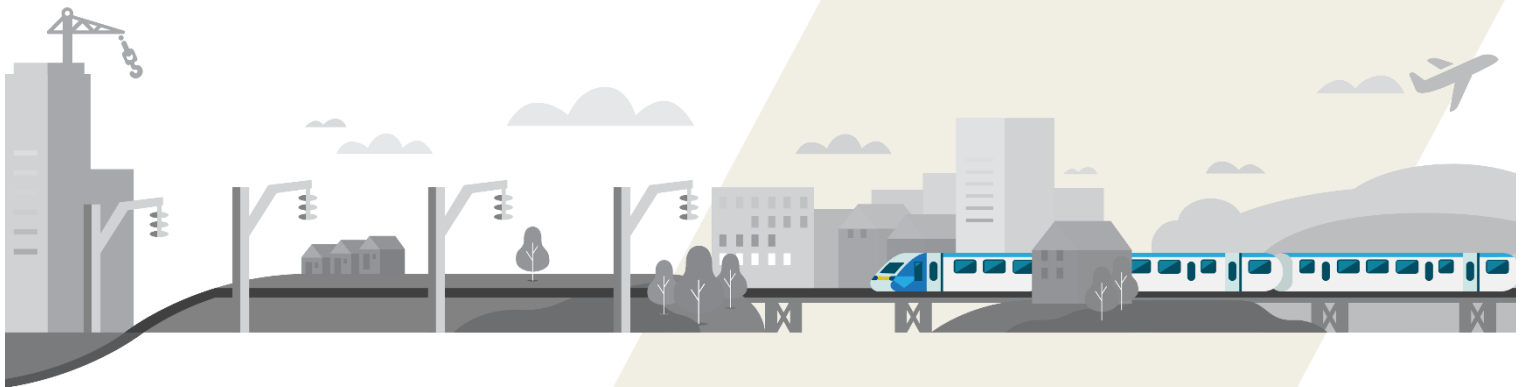
## **MAR STATE LAND USE PLANNING IMPACT ASSESSMENT**

MAR-AJM-PWD-PWD-REP-XLP-NAP-0001712

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This document should be read in full and no excerpts are to be taken as representative of the findings.

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## Table of Abbreviations

Table 1.1 Table of Abbreviations

Abbreviation	Definition
AJM-JV	Aurecon, Jacobs, Mott McDonald Joint Venture
ARTC	Australian Rail Track Corporation
COR	Corridor Section
CSR	Combined Service Route
DELWP	Department of Environment, Land, Water and Planning (State)
EE Act	<i>Environment Effects Act 1978</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
LPPF	Local Planning Policy Framework
MAC	Metropolitan Activity Centre
MAR	Melbourne Airport Rail
MTP	Metro Tunnel Project
MTPF Act	<i>Major Transport Projects Facilitation Act 2009</i>
OHLE	Overhead Line Equipment
PL Act	<i>Pipelines Act 2005</i>
P&E Act	<i>Planning and Environment Act 1987</i>
PPF	Planning Policy Framework
PSA	Planning Scheme Amendment
Project	Melbourne Airport Rail (MAR)
RPV	Rail Projects Victoria
RRL	Regional Rail Link
SUN	Sunshine Section
SUP	Shared Use Path
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
PS&TR	Project Scope and Technical Requirements
EMF	Environmental Management Framework
EMR	Environmental Management Requirement

# 1. Executive Summary

Aurecon Jacobs Mott Macdonald Joint Venture (AJM-JV) has been engaged by Rail Projects Victoria (RPV) to prepare the Melbourne Airport Rail (MAR) State Land Use Planning Impact Assessment (the Impact Assessment). This Impact Assessment has been undertaken to identify the potential land use planning impacts resulting from project works, including both temporary (construction) and permanent (operational).

The Melbourne Airport Rail (the Project) is a transformational public transport project connecting Melbourne Airport with a rail service for the first time. In 2018, the Victorian Government released the *Melbourne Airport Rail Link Sunshine Route Strategic Appraisal (Transport for Victoria, 2018)*, which confirmed that the Sunshine route is the best solution for an airport rail link. This alignment is between a new railway station at Melbourne Airport and Melbourne's Central Business District (CBD), via the Albion-Jacana rail corridor, Sunshine Station and connecting to the new tunnels provided via the Metro Tunnel Project (MTP). It is noted that only State Land along this alignment is addressed in this Impact Assessment as Commonwealth land is subject to a separate approvals process.

## Existing Conditions

The State Project Land intersects with six local government areas: Moreland, Moonee Valley, Hume, Brimbank, Maribyrnong and Hobsons Bay.

The State Project Land and its surrounds are largely characterised by the following land uses:


- Existing rail corridor generally between Jacana Station in the north-east, Newport Station in the south-west, Middle Footscray Station in the east and Ginifer Station in the north. These rail corridors accommodate a mixture of passenger and freight services.
- Train stations within the State Project Land include Jacana, Ginifer, Albion, Sunshine, Tottenham, West Footscray, Middle Footscray, and Newport Stations.
- Several historically significant sites within or in close proximity to the State Project Land, including the state significant Albion Viaduct (Rail Bridge), John Darling and Son Flour Mill, HV McKay Memorial Gardens and the locally significant former Albion VR D.C. Substation.
- A mixture of residential (primarily in Sunshine, Albion, Sunshine North, St Albans, Keilor East, Airport West and Keilor Park) and industrial land uses (primarily in Tullamarine, Sunshine North, Brooklyn and Newport) adjacent to the rail corridor.
- Vacant land and public parklands at Steele Creek Tributary Reserve, Border Drive Reserve, Maribyrnong River Valley Parklands, Barclay Reserve, Talmage Street Park and Moyangul Street Park.

## Impact Assessment

The Project is strongly supported by state and local policy, including Plan Melbourne, and is expected to deliver considerable benefits and opportunities to surrounding communities and Victoria more generally. In particular, the Project delivers a new rail connection to Melbourne Airport, thus improving transport connectivity from Melbourne's CBD to Melbourne Airport via Sunshine Station.

As part of the Project, upgrades are proposed at both Sunshine and Albion Stations, which will improve the local amenity of these areas, and potentially attract a greater use of the public transport network by the surrounding community. These works will also support the state's strategic goal of redeveloping the Sunshine Metropolitan Activity Centre (Sunshine MAC).

The Project is generally consistent with the existing use of the land as it primarily follows existing rail corridors, which are included in the Public Use Zone 4 (PUZ4). Additionally, the Project alignment generally follows the existing Public Acquisition Overlay – Schedule 7 (PAO7), introduced as part of the Melbourne Airport Rail Link (MARL) planning controls in May 2005, signalling a clear intent for land between the Albion-Jacana Corridor and Sharps Road, Tullamarine to be acquired and subsequently used for an airport rail link. It is acknowledged that the State Project Land also includes land outside the PUZ4 and MARL planning control extents which is not currently intended for transport use.



This Impact Assessment identifies potential impacts to the State Project Land during both construction and operation. Potential permanent impacts as a result of the Project include:

- Where land is required for acquisition, a permanent change in land use would occur, with the current acquisition footprint including parcels of public open space, commercial land, industrial land, and land zoned for Public Use.
- Potential impacts to land use character and amenity, including:
  - > Potential visual impacts as a result of new elevated structures proposed, particularly where adjoining sensitive land uses such as residential and public open space. Additionally, the Albion / Sunshine Viaduct may interrupt view corridors to the Victorian Heritage Register (VHR) listed John Darling and Sons Flour Mill.
  - > Potential overshadowing to residential land from noise walls.
  - > Potential overlooking to residential land from the elevated Cranbourne Avenue overpass.
  - > Potential impacts to landscape character as a result of vegetation removal in the Maribyrnong River Valley Parklands and Steele Creek Tributary Reserve.
- Potential impacts to heritage places, including the Heritage Overlay (HO) protected HV McKay Memorial Gates, Steel[e] Creek Rail Embankment and trees at Talmage Street, Albion.
- Potential impacts to land that has been recently issued a planning permit for redevelopment.

Permanent changes are expected as a result of land acquisition and permanent infrastructure; however, it is proposed to limit the land acquisition footprint where possible. AJM recommend RPV consider further design refinement in line with recommendations detailed further below to reduce potential amenity impacts associated with Project infrastructure, and in particular elevated components, on surrounding land uses.

Potential temporary impacts as a result of construction of the Project include:

- A temporary change in the use of land would occur where land is proposed to be temporarily occupied for construction activities (worksite / laydown areas). This includes public open space areas, industrial, commercial and public land as well as strategic redevelopment sites in the Sunshine MAC.
- Across the Project, construction activities are likely to result in temporary traffic disruption, increased noise, vibration, and dust emissions, as well as visual impacts.

Whilst changes are anticipated, it is acknowledged that land use impacts during construction will be temporary in nature and therefore, would not preclude the ongoing use of the land following the conclusion of the Project. Furthermore, the implementation of standard construction management practices and compliance with statutory regulations would ensure impacts from construction activities are managed to an acceptable level.

In consideration of the relevant *Environment Effects Act 1978* (EE Act) referral criteria, this Impact Assessment has found that there are unlikely to be any extensive land use effects. This is largely due to the minimisation of the land acquisition footprint, avoidance of direct impacts to residential land and sympathetic design response proposed for the distinctive Maribyrnong River Valley.

## Recommendations

Based on the findings of the Impact Assessment, recommendations have been made to minimise potential impacts including through mitigation and measurement measures. These measures will be formalised through an Environmental Management Framework (EMF) and other contractual requirements such as Project Scope and Technical Requirements (PS&TR), prepared and approved in accordance with the relevant planning approval.

The following recommendations are proposed:

### *Design Refinement*

Design refinement to be undertaken as follows:

- Vegetation removal be minimised where possible within the Maribyrnong River Valley Parklands, Brimbank Park and Steele Creek Tributary Reserve and impacted areas revegetated following the completion of Project works.
- Physical impacts of temporary and permanent works on HV McKay Memorial Gardens be minimised where possible and any impacted landscaping be remediated and returned to the current arrangements (specifically the path and buffer edge planting, including accommodation of small and medium-sized trees).
- Direct impacts to heritage places be either avoided or reduced as far as reasonably practicable, including for the HO protected trees at Talmage Street, Albion and HV McKay Memorial Gates.
- Further refinement of the proposed noise walls, including implementation of design measures such as the use of transparent materials, should be undertaken to minimise any unreasonable overshadowing to the private open space areas of residential land.
- Consideration be given to potential screening of overlooking from the proposed Cranbourne Avenue overpass where required.
- Further design refinement be undertaken to minimise the extent of impacts to view lines to the John Darling and Son Flour Mill.

#### *Stakeholder Consultation*

Stakeholder consultation will need to be undertaken for the Project and it is recommended that this consultation includes the following:

- Where commercial and industrial land is being partially acquired or partially occupied, consultation should be undertaken with the landowner and/or business currently operating to confirm the viability of the ongoing use of land.
- Where a planning permit has been issued for a site or a proposal is under consideration and the site would be impacted by permanent or temporary Project works, consultation should be undertaken with the landowner and relevant Council to understand how the works may impact, or integrate with, the existing planning approval or proposal.
- For land that will be temporarily occupied for construction activities and is affected by an existing PAO, consultation with the acquiring authority should be undertaken to understand the timing for the acquisition of land and viability of utilising the land for the Project.
- Where vegetation removal within land affected by an Environmental Significance Overlay (ESO) or native vegetation removal is required, consultation with the Department of Environment, Land, Water and Planning (DELWP) and the relevant Council should be undertaken to determine appropriate mitigation and offset measures.
- Where heritage places and/or sites are proposed to be impacted by Project works, consultation should be undertaken with Heritage Victoria and / or Council to determine appropriate mitigation measures.



## 2. Introduction

Aurecon Jacobs Mott Macdonald Joint Venture (AJM-JV) has been engaged by Rail Projects Victoria (RPV) to prepare the Melbourne Airport Rail (MAR) State Land Use Planning Impact Assessment (the Impact Assessment).

### 2.1 Purpose

The purpose of the impact assessment is to identify potential land use changes as a result of the MAR project (the Project) works. This information will then be used to inform the relevant approvals for the Project. The specific objectives of the Impact Assessment are to:

- Provide an overview of the land use and planning legislation, policies, and strategies relevant to the Project.
- Provide an overview of the existing and likely future conditions within and adjacent to the State Project Land.
- Assess the potential planning impacts as a result of the construction and operation of the Project. This includes reviewing the consistency of the Project with applicable legislation and policy, relevant planning scheme requirements, existing and proposed land use and development and live planning permit applications.
- Provide comment on the criterion relevant to land use planning under the *Ministerial Guidelines for Assessment of Environmental Effects* (the Ministerial Guidelines) under the *Environment Effects Act 1978* (EE Act) to determine the potential extent of land use effects.
- Provide recommendations for the Project where relevant.

### 2.2 Methodology

The preparation of the Impact Assessment included the following:

- Undertake a desktop assessment to establish existing conditions, including the below tasks:
  - > Review of legislative framework that applies to the Project.
  - > Review relevant land use planning databases, zoning and overlay mapping and publicly accessible strategic planning documentation.
  - > Review publicly available planning permit and planning scheme amendment registers to identify those relevant to the Project.
  - > Prepare a baseline land use survey, including the identification of land which may be required permanently or temporarily for the delivery of the project, including its current use and sensitivities.
- Assess the potential impacts of the Project on land use and/or development by undertaking the below tasks:
  - > Review the scope of works and mapping presented in the 'MAR Project Description for Environmental Specialists' (MAR-AJM-PWD-PWD-MEM-XLP-NAP-0001505, Revision C) (the Project Description).
  - > Undertake an assessment of the impacts of the Project works, with specific regard to the following:
    - Temporary changes in land use as a result of construction activities.
    - Permanent changes to the ongoing use of land due to permanent works.
    - Impacts on land use character and amenity as a result of the construction and operation of the project.
    - Potential impacts to redevelopment sites.

- > Assess the consistency of the Project works with state and local planning policy.
- > Comment on the impact of the Project works against relevant criterion within the Ministerial Guidelines to identify any potential significant land use effects.

## 2.3 Assumptions and Limitations

The following assumptions and limitations apply to the Impact Assessment:

- The Impact Assessment relates only to public and privately owned State land and does not consider Commonwealth-owned land, as Commonwealth land is not subject to Victoria's legislative framework. Impact Assessments associated with Commonwealth land, specifically land at Melbourne Airport, will form part of a separate suite of impact assessments.
- The Impact Assessment is based on the scope of works detailed in the Project Description and State Project Land derived from MAR 'Project Land' Revision A.7 (MAR-AJM-PWD-PWD-MAP-XLP-MMN-0111172).
- The Assessment does not include discussion of planning permit requirements or other approvals required to facilitate the Project.
- This Impact Assessment has been prepared based on publicly available information only and RPV have engaged with Councils on AJM-JV's behalf to inform this report.
- Consultation with key stakeholders, including the Council's, regarding temporary occupation, has not been undertaken as part of this assessment.
- Title searches have not been conducted. Land ownership and title details expected to be reviewed prior to the seeking of any Project or program approvals as they inform the approval pathways.
- Planning is a dynamic system, and notwithstanding the advice in this assessment, planning scheme controls and strategic planning studies are subject to change over time. The assessment set out in this report is accurate at the time of writing.
- Consideration of planning permit applications has been undertaken by reviewing publicly accessible data in 1 September 2021. This review was also supplemented by information provided by Brimbank, Moonee Valley, Moreland, Hobsons Bay and Maribyrnong Councils in February 2021. Hume City Council did not provide any information. The review of planning permit application data was limited to:
  - > Any planning permits applications lodged or permits issued within the State Project Land up to two years prior to Project announcement (21 November 2020).
  - > Any major planning permits applications lodged or permits issued adjoining the State Project Land up to two years prior to Project announcement (21 November 2020).
 Any applications outside the above parameters have not been captured.
- Aerial imagery from NearMap dated between 16 January 2018 and 29 April 2021 was used to determine whether works associated with planning permit applications has commenced.
- Planning Scheme Amendments within or adjacent to State Project Land were identified using publicly accessible information only. This review was conducted on 1 September 2021 and any amendment requests lodged after this time have not been captured.
- This impact assessment should be read in association with all other environmental impact assessments undertaken for the Project.
- The land acquisition footprint assessed in this report is accurate as of 20 July 2021.

## 3. Background

### 3.1 Strategic Context

The MAR Project is a once-in-a-generation transformation of Victoria's transport network, connecting Melbourne Airport's Integrated Terminal Precinct with a rail service for the first time.

Melbourne Airport handled more than 37 million passenger movements in 2018-19<sup>1</sup> and by 2038, this figure is projected to almost double to more than 67 million<sup>2</sup>, which is an average growth of 3.2% per annum. Transport connectivity from Melbourne Airport to Melbourne's Central Business District (CBD) is currently limited to the Tullamarine Freeway, and therefore, the Victorian Government is committed to delivering an efficient, competitive alternative to cater for the ongoing increase in passenger numbers at Melbourne Airport.

In 2002, the Victorian Government considered possible corridor and alignment options for a Melbourne Airport Rail Link, ultimately selecting the Sunshine route as the preferred option. At this time, land was reserved between the Albion-Jacana rail corridor and extending through to Sharps Road, Tullamarine for the construction of a rail link.

In 2018, the Victorian Government released the *Melbourne Airport Rail Link Sunshine Route Strategic Appraisal* (the Strategic Appraisal), which confirmed that the Sunshine route remains the best solution for an airport rail link. The Sunshine route would provide superior connections to regional Victoria, Melbourne's growth areas in the north and west and Melbourne's south eastern suburbs and could be delivered sooner and at a significantly lower cost than other route options.

### 3.2 State Project Land

The State Project Land defines the land within which the Project components and construction activities are planned to be contained. It sets out the full extent of land identified as potentially required for the delivery of the Project.

The State Project Land encompasses all State land areas that would be used for permanent structures and temporary construction areas. It provides the basis for and informs the Impact Assessment

State Project Land relevant to State-based approvals generally includes:

- Land between Sharps Road and the Albion-Jacana rail corridor, including land crossing the Western Ring Road Freeway.
- The existing Albion-Jacana rail corridor generally between Jacana and Albion Stations.
- Land around Sunshine and Albion Stations, including the existing rail corridor.
- Land required for the Project from Jacana Station in the north-east to Newport Station in the south-west and Middle Footscray Station in the east. This largely includes the Albion-Jacana rail corridor via Sunshine and Albion Stations and land required for a new rail corridor between Sharps Road and the Albion-Jacana rail corridor.

The extent of the State Project Land is shown in Figure 3.1.

<sup>1</sup> [https://www.bitre.gov.au/publications/ongoing/airport\\_traffic\\_data](https://www.bitre.gov.au/publications/ongoing/airport_traffic_data)

<sup>2</sup> <https://www.melbourneairport.com.au/Corporate/Planning-projects/Master-plan>

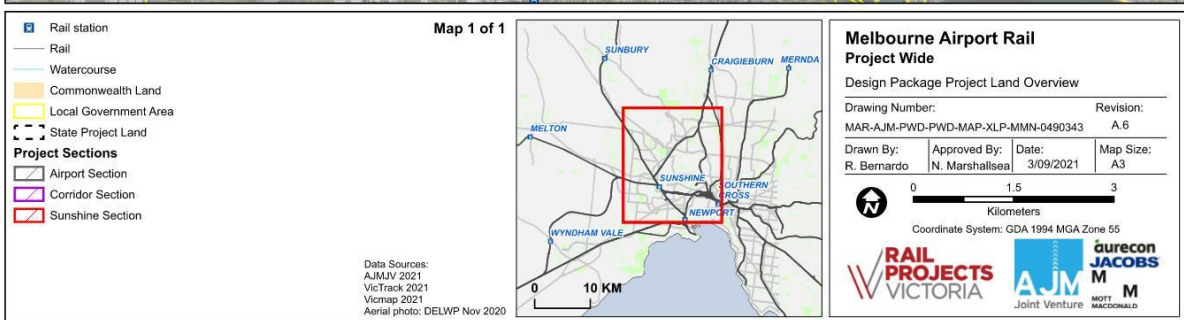
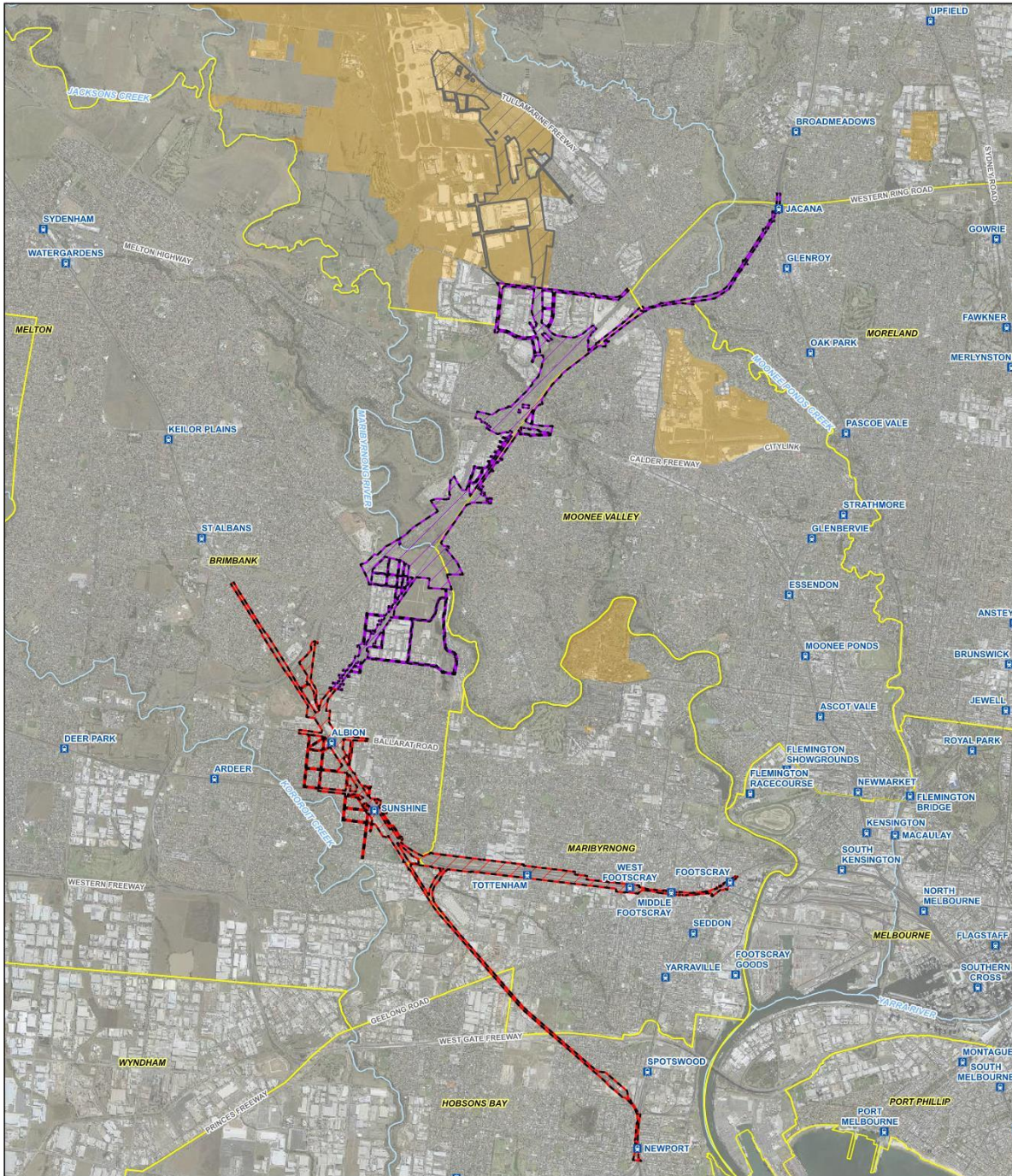


Figure 3.1 MAR State Project Land

## 3.3 Main Works Scope

### 3.3.1 Project Sections

The main works for the Project comprise of three geographically distinct sections. The sections are summarised in Table 3.1 and the location of the sections are shown in Figure 3.1.

Table 3.1 Summary of Project sections

Section	Summary
<b>Airport section</b> Not considered in State land approvals.	The Airport section generally includes all land relevant to the Project between Sharps Road, Tullamarine and Melbourne Airport and is located on Commonwealth owned land and is subject to a separate approvals process under the <i>Commonwealth Airports Act 1996</i>
<b>Corridor section</b>	The COR section generally includes the Albion-Jacana rail corridor between Jacana Station and south of Barwon Avenue, Sunshine North, as well as land between Sharps Road, Tullamarine and the Albion-Jacana rail corridor.
<b>Sunshine section</b>	The SUN section generally includes the existing rail corridor between Barwon Avenue, Sunshine North and Middle Footscray Station. The SUN Section also includes the Sunbury rail corridor to Ginifer Station and the Brooklyn freight corridor to Newport Station.

## 3.4 Corridor Section Summary

The COR section of the Project includes the following main works:

- Construction of the new MAR tracks, comprising an approximately 8 km dual track railway and associated overhead line equipment (OHLE), combined services route (CSR) and track drainage works, including:
  - > A 2.3 km long elevated twin track viaduct structure between Sharps Road, Tullamarine and the Albion-Jacana rail corridor, crossing Steele Creek and the Western Ring Road including emergency and maintenance access points.
  - > New at-grade MAR tracks within the existing Albion-Jacana rail corridor, located on the Western side of the existing Australian Rail Track Corporation (ARTC) tracks.
  - > An elevated twin track viaduct structure across the Maribyrnong River valley, adjacent to the Western side of the existing state significant heritage bridge.
  - > Slewing of ARTC tracks between Keilor Park Drive and the Calder Freeway.
- Signalling works along the Albion-Jacana rail corridor between Jacana Station and Barwon Avenue, Sunshine North and within the new MAR corridor North of the Western Ring Road.
- Construction of an intake supply substation at Terror Street or the Northeast area of Brimbank Park and two traction substations at Fullarton Road and within the McIntyre Sidings, Sunshine North.
- Construction of two new Digital Train Radio System (DTRS) facilities one North or South of Keilor Park Drive, Keilor East and a second at Airport Drive, Tullamarine.
- Diversion, relocation and replacement works associated with utilities and underground services, including the existing ARTC CSR, high voltage (HV) transmission lines and numerous miscellaneous assets.
- Protection works associated with the Exxon Mobil jet fuel pipeline along the Albion-Jacana rail corridor.
- Modifications to existing structures, including structural modifications and strengthening works at Calder Freeway inbound and outbound bridges, Fullarton Road bridge, Western Ring Road on-ramp and off-ramp bridges, Keilor Park Drive and McIntyre Road bridges.
- Replacement of shared use path (SUP) connections at Calder Freeway / Fullarton Road, provision of a new SUP overpass at Cranbourne Avenue, and provision of a Strategic Cycling Corridor link between Western Ring Road and Airport Drive via Steele Creek.

- The provision of retention basins at several locations along the Albion-Jacana rail corridor
- Establishment of temporary construction laydown areas, site offices, worksites, storage, parking areas and access roads

### 3.5 Sunshine Section Summary

The SUN section of the Project includes the following main works:

- Construction of a new 1.8 km long MAR twin track viaduct structure, including associated OHLE and CSR between Sunshine Station and the Albion-Jacana corridor, crossing Anderson Road, Ballarat Road, the Sunbury rail corridor, St Albans Road and Stony Creek.
- Signalling works, including the installation of trackside equipment along the Sunbury line towards Ginifer Station, along the Brooklyn freight corridor towards Newport Station, and along the Western rail corridor to West Footscray Station.
- Modifications to the tracks, formation, drainage, CSR, OHLE and signalling equipment for the MAR, Sunbury and Bendigo tracks from Albion to the beginning of the Jacana freight corridor
- Modifications to the Western and Eastern Albion Station forecourts and car parks.
- Modifications to Sunshine Station, including modifications to platforms, the Sunshine Station western car park and the construction of a new concourse.
- Modifications to the existing Sunshine and Sunshine West substations
- Diversion, relocation and protection of existing utilities and underground services.
- Establishment of temporary construction laydown areas, site offices, worksites, storage, parking areas and access roads

## 4. State Project Land Conditions

### 4.1 Existing MARL Planning Controls

Discussion of a rail link to Melbourne Airport has been subject to considerable investigation by the Victorian Government, with various planning studies and panel reports undertaken over previous decades to inform potential corridors for the rail link. Prior to the Project, the most recent consideration of a rail link to the Airport occurred in the early 2000's, with the Victorian Government selecting the Sunshine route as the preferred option. This decision led to a series of Planning Scheme Amendments (PSA), known as the Melbourne Airport Rail Link (MARL) planning controls, being introduced into the Maribyrnong (Amendment C11), Brimbank (Amendment C32) and Moonee Valley Planning Schemes (Amendment C19) in May 2005.

The MARL planning controls sought to provide a rail link utilising the existing Albion-Jacana Freight Rail Corridor, with a Public Acquisition Overlay (PAO) applied between the rail corridor and Sharps Road, Tullamarine to deliver the land required to provide a rail connection into Airport land. It also introduced a Development Plan Overlay (DPO) and Design and Development Overlay (DDO) along the alignment. The extent of the MARL planning controls in relation to the State Project Land is shown in Figure 4.1 below.

The three PSAs that introduced the MARL planning controls were exhibited in 2001, with an independent Panel and Advisory Committee (the Panel) subsequently appointed to consider submissions and hear submitters. It is noted that this process considered three possible rail corridors, with the 'Albion East' corridor ultimately identified as the preferred option.

In 2018, the Victorian Government released the Strategic Appraisal, which confirmed the Sunshine route (or 'Albion East') remains the best solution for an Airport rail link. The Strategic Appraisal noted that the Sunshine route would provide superior connections to regional Victoria, Melbourne's growth areas in the north and west and Melbourne's south eastern suburbs and could be delivered sooner and at a significantly lower cost than other route options.

Whilst the Sunshine route was reaffirmed, AJM-JV determined that the MARL planning controls do not adequately respond to the scope proposed and are unable to be utilised for the Project. The MARL planning controls do however signal a clear intent for this alignment to be utilised for an Airport rail link. It also demonstrates that the Project has been a known project for a considerable period of time. The Project alignment is generally consistent with the PAO7 extents associated with the MARL planning controls.

Given this context, Section 4 of this report is focused on establishing an understanding of the existing land use conditions where the State Project Land deviates from the MARL planning controls, as well as the future land use conditions. It is noted that the MARL planning controls are considered redundant and should be removed from relevant planning schemes once approval to commence construction has been received for the Project.

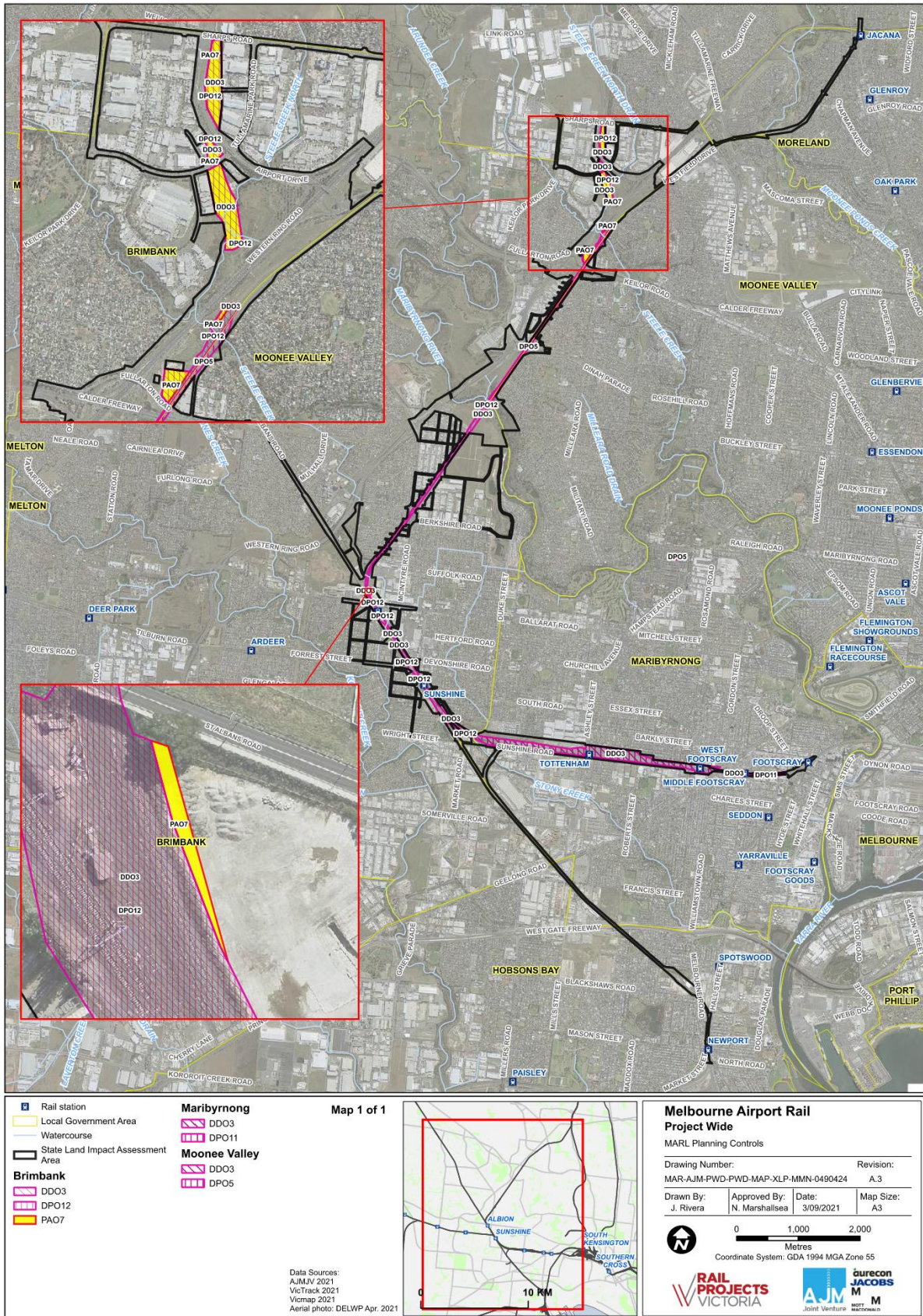


Figure 4.1 MARL planning controls



## 4.2 Key Legislation

The Project is subject to approvals under both Commonwealth and Victorian legislation. Legislation relevant to the Project is outlined below and includes legislation that permits Project works to commence (Primary Approvals).

Commonwealth

- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)

State

- *Aboriginal Heritage Act 2006* (Aboriginal Heritage Act)
- EE Act
- *Heritage Act 2017* (Heritage Act)
- *Major Transport Projects Facilitation Act 2009* (MTPF Act)
- *Planning and Environment Act 1987* (P&E Act)

Further detail on the relevance of the above legislation is described in Table A.1 in Appendix A.

Other environmental legislation relevant to the Project is considered in separate impact assessments.

## 4.3 Planning Schemes

The P&E Act establishes the legislative framework that governs the use, development and protection of land in Victoria. Planning Schemes are subordinate instruments under the P&E Act that apply to local government areas and set out how land may be used and developed. Planning Schemes contain state and local policies, zones, overlays and particular provisions which apply to each municipality in Victoria. Relevant sections of Planning Schemes are discussed below.

### 4.3.1 Planning Policy Framework

The Planning Policy Framework (PPF) seeks to ensure the objectives of planning in Victoria (as set out in Section 4 of the P&E Act) are adopted through appropriate land use and development planning policies and practices. The objectives of planning in Victoria as set out in the P&E Act are:

- 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 paragraphs a), b), c), d) and e) fa) To facilitate the provision of affordable housing in Victoria*
- To balance the present and future interests of all Victorians.*

The PPF contains policies at Clauses 10-19 that deal with settlement, environment, housing, economic development, infrastructure, and particular uses. The PPF applies to all land in Victoria and must be taken into account by planning authorities when preparing planning scheme amendments or considering applications to use and develop land.



Clauses 18.01 (Integrated Transport) and 18.02 (Movement Networks) of the PPF are of particular relevance to the Project and include the following key objectives:

- *Facilitate high-quality public transport access to job-rich areas.*
- *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*
- *To create a safe and sustainable transport system by integrating land use and transport.*
- *To coordinate development of all transport modes to provide a comprehensive transport system.*

The Project strongly supports the above transport objectives. The Project proposes to connect Melbourne Airport's Integrated Terminal Precinct with a rail service for the first time, increasing public transport access to job rich areas including the Sunshine National Employment Cluster (Sunshine NEIC) and Melbourne Airport. *Plan Melbourne 2017 – 2050 Addendum 2019* (DELWP, 2019) (Plan Melbourne) identifies the Sunshine NEIC and Melbourne Airport as key economic growth areas.

The Project includes upgrades to the Albion and Sunshine Station forecourts and car parks. These station upgrades will improve the station facilities and would integrate with surrounding land uses, contributing to the State's commitment to invest and develop the Sunshine NEIC.

The Project also supports the environmental and heritage objectives of the PPF, contained in Clause 12 (Environment and Landscape Values), Clause 13 (Environmental Risks and Amenity), Clause 14 (Natural Resource Management) and Clause 15 (Built Environment and Heritage), which aim to protect and conserve ecological and heritage values. In accordance with these objectives, the Project primarily follows existing rail corridors and the alignment of the PAO7 introduced as part of the MARL planning controls. This alignment reduces the extent of new works outside the rail corridor or where a clear intent for the Project has already been identified. Consequently, impacts to ecological values often located in public open spaces, and heritage values often within existing built environments are reduced.

Following the above, it is considered that the Project accords with the PPF by balancing transport objectives with the management of landscape, biodiversity and heritage values.


Further details on PPF policies relevant to the Project are provided in Table B.1 contained in Appendix B. Additionally, further detail on the strategic State government policies that inform the PPF are provided in Section 4.3.3.

### 4.3.2 Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) sets the strategic policy context for a municipality and outlines the key planning issues and intent for the municipality. The LPPF is informed by the PPF, and State and Local government policies.

The Project traverses six municipalities:

- Brimbank City Council (along the rail line between Stony Creek, Sunshine and Melrose Drive, Tullamarine)
- City of Moonee Valley (along the Albion Jacana freight corridor between the Maribyrnong River and Moonee Ponds Creek)
- Moreland City Council (along the Albion Jacana freight corridor between Moonee Ponds Creek and the Western Ring Road)
- Hobsons Bay City Council (along the rail corridor between Sunshine Road, Braybrook and Derwent Street, Newport)
- Maribyrnong City Council (along the rail corridor between Stony Creek and Hopkins Road, Footscray)
- Hume City Council (along the Albion Jacana freight corridor between the Western Ring Road and Waverley Street, Broadmeadows)



The LPPF across the six municipalities focuses on the key themes of land use, landscape and built environment and transport. Across these municipalities, there are a number of consistent objectives, including the following:

- Increase amenity and use of public and active transport networks.
- Protect and enhance natural landscape characteristics of open spaces with specific consideration of the Maribyrnong River.
- Enhance and conserve cultural heritage.

The Project supports the above objectives through enhancing public and active transport networks. In particular, the Project will provide a rail link to Melbourne Airport and includes modifications to Sunshine and Albion Stations, as well as bicycle and pedestrian networks. Further to this, through design refinement, the Project has sought to minimise impacts to surrounding land uses and to heritage and landscape values where possible.

A detailed review of the LPPF for each municipality is provided at Appendix C. Further to this, Section 4.3.3 below and Appendix D detail relevant strategy and policy documents that inform the LPPF.

### 4.3.3 Other Relevant Strategies and Policies

There are a number of state and local strategic planning documents informing the PPF and LPPF which are of relevance to the Project. Of particular importance is Plan Melbourne, which provides guidance on the development and growth of Melbourne to 2050 and is the key strategy for supporting jobs, housing and transport. It also seeks to integrate long-term land use, infrastructure and transport planning. Plan Melbourne strongly supports the Project, identifying it as a key piece of transport infrastructure that is required to both improve Melbourne's public transport network and future proof for population growth.

There are also several state transport policies such as the *Western Rail Plan (Transport for Victoria, 2018)* and *Growing Our Rail Network 2018-2025 (Transport for Victoria, 2018)* which highlight the importance of the Project in increasing the capacity of the public transport network and meeting the growing demand for rail services in Victoria.

It is also acknowledged that the state and local policy identifies the Sunshine Metropolitan Activity Centre (MAC), which includes Albion as an area of future urban renewal and intensification. This is highlighted by its designation as an NEIC and Priority Precinct under Plan Melbourne. There are a number of state and local strategic planning documents that drive the future use and development of the area, with the Project contributing to improving transport connectivity and providing precinct improvements at Sunshine and Albion Stations.

State strategic planning documents also highlight the importance of protecting and enhancing biodiversity and cultural and built heritage. In particular, development in the *Maribyrnong River Valley Parklands is guided by the Maribyrnong River Valley Design Guidelines (Department of Planning and Community Development, 2010)* (Maribyrnong River Guidelines). The Project accords with the objectives of these Guidelines through avoiding significant ecological values where possible and adopting a design that is sympathetic to the character of the area, including heritage values.

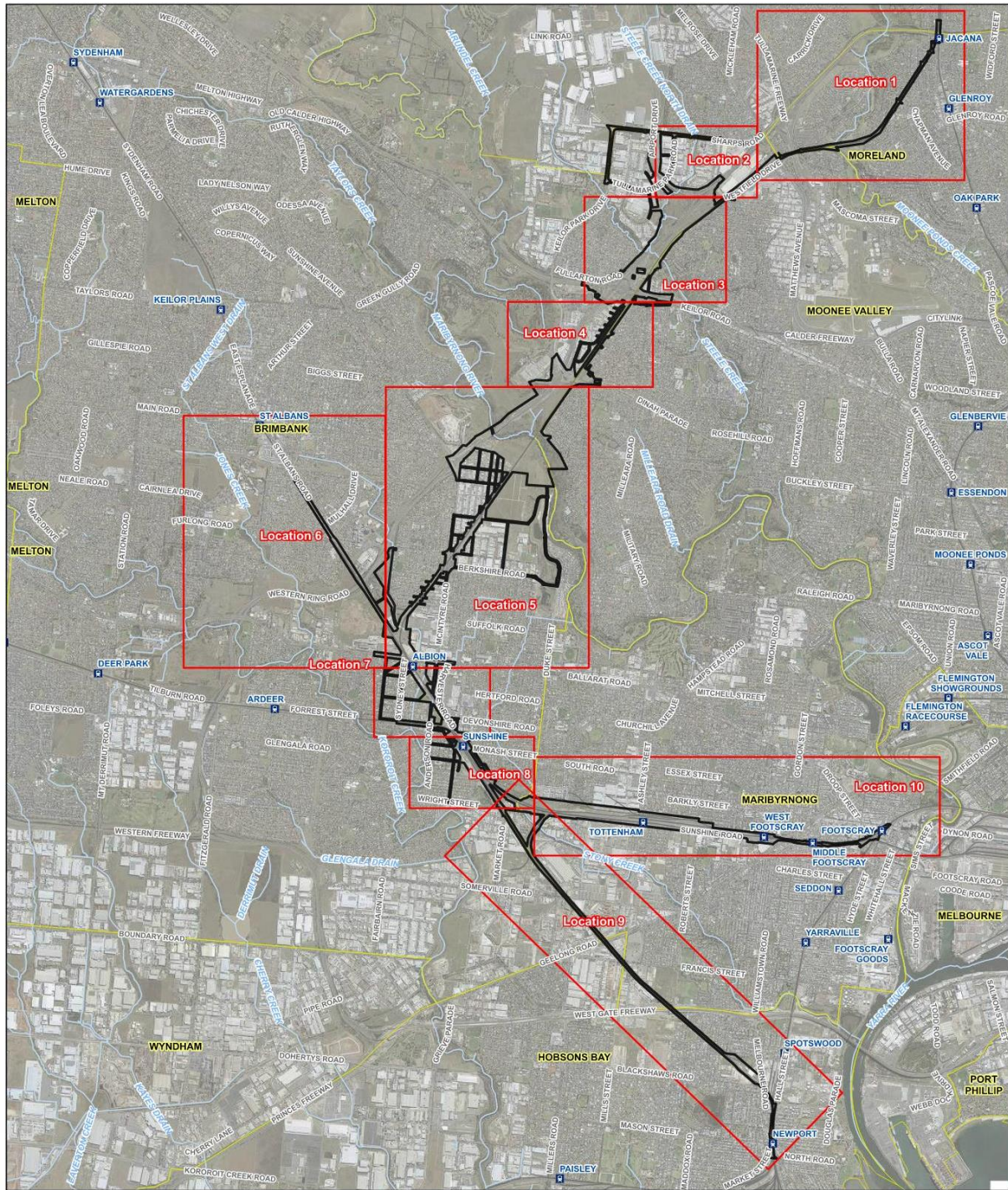
It is considered that the Project is generally supported by state and local strategic planning policies, with a detailed overview of key policies and their relevance to the Project outlined in Appendix D.



#### 4.3.4 Land Use Survey of Existing Conditions: Relevant Zone and Overlay Controls

A zone controls the use and development of land, with overlays building on the requirements of the underlying zone, guiding matters such as heritage, land management, landscape and environment.

The State Project Land largely follows existing rail corridors, zoned PUZ4, which accommodates both passenger and freight rail services. The State Project Land also includes land outside of the rail corridor which is not currently intended for transport use. Land uses within and adjacent to the State Project Land are summarised in Table 4.1. These areas are generally described in order of occurrence from north to south as highlighted in Figure 4.2.



**Map 1 of 1**

**Melbourne Airport Rail Project Wide**  
Existing Land Use Conditions

Drawing Number: MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490637	Revision: A.2
Drawn By: R. Bernardo	Approved By: N. Marshallsea
Date: 3/09/2021	Map Size: A3

0 1,000 2,000  
Metres

Coordinate System: GDA 1994 MGA Zone 55

**RAIL PROJECTS VICTORIA** **ajm** **oureon JACOBS M**

Data Sources:  
AJM/V 2021  
VicTrack 2021  
Vicmap 2021  
Aerial photo: DELWP Apr. 2021

Figure 4.2: Existing land Use Conditions - Areas

Table 4.1: State Project Land Use Characteristics

Figure 4.1 Reference	Area	Local Government Area	Land Use Characteristics
1	Sharps Road to Western Ring Road	Brimbank	<ul style="list-style-type: none"> <li>Sharps Road and Airport Drive are arterial roads zoned Road Zone Category 1 (RDZ1). The Western Ring Road is a major urban freeway zoned RDZ1.</li> <li>Industrial land exists either side of Airport Drive, which is included in the PAO7.</li> <li>Steele Creek intersects with the State Project Land. This includes Steele Creek Tributary Reserve which is partially protected by an Environmental Significance Overlay – Schedule 6 (ESO6) due to its environmental values. The Public Use Zone 1 Service and Utility (PUZ1) and Public Park and Recreation Zone (PPRZ) apply to the southern section of Steele Creek.</li> <li>Vacant industrial land to the east and west of Steele Creek is privately owned and based on ownership, may be subject to future urban development.</li> </ul>
2	Jacana Station to Airport Drive (Albion-Jacana freight line)	Hume Moreland Moonee Valley Brimbank	<ul style="list-style-type: none"> <li>Consists of the existing Albion-Jacana rail corridor which ends at Jacana Station on the Craigieburn line.</li> <li>Several elevated roads and paths intersect with the rail corridor, including Pascoe Vale Road overpass, Arundel Avenue SUP, Augustine Terrace overpass, Tullamarine Freeway overpass, Melrose Drive overpass and Westfield Drive overpass.</li> <li>The rail corridor intersects with the Moonee Ponds Creek which is protected by an Environmental Significance Overlay – Schedule 2 (ESO2).</li> <li>The rail corridor also includes the Railway Trestle Bridge at Moonee Ponds Creek which is a locally significant heritage place protected by HO342 in Moonee Valley and HO219 in Moreland.</li> <li>Several Erosion Management Overlays apply to land at Jacana Station and Moonee Ponds Creek, indicating areas prone to erosion, landslip or other land degradation processes.</li> <li>Land adjacent to both sides of the State Project Land generally consists of residential land uses, between Jacana Station and Tullamarine Freeway.</li> <li>Land adjacent to the rail corridor between Tullamarine Freeway and Airport Drive consists of large-scale industrial land uses to the north of the rail corridor and commercial uses to the south, including the Westfield Airport West Shopping Centre. A pocket of residential land also occurs to the south.</li> </ul>
3	Airport Drive to Calder Freeway (Albion-Jacana freight line)	Brimbank	<ul style="list-style-type: none"> <li>Includes the existing Albion-Jacana rail corridor.</li> <li>The rail corridor crosses Steele Creek via the Steel[e] Creek Rail Embankment which is a locally significant heritage place protected by HO37.</li> <li>Land uses adjacent to the rail corridor to the east include residential and the Western Ring Road.</li> <li>Some industrial land exists north-east of the Western Ring Road / Calder Freeway junction. The PAO7 applies to several industrial land parcels at Terror Street.</li> </ul>
4	Calder Freeway to Keilor Park Drive (Albion-Jacana freight line)	Brimbank Moonee Valley	<ul style="list-style-type: none"> <li>Includes the existing Albion-Jacana rail corridor.</li> <li>The rail corridor intersects with the Calder Park Freeway road bridge.</li> <li>Residential land exists east of the State Project Land and industrial land exists west of the State Project Land.</li> <li>Part of the road networks on both sides of the rail corridor, including Slater Parade, Weber Parade and Moyangul Drive, and some industrial parcels of land, form part of the State Project Land.</li> <li>A PPRZ applies to Border Drive Reserve, located adjacently north of Keilor Park Drive.</li> </ul>

Figure 4.1 Reference	Area	Local Government Area	Land Use Characteristics
5	Keilor Park Drive to Albion Junction (Albion-Jacana freight line)	Brimbank Moonee Valley	<ul style="list-style-type: none"> <li>Includes the existing Albion-Jacana rail corridor.</li> <li>The area between Keilor Park Drive and the Maribyrnong River includes vacant land west of the rail corridor which is included within the State Project Land and residential land west of the rail corridor which are adjacent to the State Project Land.</li> <li>The rail corridor crosses the Maribyrnong River via the Albion Viaduct (H1197) which is a state significant heritage asset protected under the Heritage Act.</li> <li>A Design and Development Overlay – Schedule 1 (DDO1) applies to land east of the river crossing to protect key view lines of the Maribyrnong River and its surrounds.</li> <li>The Maribyrnong River and its surrounding parklands are also protected for their ecological values, with an ESO3 and ESO5 applying to this area.</li> <li>Land between Maribyrnong River and McIntyre Road generally consists of industrial land west of the rail corridor and vacant industrial land east of the rail corridor.</li> <li>Land surrounding the State Project Land between McIntyre Road and Albion Junction consists of residential land west of the rail corridor and industrial and residential land east of the rail corridor.</li> <li>Local roads on both sides of the rail corridor are included in the State Project Land.</li> <li>The rail corridor crosses Stony Creek North which is a concreted watercourse used for drainage purposes and is subject to inundation as indicated by a Land Subject to Inundation Overlay (LSIO).</li> <li>Stony Creek North is currently subject to future development to return the creek line back to its natural state. Adjoining open space is also expected to be provided under the Upper Stony Creek Transformation Project. Works on this project have recently recommenced following remediation works after significant amounts of asbestos were discovered.</li> <li>Residential and mixed use land is located between Upper Stony Creek and the Sunbury rail corridor.</li> <li>The rail corridor intersects with several elevated roads and paths including Keilor Park Drive road overpass, McIntyre Road overpass and St Albans Road overpass, all of which are zoned RDZ1.</li> <li>A Public Acquisition Overlay – Schedule 5 (PAO5) applies to St Albans Road for acquisition by VicRoads for the realignment of the existing bridge.</li> </ul>
6	Curtin Street to Albion Junction (Sunbury line)	Brimbank	<ul style="list-style-type: none"> <li>A section of the Sunbury line rail corridor is included in the State Project Land, between Albion Junction and the Curtin Street SUP rail corridor crossing, including Ginifer Station.</li> <li>The rail corridor intersects with the Western Ring Road overpass and Furlong Road overpass.</li> <li>Adjacent land uses include vacant land between Albion Junction and the Western Ring Road, and residential land uses generally between the Western Ring Road and Curtin Street.</li> </ul>
7	Albion Junction to Anderson Road (Albion Station)	Brimbank	<ul style="list-style-type: none"> <li>Includes the existing rail corridor which accommodates freight and passenger services, including Albion Station.</li> <li>Residential land uses exist west of the rail corridor, including Barclay Reserve which provides public parkland and sporting facilities. <ul style="list-style-type: none"> <li>Public parkland between Barclay Reserve and the rail corridor along Talmage Street was previously used as a construction laydown area for the Regional Rail Link (RRL) project.</li> <li>The John Darling and Son Flour Mill (VHR No. H0667) exists adjacently east to Albion Station and is protected under the Heritage Act.</li> </ul> </li> </ul>

Figure 4.1 Reference	Area	Local Government Area	Land Use Characteristics
			<ul style="list-style-type: none"> <li>- The former Albion VR D.C. Substation exists within the rail corridor, south-west of Albion Station and is protected under HO28.</li> <li>• Land west of the rail corridor consists of industrial land uses, as well as an at-grade car park and open drainage associated with the Stony Creek.</li> <li>- This area includes the 'Albion Triangle' site which is a site earmarked for future urban development under the Activity Centre Zone – Schedule 1 (ACZ1). A planning permit application has been submitted to Brimbank City Council for the approval of a development plan for this site.</li> <li>- An Environmental Audit Overlay (EAO) applies to this area, indicating potential soil and groundwater contamination.</li> <li>- A Public Acquisition Overlay – Schedule 5 (PAO5) applies to this area for road widening purposes.</li> <li>• The rail corridor intersects with several elevated roads including Ballarat Road overpass and Anderson Road underpass (both zoned RDZ1).</li> </ul>
8	Anderson Road to Brooklyn Triangle (Sunshine Station)	Brimbank	<ul style="list-style-type: none"> <li>• Includes the existing rail corridor which accommodates passenger and freight services. Sunshine Station is a regional transport hub, providing services to Sunbury, Ballarat and Geelong.</li> <li>• Several station car parking areas are located on both sides of the rail corridor and a bus terminal is located east of Sunshine Station, connected to the Sunshine Station forecourt.</li> <li>• Sunshine's commercial precinct is centred around Hampshire Road and is identified in the Core Commercial Area in the Structure Plan (being zoned ACZ1).</li> <li>• Sunshine Marketplace is located east of the rail corridor and includes large extents of carparking to support the retail area. This land is within the ACZ1 and currently has state heritage protection based on its former use as the Sunshine Harvester Factory site.</li> <li>• An EAO applies to this area, indicating potential soil and groundwater contamination.</li> <li>• The HV McKay Memorial Gardens exists west of the site and are recognised as a state significant historic heritage site. Both the HV McKay Memorial Gardens (VHR No. H1953) and HV McKay Offices (VHR No. H1966) are protected under the Heritage Act.</li> <li>• The Sunshine Footbridge, linking HV McKay Gardens and Hampshire Road, provides a key pedestrian connection across the rail corridor that is of state historical significance. The original bridge was demolished and replaced with a new bridge structure to facilitate the RRL project.</li> <li>• Chaplin Reserve, located directly south of HV McKay Memorial Gardens, was recently rezoned to facilitate residential development and a Development Plan has been approved by Brimbank City Council for an apartment building and medium density townhouse precinct up to nine storeys on the site</li> <li>• Several sites of local heritage significance within and adjacent to the rail corridor, including the Sunshine Signal Box (HO39) within the rail reserve.</li> <li>• Matthews Hill Precinct is a locally significant residential heritage precinct (HO151) located along Station Place and Drayton Street.</li> <li>• Local roads in Sunshine are also included in the State Project Land. Key roads include Hampshire Road (intersects with rail corridor), Anderson Road (intersects with rail corridor), Forrest Street, Monash Street and Durham Road.</li> </ul>
9	Brooklyn Triangle to Middle	Brimbank Maribyrnong	<ul style="list-style-type: none"> <li>• Includes the existing rail corridor which accommodates passenger and freight services, including Tottenham Station, West Footscray Station and Middle Footscray Station.</li> </ul>



Figure 4.1 Reference	Area	Local Government Area	Land Use Characteristics
	Footscray Station (Metro Tunnel Project Connection)		<ul style="list-style-type: none"> <li>Matthews Hill Reserve is located adjacent to the State Project Land Area and is protected by an ESO6 for its ecological values.</li> <li>Sunshine Triangle is an ecological no-go zone managed by DELWP located on Crown land. This site is a key environmental conservation site protected at a Commonwealth, state and local level.</li> <li>The rail corridor intersects with Stony Creek South which is subject to inundation events indicated by an LSIO which applies to the watercourse. <ul style="list-style-type: none"> <li>This creek crossing includes the Black Arch Rail Bridge which is a locally significant heritage place (HO164).</li> </ul> </li> <li>Sunshine Railway Line Linear Reserve is an area of public parkland north of the rail corridor between Stony Creek South and Tottenham Station. There is a risk of flooding within this area as indicated by a Special Building Overlay (SBO).</li> <li>A PAO1 and PAO5 applies to Sunshine Road and Wright Street for road purposes.</li> <li>The Tottenham freight railway yards exist between Tottenham Station and West Footscray Station.</li> <li>Land adjacent to the State Project Land includes residential land to the north and a mixture of residential and industrial land to the south.</li> <li>Several roads intersect with the rail corridor, including Dempster Street road underpass and Geelong Road overpass.</li> </ul>
10	Brooklyn Triangle to Newport Station (Brooklyn freight line / Werribee line)	Brimbank Maribyrnong Hobsons Bay	<ul style="list-style-type: none"> <li>Includes the existing Brooklyn freight corridor between Brooklyn Triangle and Newport Station, connecting with the Werribee line.</li> <li>Surrounding land uses generally consist of large-scale industrial facilities west of the rail corridor, and a mixture of industrial and residential land uses east of the rail corridor.</li> <li>Several elevated roads intersect with the rail corridor, including Sunshine Road level crossing, Somerville Road level crossing, Princes Highway road overpass, Francis Street level crossing, West Gate Freeway road overpass, Kernot Street level crossing and Melbourne Road overpasses.</li> </ul>

### 4.3.5 Particular Provisions

Clause 50 of Planning Schemes relates to 'Particular Provisions', providing an additional level of control to certain land use and development outcomes. Particular Provisions considered relevant to the Project include:

- Clause 52.02 - Easements, Restrictions and Reserves
- Clause 52.17 - Native Vegetation
- Clause 52.29 - Land Adjacent to a Road Zone Category 1, or a Public Acquisition Overlay for a Category 1 Road

### 4.3.6 General Provisions

Clause 60 sets out the General Provisions and provides the standard provisions that apply across all planning schemes. The General Provisions relevant to the Project include:

- Clause 62 – General Exemptions
- Clause 66 – Referral and Notice Provisions

## 4.4 Future Land Use Conditions

### 4.4.1 Planning Proposals and Strategic Redevelopment Sites

The conditions within and surrounding State Project Land are changing due to urban development, with a number of existing planning proposals relevant to this assessment. These proposals generally include the following:

- Current planning permit applications and recently approved planning permits within State Project Land.
- PSAs which apply to State Project Land.
- Key strategic redevelopment sites and their current status where not captured under the above. These sites have been identified as significant based on their status in the *Sunshine Town Centre Structure Plan (Brimbank, 2014)* (Sunshine Town Centre Structure Plan) and the draft Sunshine NEIC Framework Plan.
- Any planning permit applications and recently approved planning permits for major developments adjoining the State Project Land.

Further details on the planning proposals are detailed in Appendix E and Appendix F

Current planning permit applications and approved planning permits within the State Project Land and any major developments adjacent to the State Project Land are summarised in Table 4.2. Of these, 22 are considered relevant to this assessment as they intersect with State Project Land. These planning proposals are discussed in Section 5.

Table 4.2 Summary of Planning applications and planning permits

Local Government Area <sup>3</sup>	Number of planning applications / permits by type (use and / or development)									
	Industrial	Education Centre	Commercial / Mixed use	Residential	Leisure and Recreation	Minor works such as Utility Installation, signage and native vegetation removal	Earth works	Subdivision	Easements, Restrictions and Reserves	Development Plans
Brimbank	11	1	8	6	1	9		14	3	4
Moonee Valley				1	1					
Maribyrnong	4		1	1				3		
Hobsons Bay			3	1			2	2		

<sup>3</sup> Note while the Project also intersects with the Moreland and Hume Local Government Areas, at the time of review, there were no current planning permit applications or approved planning permits within the State Project Land or any major developments adjacent to the State Project Land that were considered relevant to this assessment.

## 4.4.2 Relevant Rail Projects

There are a number of projects being delivered under Victoria's Big Build program which have key interfaces. These include (refer to Figure 4.3 for project in delivery):

- MAR (Commonwealth Land)
  - > The Project includes a separate package of works on Commonwealth Land to accommodate the dedicated tracks along Airport Drive to the new premium station at Melbourne Airport. All Commonwealth land required to deliver the overall Project is excluded from this Assessment, including the new railway station at Melbourne Airport, which is subject to a separate approvals process under the federal *Airports Act 1996*.
- The Metro Tunnel Project (MTP) (PSA GC82 and PSA GC96)
  - > MTP is delivering a 9-kilometre twin tunnel, five underground stations, high capacity signalling and related rail infrastructure on the Sunshine to Dandenong corridor including infrastructure on the wider Metropolitan Rail Network. MAR will connect to the CBD via the Sunbury tracks and Metro Tunnel and therefore, is dependent on the full delivery and operation of the Metro Tunnel.
  - > MTP is scheduled for completion by 2025. This construction timeframe overlaps with the Project's construction program which is scheduled to commence in 2022.
  - > Works for MTP that intersect with the Project include signalling and track upgrades along the Sunbury Rail corridor.
- The Sunbury Line Upgrade (SLU)
  - > The SLU includes various upgrades within the rail corridor extending from Sunbury to Footscray. These enhancements are needed to take full advantage of the extra capacity created by the Metro Tunnel and for more modern trains to run on the Sunbury Line.
  - > The SLU is scheduled for completion by 2023. This construction timeframe overlaps with the Project's construction program which is scheduled to commence in 2022. Notwithstanding, the main construction works for the SLU will be nearing completion and may not be occurring in areas that physically intersect with the Project.

This includes works associated with five substations: Footscray West, Tottenham, Sunshine, West Sunshine and Albion are along the Sunbury Rail corridor and physically intersect with the State Project Land.
- Suburban Rail Loop (SRL)
  - > The SRL will provide a 90 km orbital rail loop that would connect every major metropolitan train line from Cheltenham to Werribee and link priority growth precincts.
  - > The first stage of the SRL, between Cheltenham and Box Hill, is scheduled to commence construction in 2022. This stage does not physically intersect with the Project.
  - > The section of SRL between Broadmeadows and Werribee is proposed to be connected by a rail link to the Melbourne airport (the Project). The construction timeframes for this section are yet to be determined.
- The *Western Rail Plan* (Transport for Victoria, 2018) sets out priority rail infrastructure projects for Melbourne's west, with the intention of providing a fast, high-capacity rail network to service growing suburbs and regional cities. These projects physically intersect with the State Project Land; however, the construction timeframes are yet to be confirmed.

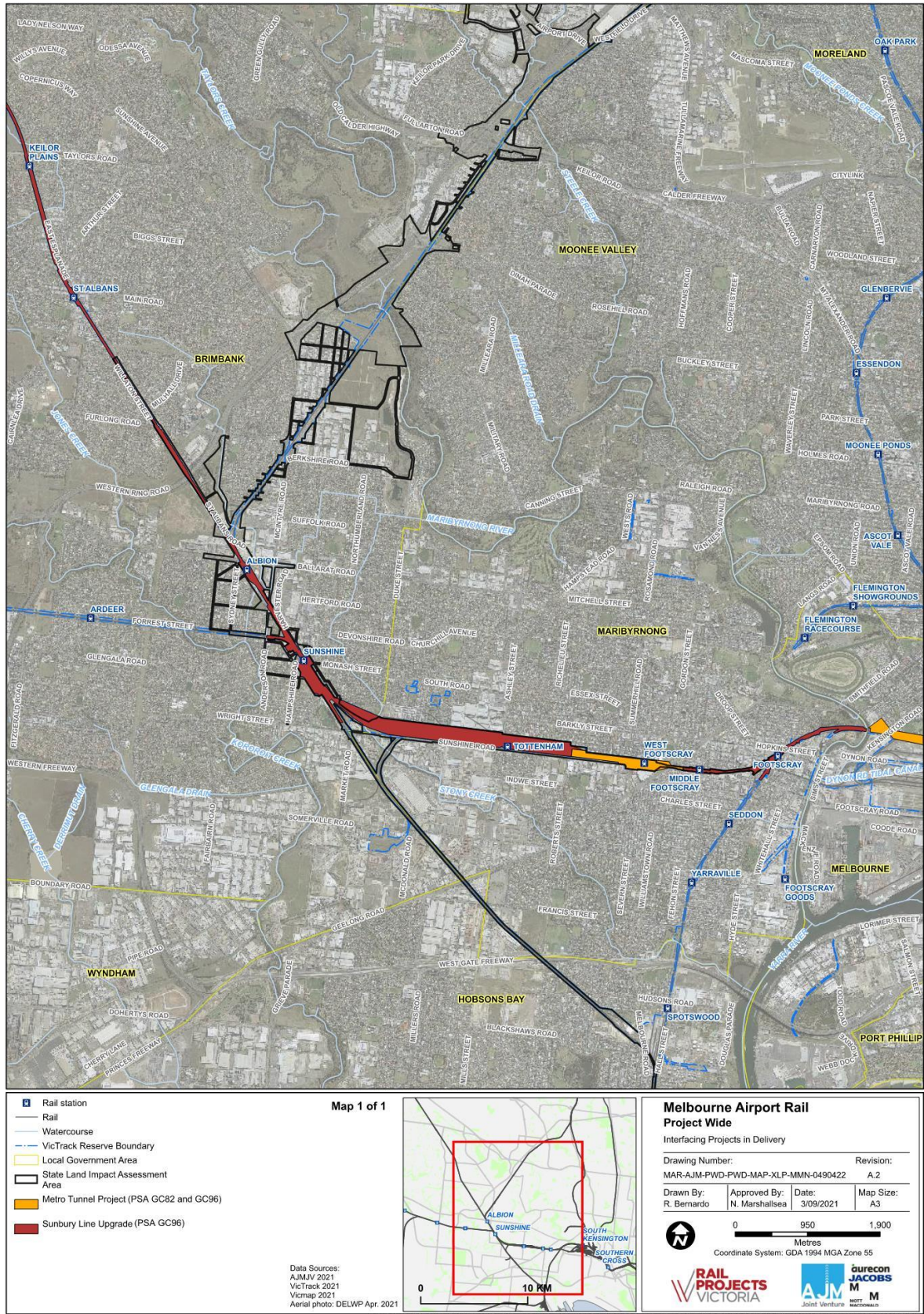


Figure 4.3: Projects in Delivery

## 5. Impact Assessment

This section considers the potential land use planning impacts of the Project. It includes an assessment of the direct and indirect changes on key land uses that intersect with, and occur in close proximity to, the State Project Land.

As shown in Table 5.1, the predominant land use is rail corridor which represents 34% of the State Project Land, with the State Project Land also including residential land, public open space, industrial land, commercial land, the Sunshine MAC and public land. This section has regard to each land use and considers the potential construction and operational effects of the Project on each use.

There are several key assumptions that have informed the consideration of potential land use impacts, these include:

- Signalling works only are required within the rail corridor between Middle Footscray Station and lower Stony Creek and from Steele Creek to Jacana Station. Given the minor nature of these works, only very minimal impacts are expected.
- There are currently no works proposed between Sunshine Road, Sunshine and Newport Station. Therefore, no impacts are expected at this location.
- Ecological no-go zones are to be avoided during both construction and operation of the Project. Where ecological no-go zones are implemented, minimal impact is anticipated.

It is also acknowledged that the Project is strongly supported by state and local strategic policy and is expected to deliver considerable benefits and opportunities. In particular, the Project will provide the first rail connection to Melbourne Airport, linking a key economic and employment hub into the passenger rail network. It is expected that the Project will also assist with catalysing further urban development in surrounding areas, including the Sunshine MAC. The potential benefits and opportunities associated with the Project are considered in further detail throughout this assessment.

Table 5.1 Land Uses within the State Project Land

Land Use	Area within the State Project Land <sup>4</sup>	Percentage of State Project Land <sup>5</sup>
<b>Rail Corridor</b> (calculations in column 2 and 3 include the following planning zones PUZ 4)	1984 km <sup>2</sup>	34 %
<b>Public Land</b> (calculations in column 2 and 3 include the following planning zones PUZ 1,2,3,5 and RDZ1)	1707 km <sup>2</sup>	29 %
<b>Public Open Space</b> (calculations in column 2 and 3 include the following planning zones PPRZ)	667 km <sup>2</sup>	11 %
<b>Industrial Land</b> (calculations in column 2 and 3 include the following planning zones INZ 1 - 2)	1000 km <sup>2</sup>	17 %
<b>Sunshine MAC</b> (calculations in column 2 and 3 include the following planning zones ACZ)	156 km <sup>2</sup>	3 %
<b>Commercial Land</b> (calculations in column 2 and 3 include the following planning zones C1Z, MUZ)	14 km <sup>2</sup>	1 %
<b>Residential Land</b> (calculations in column 2 and 3 include the following planning zones GRZ, NRZ, RGZ)	305 km <sup>2</sup>	5 %

<sup>4</sup> Calculations are rounded to the whole number

## 5.1 Rail Corridor

The State Project Land largely follows existing rail corridors, zoned PUZ4 and the majority of the Project works would be located within these extents (refer Appendix G). As such, the Project is generally consistent with the existing land use (rail), however there are some potential changes to the existing land use which are discussed in further detail below.

The works proposed within the PUZ4 include the following:

- Worksites / laydown areas (temporary)
- Track and civil works, including Tullamarine Viaduct, Maribyrnong River Rail Bridge and Albion / Sunshine Viaduct (permanent)
- Modifications to Sunshine Station, including construction of an up-end concourse and car parking modifications (permanent)
- Modifications to Albion Station, including the station forecourt and car parking (permanent)
- CSR, signalling and utility works (permanent)
- Maintenance paths (permanent)
- Substation (permanent)
- CSR, signalling and utility works (permanent)

### 5.1.1 Temporary Impacts

#### 5.1.1.1 Temporary Occupation

Along the rail corridor, there are a number of locations proposed to be temporarily occupied, including three car parks associated with Sunshine Station at Sun Crescent, City Place and Station Place. The change in use as a result of temporary occupation would be short term, with each car park to be reinstated following the conclusion of Project works. While the occupation of these sites may cause some disruption to car park users, any impact would only occur over the short term. Further consideration of potential mitigation and management measures will be detailed in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724), including consideration of replacement parking.


#### 5.1.1.2 Impacts from Construction Activities

Construction works would require temporary changes to the rail network, including major temporary rail occupations on both the metropolitan train network and the freight line. This is consistent with the land use of the rail corridor, noting however that service disruption will impact users of the passenger and freight rail system. The periods of rail occupation will be minimised as much as possible to reduce the extent of disruption for rail users. Further consideration of potential mitigation and management measures, such as replacement bus services, will be detailed in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724)

### 5.1.2 Permanent Impacts

The majority of the works required for the Project would be located within the existing rail corridor and are therefore consistent with the existing use of land.

It is noted that in addition to the provision of MAR tracks, within the Sunshine Station precinct the works are proposed to include platform modifications, upgrades to car parking and bus interchanges and provision of an up-end concourse. The station forecourt and car parking at Albion Station is also proposed to be upgraded. These works are consistent with the current land use (rail) and aim to improve the functionality and amenity of the station precincts. The limitation of Project works to the existing rail corridor and station surrounds will minimise disruption to residential communities surrounding these precincts. Additionally, as



discussed in Section 4.3.3, such improvements are consistent with State and local policy, including Plan Melbourne.

It is noted that whilst permanent works adjacent to the forecourt of Albion Station may result in a loss of commuter car parking, these spaces will be relocated to Sunshine Station where possible, minimising the extent of potential impact to the community. Further mitigation measures are discussed in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724).

#### **5.1.2.1.1 Impacts on Planning Proposals**

Part of 27 Talmage Street, Albion is currently being used as a construction laydown area for a new substation as part of SLU. A planning permit has been issued for 27 Talmage Street, Albion for the erection of a fence, removal of a low voltage cable within a HO28, removal of native vegetation and the use of a temporary car park. This planning permit is associated with SLU which is scheduled for completion by 2023. While this construction timeframe overlaps with the Project's construction program, the main construction works for SLU will be nearing completion, reducing the interface with the Project.

## **5.2 Public Open Space**

The majority of the Project works are proposed in the existing rail corridor; however, there are some areas of public open space included in the State Project Land that may be affected by both temporary and permanent works.

The relevant public open spaces are listed below and identified in Appendix H:

- HV McKay Memorial Gardens
- Barclay Reserve
- Talmage Street Park (1 and 1A Talmage Street, Albion)
- Sunshine Energy Park
- Border Drive Reserve
- Moyangul Drive Street Park
- Maribyrnong River Valley Parkland
- Brimbank Park
- Steele Creek Tributary Reserve

All public open spaces listed above offer passive activities, with the exception of Barclay Reserve. Barclay Reserve contains a formal outdoor sports facility and is used by the Sunshine Baseball Club.

### **5.2.1 HV McKay Memorial Gardens**

The HV McKay Memorial Gardens (the Gardens) is zoned PPRZ, listed on the VHR (H1953) and considered an important historical and social asset to the local community. The Gardens are an early and rare example of a privately funded garden attached to an industrial complex, with its layout remaining largely original. The landscaping of the Gardens is also important to its historical value.

There is an unresolved issue around the extent of VHR registration on the north-eastern edge of the Gardens, where it appears that the 'Straight Six' pathway and cultivated vegetation along this edge have not been included within the legal extent of the VHR registration and fall within the adjacent VicTrack land, zoned PUZ4. Both the pathway and cultivated vegetation are considered to be of heritage value as they form part of the original garden layout and considered within this assessment.

The works proposed at this location are:

- Worksite / laydown area (temporary)
- Signalling and CSR works (permanent)

- Track and civil work (permanent)

### 5.2.1.1 Temporary Impacts

#### 5.2.1.1.1 Impacts from Construction Activities

Construction activities associated with track and civil, signalling and CSR works would require excavation and earthworks. Although these activities typically generate noise and dust, such impacts will be managed through the implementation of standard construction mitigation measures. Further to this, given the temporary and localised nature of the works, it is not anticipated that it would impact the ongoing use of the Gardens as public open space following the completion of the Project works.

#### 5.2.1.1.2 Temporary Occupation of Land

The northern most tip of the Gardens and a strip of land along the north eastern edge of the Gardens is proposed as being temporarily occupied for a period of approximately 3 years. The northern tip includes the VHR extent anomaly described above and is identified as being utilised for a worksite / laydown area.

Despite the temporary occupation being partial, the Gardens is a key area of public open space for the Sunshine community and a valued social asset. Given the lack of open space in the area, any loss or impact to the Gardens is likely to be negatively perceived by the community.

The works may also impact on the heritage significance of the Gardens, including the north eastern edge outside the VHR extent which contains heritage elements, including cultivated vegetation and a pathway.

It is recommended that the physical impacts of temporary works be minimised where possible. Additionally, where existing landscaping is impacted, areas should be remediated and returned to the current arrangement (path and buffer edge planting, including accommodation of small and medium-sized trees) at the conclusion of Project works.

### 5.2.1.2 Permanent Impacts

Permanent works are proposed along the north-eastern edge of the Gardens, including track and civil, CSR and signalling works and identified for permanent acquisition. As noted above, whilst outside the legal extent of the VHR and contained within the VicTrack land, this area hosts a formal path and landscaping which forms part of the original Gardens layout. This area is therefore considered to contribute to the heritage significance of the Gardens.

It is recommended that the physical impacts of permanent works be minimised where possible and where landscaping is impacted by Project works, this should be remediated and returned to the current arrangement to respect the heritage significance and community value of the Gardens.

## 5.2.2 Barclay Reserve

Barclay Reserve is located in Albion, west of the rail corridor and contains the HV McKay Memorial Gates (the Gates) which are protected under HO53 of the Brimbank Planning Scheme. The Sunshine Baseball Club currently operates from the site, with the land including club rooms, a baseball pitch and training area. A scout hall and other community facilities are also located on the land.

The works proposed at this location are:

- Worksite / laydown area (temporary)

### 5.2.2.1 Temporary Impacts

#### 5.2.2.1.1 Construction Activities

Only the south eastern section of Barclay Reserve is proposed as being used for a worksite / laydown area. The north western portion of Barclay Reserve can therefore continue to operate as a reserve for the community use. It is acknowledged that the reserve would experience temporary impacts from construction





activities, such as increased noise levels and dust, which may disrupt the use of the public space for outdoor sporting activities whilst construction activities are underway.

Further to this, four worksite / laydown areas are proposed adjacent to the rail corridor between Anderson Road, Sunshine and Ballarat Road, Albion, one of which is Barclay Reserve. Given their intended use as Project worksites, it is anticipated that an increase in traffic from construction vehicles is likely in the surrounding area. It is also expected that vehicle access to Barclay Reserve may be disrupted during construction. However, as the Project will only temporarily occupy these parcels of land, it is not expected to impact on their ongoing use of land post-construction.

#### **5.2.2.1.2 Temporary Occupation of Land**

The south eastern section of Barclay Reserve is proposed as being temporarily occupied for a worksite / laydown area for a period of 3 years. This section of Barclay Reserve is to the rear of the existing baseball pitch and may be utilised by the Sunshine Baseball Club. The Gates are also located at the south eastern corner of the land. The extent of impact to the Gates is unknown.

The temporary occupation of Barclay Reserve may impact the operations of the Sunshine Baseball Club in the short term. It is recommended that consultation be undertaken with Sunshine Baseball Club to understand how the south eastern portion of the land is currently used and whether these temporary works will affect the Club. It is noted that the land would be reinstated at the completion of the Project and therefore, the ongoing use of the land as public open space would not be precluded.

The Gates are included within the land to be temporarily occupied and are accompanied by the replica Sunshine Harvester Works smithy and other passive recreational amenities. The Gates were placed at this location to create a processional feel to HV McKay's former house, which was located further along Talmage Street, Albion but burnt down in the 1960s. The Sunshine Town Centre Structure Plan notes that the Gates play an important role in contributing to the heritage fabric of the area and encourages the retention of all heritage sites. Any modification to the Gates could contribute to a reduction to the sense of place envisioned by the Sunshine Town Centre Structure Plan and may reduce the qualities of Barclay Reserve which make it a distinctive and attractive open space. As such, it is recommended that impacts to the Gates be avoided where possible or if impacts are unavoidable, the Gates be temporarily removed, stored and then reinstated at the completion of works.

### **5.2.3 Talmage Street Park**

The Talmage Street Park (the Park) is located at 1 and 1A Talmage Street, Albion. The Park is zoned PPRZ, however, does not include any formal open space facilities. The Exxon Mobil jet fuel pipeline also traverses the site and as detailed in Section 5.10.1.2, it has been consecutively used as a worksite / laydown area for other rail upgrade projects, including the Regional Rail Link (RRL) and SLU.

Within the Talmage Street road reserve adjacent to the Park, there is a row of significant sugar gum trees protected by HO42. Although these trees are not technically located within the Park, the canopy extends into the Park and contributes to its amenity.

The works proposed at this location are:

- Worksite / laydown area (temporary)
- Track and civil works including the Albion / Sunshine Viaduct (permanent)
- Signalling and CSR works (permanent)
- Noise wall (permanent)

#### **5.2.3.1 Temporary Impacts**

##### **5.2.3.1.1 Impacts from Construction Activities**

Construction activities associated with Project works include demolition, excavation and earthworks and whilst these activities typically generate noise, air emissions and dust, such impacts will be managed by the

Project through the implementation of standard construction mitigation measures. Any potential impact to adjoining land as a result of construction works on this site is discussed in Section 5.4.1.1 and 5.6.1.1.

#### **5.2.3.1.2 Temporary Occupation of Land**

As noted above, the Park is proposed as being used for a worksite / laydown area for a period of approximately 3 years. The area of proposed occupation includes the Park and a small section of the adjacent Talmage Street road reserve. With the inclusion of a small section of the Talmage Street road reserve, the four of the southernmost sugar gum trees, protected by HO42, are included in the worksite.

Given the maturity and good health and local level of protection afforded by the HO, it is recommended that any impacts to these trees be avoided.

It is noted that the proposed worksite / laydown area will result in a temporary change in use; however, the site is earmarked for permanent acquisition and any potential impact to the use of land is discussed in Section 5.2.3.2 below.

#### **5.2.3.2 Permanent Impacts**

##### **5.2.3.2.1 Permanent Acquisition of Land**

To accommodate the Albion / Sunshine Viaduct and noise walls, the entirety of the Park is proposed to be permanently acquired. The acquisition of the Park would result in a permanent change to the existing land use from public open space to rail corridor, reducing the amount of public open space available to the surrounding community. However, in recent years, the land has been used for other rail upgrade projects such as the RRL and SLU, rather than its zoned use (PPRZ). Therefore, the use of the land for railway purposes is not unfamiliar in this context.

The Project does not propose to permanently acquire the land occupied by the sugar gum trees protected by HO42. It is recommended that impacts to the sugar gum trees be avoided.

##### **5.2.3.2.2 Impacts on Planning Proposals**

As noted in the section above, part of the Park is currently being used as a construction laydown area for a new substation as part of SLU. To facilitate SLU, a planning permit has been issued to remove the reserve status of the land at 1A and 2B Talmage Street, Albion. SLU is scheduled for completion by 2023. This construction timeframe overlaps with the Project's construction program which is scheduled to commence in 2022. Notwithstanding, the main construction works for the SLU will be nearing completion, reducing the interface with the Project.

### **5.2.4 Sunshine Energy Park**

Sunshine Energy Park is located at 528B Ballarat Road, Albion, and is currently vacant. The land was previously used as a quarry and landfill and is subject to remediation activities managed by Brimbank City Council in line with Environment Protection Authority (EPA) requirements. A PSA has recently been approved to apply an EAO to the land.

Although the Sunshine Energy Park is currently under remediation and vacant, the site is zoned for public open space and *Brimbank's DRAFT Leading with a Vision Strategy (August 2020) (Brimbank's Vision Strategy)* proposes to transform the site into a major stadium and sport and recreation precinct.


The works proposed at this location are:

- Worksite / laydown area (temporary)

#### **5.2.4.1 Temporary Impacts**

##### **5.2.4.1.1 Temporary Occupation of Land**

Sunshine Energy Park is proposed to be temporarily occupied for a worksite / laydown area for approximately 3 years. Although Sunshine Energy Park is zoned PPRZ, it is not currently being used as



public open space due to remediation works. As such, whilst the use of the land for a worksite / laydown area would result in a temporary change in land use, it should be noted that the land is not currently used for the purpose of public open space. Additionally, at the completion of the Project works, this land is proposed to be returned to its intended use (a major stadium and sport and recreation precinct).

Further to the above, Brimbank's Vision Strategy identifies the site as a possible location for a solar farm in the short-term. Given only the south eastern corner of the site is proposed for temporary occupation, it is assumed that this occupation would not preclude this short-term vision for the site. However, it is recommended that RPV consult with Brimbank City Council prior to committing the land to the Project.

## 5.2.4.2 Permanent Impacts

### 5.2.4.2.1 Impacts on Future Redevelopment

Brimbank's Vision Strategy identifies Sunshine Energy Park as a possible location for a regional multi-sports facility to be realised within the next 15 years . Given the proposed duration of temporary occupation is 3 years, it is unlikely to impact on the future redevelopment of this site.

## 5.2.5 Border Drive Reserve

Border Drive Reserve is a public park located at 40 Border Drive, Keilor East. The park comprises barbeques, playground equipment and an oval.

The works proposed at this location are:

- Worksite / laydown area (temporary)
- Retention Basin (permanent)
- Maintenance access path (permanent)

### 5.2.5.1 Temporary Impacts

#### 5.2.5.1.1 Impacts from Construction Activities

Construction activities associated with the retention basin would require excavation and earthworks. These activities typically generate noise, air emissions and dust however will be managed by the Project through the implementation of standard construction mitigation measures.

#### 5.2.5.1.2 Temporary Occupation of Land


The majority of Border Drive Reserve is required for a worksite / laydown; however, it is noted that some facilities, including playground equipment, have been specifically excluded from the State Project Land to remain available to the community and minimise the Project's impact to the community. The land is to be temporarily occupied for a duration of approximately 4 years. There are also several other parks within the surrounding area that can be used in the meantime by the surrounding residential community, minimising the extent of potential impacts to the community.

### 5.2.5.2 Permanent Impacts

#### 5.2.5.2.1 Permanent Acquisition of Land

The north west corner of Border Drive Reserve will be acquired for a retention basin. This area of the reserve includes existing vegetation screening the rail corridor. The partial acquisition of this site will result in a permanent change in land use.

There is however an opportunity for the proposed retention basin to be publicly accessible and become a feature of Border Drive Reserve. The integration of the retention basin with Border Drive Reserve would allow the north west corner to uphold its existing use as public open space, despite the land being permanently acquired.



A strip of land running along the southern extent of Border Drive Reserve is also proposed as being permanently acquired to allow for a maintenance access path. Whilst this will result in a change in the current use of land, the access track has been located to avoid impacting existing park infrastructure, minimising the potential impacts to park users.

## 5.2.6 Moyangul Drive Street Park

Moyangul Drive Street Park is a small triangular area located at the junction of Moyangul Drive and Gungarlan Drive, Keilor East and is zoned GRZ1. Despite the zoning of the site, the land is identified as a public open space in the 'MV2040 Action Plan - Community Facilities' (Moonee Valley, 2018) and is used as public open space. The site is vegetated with trees of various maturities and contains a park bench.

The works proposed at this location are:

- Retention Basin (Permanent)

### 5.2.6.1 Temporary Impacts

#### 5.2.6.1.1 Impacts from Construction Activities

Construction activities associated with the retention basin would require excavation and earthworks. These activities are likely to generate noise, air emissions and dust for the adjacent residential uses, with these impacts discussed in Section 5.6.1.1.

### 5.2.6.2 Permanent Impacts

#### 5.2.6.2.1 Amenity Impacts

Permanent acquisition of Moyangul Drive Street Park is required to construct a new retention basin. It is acknowledged that these works would result in a change to the existing land use from public open space, however the land is in close proximity to Moyangul Reserve, which comprises furniture and play equipment, thus providing a similar level of amenity for the surrounding community.

## 5.2.7 Maribyrnong River Valley Parkland

The Maribyrnong River Valley extends from above the Organ Pipes National Park through Keilor, Essendon, Footscray and Yarraville to where it meets the Yarra River near the West Gate Bridge. The Maribyrnong River Guidelines describe the Maribyrnong River Valley Parklands in seven lengths, with the Brimbank and Steele Creek lengths included in the State Project Land.

The Brimbank and Steele Creek lengths' key features are its native grasslands, escarpment shrublands and woodlands that provide a habitat for a range of mammals and bird species, including Matters of National Environmental Significance (MNES) protected under the EPBC Act. The Brimbank length also includes the VHR listed Albion Viaduct, which is a freight rail bridge constructed between 1927-29 traversing the Maribyrnong River. The Albion Viaduct is zoned PUZ4, however, it is discussed in this section as it contributes to the land use character of the Maribyrnong River Valley Parkland.

It is noted that there is also a site between the Western Ring Road and Dodds Road, Keilor East commonly known as Brimbank Park affected by the Project works. This site is connected to the Maribyrnong River Parkland and is considered under the Brimbank length. For this reason, it has been included in this section. This site also includes the Western Ring Road SUP which follows the Western Ring Road from Altona North to Greensborough. The rear of the site also includes the Western Ring Road Transmission Line Easement. Potential impacts to the Western Ring Road Transmission Line Easement are detailed in Section 5.7.2. The works proposed at this location are:

- Worksite / laydown area and access paths (temporary)
- Track and civil works, including the Maribyrnong River Rail Bridge (permanent)
- Maintenance Access Paths (permanent)

- Substation and associated power supply works (permanent)
- Signalling, drainage and CSR works (permanent)
- Service proofing works to the existing Albion Viaduct (Permanent)

### 5.2.7.1 Temporary Impacts

#### 5.2.7.1.1 Construction Activities

A new Maribyrnong River Rail Bridge is proposed to be constructed across the Maribyrnong River, located to the west of the Albion Viaduct. A new substation is also proposed on the northern embankment. The substation works also include a power connection to Brimbank Park. To facilitate construction activities, earthworks to create heavy vehicle access are proposed on the northern and southern embankments.

To establish these access tracks, vegetation removal will be required, which is protected by the ESO5 under the Brimbank Planning Scheme and an ESO3 under the Moonee Valley Planning Scheme. Both overlays highlight the environmental significance of the Maribyrnong River and aim to conserve and maintain its ecological values.

Any vegetation removal may modify the character of the Maribyrnong River Valley and the experience of this public open space. It is recommended that in accordance with the overlays, vegetation removal be minimised and impacted areas revegetated following the completion of Project works.

Additionally, whilst some vegetation removal will likely be required, it is noted that the construction access paths have been confined to the Maribyrnong River Trail where possible and there are a number of No-Go Zones proposed to protect significant ecological values, including identified MNES protected under the EPBC Act. Through the establishment of No-Go Zones, minimisation of vegetation removal and the revegetation of impacted areas, it is not expected that the Project will adversely impact on the existing land use character. Construction activities associated with the new Maribyrnong River Rail Bridge are likely to generate noise, air emissions and dust. Specifically, to construct piers 2 and 8 of the Maribyrnong River Rail Bridge, localised rock breaking is proposed which may result in vibration that could impact the existing Albion Viaduct. Further consideration of these potential impacts and identification of mitigation measures is further discussed in the MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001707), MAR State Land Noise Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001716) and MAR State Land Vibration Impact Assessments (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001719).


Temporary impacts from noise, air emissions and dust will be managed through the implementation of standard construction mitigation measures and given the temporary and localised nature of the works, it is not anticipated that it would impact the ongoing use of the Maribyrnong River Valley. It is also noted there may also be an opportunity for the Project to improve this public open space post-construction through additional landscaping to enhance the character and the experience of the Maribyrnong River Valley.

#### 5.2.7.1.2 Disruption to Access

Construction activities associated with permanent works at the Maribyrnong River Parkland may disrupt two existing SUPs, being the Maribyrnong River Trail and Western Ring Road Path.

The Maribyrnong River Trail runs along the northern embankment of the Maribyrnong River Valley. The proposed temporary closure of the Maribyrnong River Trail would prevent the use of this section of the Maribyrnong River Valley Parkland as a recreation corridor. However, the disruption to access would be limited to the construction phase of the Project and a specific section of the Maribyrnong River Trail. The MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724) recommends that further analysis be undertaken to determine whether an alternative route can and should be provided during construction

The Western Ring Road SUP runs from the Western Ring Road along the eastern edge of Brimbank Park towards the Calder Freeway. Depending on final the alignment of power works connecting to the new substation, the construction activities may result in disruption to the Western Ring Road SUP. Given the localised nature of the works, the Western Ring Road SUP may be redirected rather than closed; however,



should closure of the SUP be required, it would prevent the use of the SUP. Any disruption would be limited to the construction duration of the utility works and the specific section of the Western Ring Road SUP. The requirement and potential for an alternative route during construction is further discussed in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724).

### **5.2.7.1.3 Temporary Occupation of Land**

There are four worksites / laydown areas proposed within the Maribyrnong River Valley Parkland: two on the southern embankment and two on the northern embankment. It is noted that the worksite / laydown areas on the southern embankment, located at 109 Davies Road, Sunshine North, is partially located in the PPRZ, while the remaining portion of the site is IN3Z. The IN3Z portion of the site is discussed in Section 5.3. All three sites are within the municipality of Brimbank. The worksite / laydown areas on the southern embankment would be required for a period of 6 years and 4 years on the northern embankment. Land affected by the access tracks discussed in Section 5.2.7.1.1 are also proposed for temporary occupation.

Temporary occupation will only affect part of the broader Maribyrnong River Valley Parkland; however, this includes the Maribyrnong River Trail. The partial use of the trail for a worksite / laydown area will temporarily disrupt use and connectivity. Further discussion on the potential impacts of this closure are discussed in Section 5.2.7.1.1 above.

The worksite / laydown area on the northern embankment contains a public pathway on the western edge with the remainder of the site fenced off to the public. Given the majority of the area is not currently available for public use, temporary occupation of this land would not further restrict or reduce the use of the broader Maribyrnong River Valley Parkland by the public.

The worksite / laydown area on the southern embankment and the smaller worksite / laydown on the northern embankment is included in the ESO5, which aims to conserve and maintain the character of the Maribyrnong River through protecting vegetation. To minimise potential ecological impacts, the worksite / laydown areas have been located to avoid significant ecological values and in particular No-Go Zones.

It is also noted that the Project will provide an opportunity to benefit the area through the removal of weed species known in this area and the replanting of native vegetation for the park.

Overall, a temporary change in land use is expected for sites earmarked for temporary occupation, noting that this change is temporary, localised and will not affect the broader Maribyrnong River Parkland.

It is recommended that the parkland be reinstated at the completion of Project works to minimise the extent of any long-term impacts to the park and that areas impacted by vegetation removal are revegetated to minimise the potential extent of impacts to the character of the area. In addition, the Project should implement the principles of minimise, avoid and mitigate where native vegetation is proposed for removal. Such mitigation measures are further detailed in the MAR State Land Terrestrial Ecology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001710).


## **5.2.7.2 Permanent Impacts**

### **5.2.7.2.1 Permanent Acquisition of Land**

Four discrete sections of the Maribyrnong River Valley Parkland are proposed for permanent acquisition.

One section of the Maribyrnong River Valley Parkland is required to allow for the new Maribyrnong River Rail Bridge. This strip of land follows the western edge of the PUZ4, from the Maribyrnong River Valley to Keilor Park Drive, and is mostly within the Maribyrnong River escarpment. This section of land is relatively small in size compared with the total area of the Maribyrnong River Valley Parkland and given its location (forming part of the steep river escarpment), provides very minimal public access. Where Project infrastructure is proposed to be above ground, this allows the existing use (parkland) to continue at ground-level.

Project infrastructure at ground-level at this section is mostly between the existing rail corridor and a site fenced from the public between the Western Ring Road and Keilor Park Drive, already providing restricted public access to this area. Therefore, the rezoning this land from public open space to PUZ4 is not expected to result in a significant impact to users of this public open space.



Any temporary impacts from construction activities or visual amenity impacts, are discussed in Sections 5.3.7.1.2 and 5.3.7.2.2 respectively.

The second section is to allow for a new substation to power the new railway. This section is located on the northern embankment between Keilor Park Drive and the Western Ring Road and is fenced off from the public. It is acknowledged that this site provides a visual extension of the Maribyrnong River Parklands and the introduction of a new substation may change the visual setting of the land. Despite this, the site is not currently accessible nor available for use as public open space. Therefore, whilst the rezoning to PUZ4 will result in a change of use, it will not change how this site is used by the public.

The third section is to allow power connections from the new substation to the main power supply. The final alignment of the HV power connections would require the partial acquisition of land to allow for operation and management by the relevant utility service provider. The partial acquisition of this site will result in a permanent change in land use. Regardless of whether the ultimate solution is underground or overhead, with the exception of some discrete above-ground infrastructure, it is expected that remaining land will be available for ongoing use as public open space.

The fourth section is to allow for maintenance access paths, with some sections overlapping with the existing Maribyrnong River Trail. During the operation of the Project, the Maribyrnong River Trail will provide occasional and intermittent maintenance access to the Maribyrnong River Rail Bridge. It is acknowledged that post construction the intermittent use of the Maribyrnong River Trail will cause temporary disruption to the trail, however the maintenance access will not prevent the ongoing use of the trail.

#### **5.2.7.2.2 Amenity Impacts**

##### **Land Use Character**

The Brimbank length of the Maribyrnong River is described in the Maribyrnong River Guidelines as naturalistic and remote, with the VHR listed Albion Viaduct being a key element to the visual appeal of this public open space. The main viewpoint of the Brimbank length is from a look out on the north east of the embankment, off Stirling Drive, Keilor East. The importance of this viewpoint is further detailed in the MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898).

The new Maribyrnong River Rail Bridge has the potential to interrupt existing views across the Valley. However, the location of the Maribyrnong River Rail Bridge will be adjacent to the existing Albion Viaduct and has adopted a sympathetic and contextual design response to minimise potential impacts. In particular, the Maribyrnong River Rail Bridge piers are proposed to align with every second pier of the existing Albion Viaduct to limit the intrusion on views from around the Maribyrnong River valley.

Further, the new Maribyrnong River Rail Bridge would be the third bridge in the local area, with the EJ Whitten Bridge located approximately 400 meters west of the site. This highlights that bridges and elevated structures are familiar along the Brimbank length of the Maribyrnong River, and the introduction of a new rail bridge designed to match the height and length of the existing Albion Viaduct would not be out of context in this setting.

Overall, the sympathetic approach to the design of the Maribyrnong River Rail Bridge accords with the objectives of the Maribyrnong River Guidelines and aims to minimise impacts to the character of the Maribyrnong River. Further, the works will not adversely impact on the ongoing use of the land as parkland. Mitigation measures are further detailed in the MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898) and MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001707).

It is noted that service proofing works involving new cabling and monitoring equipment would be required on the VHR listed Albion Viaduct. These works are considered to be minor, contributing to the ongoing maintenance of the bridge for operational and safety purposes, and would not impact on the heritage values associated with the Albion Viaduct. These works are further considered in the MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001707). To facilitate the utility works, vegetation and tree removal may be required. Any vegetation and tree removal may modify the character of the site and therefore, the experience of this public open space. It is recommended that vegetation removal be minimised and impacted areas revegetated where possible following the completion of Project works.

## Overshadowing

The construction of the Maribyrnong River Rail Bridge will cast shadow to the Maribyrnong River Valley Parkland below, however the overshadowing extent is not expected to be unreasonable given the existing shadows cast by the existing Albion Viaduct. Therefore, the potential impact to the amenity of the public open space would not be significant. Any impacts to existing flora and fauna from overshadowing will be considered in the MAR State Land Terrestrial Ecology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001710).

### 5.2.8 Steele Creek Tributary Reserve

The Steele Creek Tributary Reserve intersects with the State Project Land between Airport Drive, Tullamarine and the Western Ring Road and is zoned both PUZ1 and PPRZ.

It is noted that there is also a property between the Steele Creek Tributary Reserve and the Western Ring Road which includes pathways connecting to the reserve. This land is private property, zoned IN1Z and not identified as public open space. Therefore, it is not included in this section of the Impact Assessment.

An ESO6 under the Brimbank Planning Scheme applies to two small areas of the Steele Creek Tributary Reserve, however the majority of the ESO6 applies to the adjacent private industrial land.

The works proposed at this location are:

- Worksite / laydown area and access paths (temporary)
- Track and civil works including the Tullamarine Viaduct (permanent)
- Signalling and CSR works (permanent)
- SUP (permanent)

#### 5.2.8.1 Temporary Impacts

##### 5.2.8.1.1 Construction Activities

Construction activities associated with the Tullamarine Viaduct and SUP would require demolition, excavation and earthworks, generating dust and noise. However, given the temporary and localised nature of the works, it is not anticipated that the works would impact the ongoing use of land as public open space, with any temporary construction activities managed through the implementation of standard construction mitigation measures.

##### 5.2.8.1.2 Temporary Occupation of Land

Two small sections of the Steele Creek Tributary Reserve between the Western Ring Road and the existing Albion Jacana rail corridor are proposed for temporary occupation. The land is to be temporarily occupied for a duration of approximately 3 years. Temporary occupation will not preclude the ongoing use of the land post construction.

#### 5.2.8.2 Permanent Impacts


##### 5.2.8.2.1 Permanent Acquisition of Land

The land proposed for permanent acquisition at the Steele Creek Tributary Reserve is either partially or wholly affected by the MARL planning controls (PAO7 and SBO) under the Brimbank Planning Scheme. Specifically, the PAO7 has identified the future use of the land for the previous MARL project in the Planning Scheme since 2005, therefore clearly distinguishing the intention for this land to be acquired for rail purposes.

##### 5.2.8.2.2 Amenity Impacts

#### Land Use Character





The Steele Creek Tributary Reserve is affected by an ESO6 which aims to protect sites of known biological significance, highlighting that the environmental elements of this public open space are important to the land use character.

Project works associated with the Tullamarine Viaduct and the existing Western Ring Road SUP are likely to impact on existing vegetation in the Steele Creek Tributary Reserve. These Project works intersect with the Steele Creek Tributary Reserve at two discrete locations, with the remainder of the Steele Creek Tributary Reserve proposed as a No-Go Zone. To address the potential impacts on existing vegetation, the establishment of No-Go Zones will protect significant ecological values and avoidance of these locations would reduce the extent of any potential impacts, including to MNES protected under the EPBC Act. Additionally, it is recommended that upon completion of the Project, any impacted vegetation be reinstated to maintain the ecological values. Such mitigation measures are further detailed in the MAR State Land Terrestrial Ecology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001710).

The extension of the Western Ring Road SUP proposed at Steele Creek Tributary Reserve aims to increase the amenity and attraction of the Steele Creek Tributary Reserve by providing a safe off-road path connecting the wider active transport network and local residential areas. It aligns with the existing use of the land for passive recreation, and also accords with the Brimbank Cycling and Walking Strategy Update (August 2016) which aims to expand and improve the connectivity of the municipalities fragmented cycling network.

The local surrounds of Steele Creek Tributary Reserve also contribute to its land use character. The reserve is traversed by elevated road structures including Airport Drive adjacent to the Western Ring Road and surrounded by industrial land. Given the surrounding context, the introduction of the new Tullamarine Viaduct is considered to be in keeping with the character of the surrounding area.

### **Overshadowing**

Any shadows cast as a result of the Tullamarine Viaduct at Steele Creek Tributary Reserve would be considered minor and not expected to adversely impact the amenity of the public open space. Any overshadowing impacts to existing flora and fauna will be considered in the MAR State Land Terrestrial Ecology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001710).

## **5.2.9 Recommendations**

Based on the above assessment of potential impacts to public open space, the following recommendations are proposed:

- Physical impacts of temporary and permanent works on HV McKay Memorial Gardens be minimised where possible and any impacted landscaping be remediated and returned to the current arrangement (path and buffer edge planting, including accommodation of small and medium-sized trees).
- Avoid any impact to the HV McKay Memorial Gates at Barclay Reserve. If impacts are unavoidable, consultation should be undertaken with Brimbank Council to determine appropriate mitigation measures such as or temporary removal, storage and reinstatement
- Avoid any impacts to the sugar gum trees, protected by HO42, at Talmage Street Park.
- Vegetation removal within the Maribyrnong River Valley Parkland, Brimbank Park and Steele Creek Tributary Reserve should be minimised where possible and impacted areas revegetated following the completion of project works.
- Undertake consultation with:
  - > Brimbank City Council on the use of Sunshine Energy Park for a worksite / laydown area to understand any impacts to the short and long-term vision proposed within Brimbank's Vision Strategy.
  - > Sunshine Baseball Club at Barclay Reserve to confirm the viability of continuing the existing use of Barclay Reserve during the construction period.

## 5.3 Industrial Land

The State Project Land traverses several industrial precincts within Brimbank, Maribyrnong and Hobsons Bay (refer to Appendix I). Of these industrial precincts, nine precincts are earmarked for protection and growth under local planning policy and are expected to be impacted by Project works.

The works proposed within these industrial precincts generally include:

- Worksite / laydown area and access paths (temporary)
- Track and civil works including the Albion / Sunshine Viaduct (permanent)
- A new substation
- Signalling and CSR works (permanent)
- Drainage works (permanent)
- Maintenance Access Paths (permanent)
- SUP (Permanent)
- Noise walls (Permanent)

### 5.3.1 Temporary Impacts

#### 5.3.1.1 Impacts from Construction Activities

The McIntyre Road and Flicker's industrial precincts are accessed via the Ballarat Road service road, Gilmore Road and St Albans Road. To construct the Albion / Sunshine Viaduct, all three roads would be subject to closures, temporarily disrupting access to existing businesses. Night-time Project works also has the potential to impact businesses located in an IN1Z, which permits 24/7 operation.

To mitigate potential impacts on business operations, stakeholder engagement should be undertaken to establish whether temporary impacts to access would critically affect the ongoing operation of the business. Further discussion on this potential impact and mitigation opportunities are discussed in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724).

The temporary closure of McIntyre Road is also required to facilitate bridge strengthening works for the McIntyre Road bridge. McIntyre Road provides access to the Sunshine North industrial precinct and the temporary closure of this road could disrupt access. As discussed above, the temporary disruption to access could impact the operations of existing businesses and stakeholder engagement is recommended.

#### 5.3.1.2 Temporary Occupation of Land

Whole and partial temporary occupation of industrial land is proposed for worksite / laydown areas within the McIntyre Road, Sunshine North, Keilor East, Tullamarine and Solomon Heights Industrial Precincts.

As previously discussed in this report, most of the industrial land proposed for the Project in Keilor East and Tullamarine is affected by a PAO7 (MARL planning control) and therefore, acquisition for Project purposes is known.

In areas where the PAO7 does not apply, such as Sunshine, Sunshine North and McIntyre Road, industrial land identified for temporary occupation is mostly vacant, or utilised for car parking and outdoor storage. Through avoiding the main industrial activities on a site, it is considered that the impact of the Project works to the operation of the existing business is reduced. Where car parking is temporarily proposed to be removed, consultation is recommended with the business operator and the relevant Council to ensure any potential impacts can be managed.

The expected duration of temporary occupation varies across each industrial property. The following estimated occupation periods apply to industrial precincts impacted by temporary occupation:

- McIntyre Road: between 3 – 4 years

- Sunshine North: between 4 years
- Keilor East: 4 years
- Tullamarine: 4 years
- Solomon Heights: 4 - 6 years

Despite worksite / laydown areas avoiding the main industrial activities on a site, the duration of temporary occupation may impact the operation of existing businesses. To mitigate this impact, it is recommended that stakeholder engagement be undertaken to understand the nature of the change.

Brimbank's Industrial Land Use Strategy includes the 'River Valley Estate' in the Solomon Heights Industrial Precinct. This site has been earmarked for residential through the request made to Brimbank City Council to rezone this site and the 'River Valley Estate Development Plan 2002' approved under the DPO3. The identification of this site as part of the Solomon Heights industrial precinct is therefore considered to be an anomaly given the current planning activity illustrates the intended land use for the site being residential. Additionally, whilst the site is currently vacant, planning activity highlights construction is anticipated in the near future. As such, it is recommended that consultation be undertaken with both Brimbank City Council and the landowner and/or property developer to determine any potential impacts associated with the temporary occupation of the site and overlapping construction timeframes.


The remaining area of Solomon Heights industrial precinct (excluding the River Valley Estate) is affected by an ESO3 of the Brimbank Planning Scheme, with an area to the south of the site proposed for temporary occupation. The ESO3 aims to protect biodiversity, with a number of MNES protected under the EPBC Act located on the land. Despite the presence of the overlay, the site is earmarked as a future employment cluster in the 'Draft Sunshine NEIC Framework Plan' (VPA, 2017). This assumes that vegetation removal would be required to facilitate the future use of the land and therefore, the temporary occupation of the site by the Project, including any proposed vegetation removal, accords with the future strategic direction of the site. Notwithstanding, consultation should be undertaken with Brimbank City Council and DELWP to ensure that the appropriate mitigation and offset measures are considered for any required vegetation removal.

A property within the Sunshine North Industrial Precinct, adjacent to Auburn Avenue, is zoned industrial. Whilst being zoned for industrial use, the land falls within the VicTrack boundary, is vacant and not currently used for industrial purposes. The land is also affected by ESO5. The ESO5 applies to land surrounding the Maribyrnong River within Brimbank City Council and works in conjunction with Moonee Valley's ESO3 (mentioned above) to protect biodiversity surrounding the Maribyrnong River. Some vegetation removal may be required to facilitate a worksite / laydown area for the Project. However, through the application of avoid and minimise principals and the revegetation of impacted areas, it is not expected that the existing character and the use of the land would be impacted in the long term.

### 5.3.1.3 Impacts on Planning Proposals

There are a number of recent planning permits issued for the land at 109 and 119A Davies Avenue, Sunshine North, which relate to the removal and creation of reserves and easements. PAO11 and PAO8 also affects both property frontages, identifying the site for acquisition by Brimbank City Council. This site is identified for temporary occupation for a worksite / laydown area for a period of approximately 6 years. Consultation with Brimbank City Council will be required to confirm the timing for the acquisition of land associated with the PAO11 and PAO8, as well as any impact the temporary occupation may have on the permits issued for the land. Given the permits were issued within the last two years, it will be necessary to understand the status of works allowed for under the planning permit, specifically whether they will be completed prior to the proposed use by the Project.

The properties at 6 and 8 Saligna Drive, Tullamarine have also recently been issued planning permit, including the issue of a planning permit for the use and staged development of the land for a store. Similar to the above, this site is identified for temporary occupation by the Project. It is recommended that consultation be undertaken with the landowner to understand the current status and timing for this development. A permit was also issued on 24 January 2019 for use of the land as a transfer station and a store with a reduction in car parking requirements at 94 Auburn Avenue, Sunshine North. Imagery on NearMap suggests that a building was constructed on this site in 2019. This site is identified for temporary occupation for a worksite /



laydown area for a period of approximately 6 years. It is recommended that the landowner and Brimbank City Council be consulted to confirm the status of the proposed works.

It is noted that 5, 7 and 9 Saligna Drive and 19 and 21 Tullamarine Park Road, Tullamarine, 128 Berkshire Rd and 30 Steers Street, Sunshine North would also be utilised for a worksite / laydown area, however these sites are likely to be permanently acquired with impacts discussed at Section 5.3.2.1.

## 5.3.2 Permanent Impacts

### 5.3.2.1 Permanent Acquisition of Land

In addition to land required for temporary occupation described above, land within the industrial precincts is also required for permanent acquisition to allow for permanent works. As previously mentioned, the industrial land identified for the Project in the Keilor East and Tullamarine industrial precincts are mostly affected by a PAO7 and therefore, the permanent acquisition of these sites for the Project is known.

Where the land earmarked for acquisition for the Project is not included in the PAO7, the land either comprises car parking, or is vacant or used for outdoor storage. This is also the case for land within the Flicker's, Sunshine, McIntyre Road, Sunshine North and Solomon Heights industrial precincts. It is recommended that stakeholder engagement continues to be undertaken to understand whether the proposed permanent acquisition would critically impact the ongoing operation of the existing industrial business.

A small section of land within Solomon Heights Precinct is required for track and civil works. The Solomon Heights industrial precinct is entirely vacant with no industrial businesses currently operating on the land zoned IN3Z. It has been vacant land and not serviced since the 1920s, with the land proposed for acquisition by the Project located along the rail corridor. Given the length of vacancy and location of proposed land acquisition, RPV should consult with Council and the landowner to understand the potential impact of permanent acquisition of part of the land on the current and future land use.

Four of the five sites in the McIntyre Road industrial precinct proposed for partial acquisition to allow for track and civil, drainage, CSR and signalling works. These sites are affected by a PAO5, with VicRoads being the acquiring authority. The PAO5 identifies the future use of the land for the widening and extension of St Albans Road. It is recommended that consultation with VicRoads as the acquiring authority is undertaken to understand VicRoads' program of works for the widening of St Albans Road.

There is one site in McIntyre Road industrial precinct and several sites within the Sunshine industrial precinct where public acquisition overlays do not apply. Works in these areas include maintenance access paths, track and civil, drainage, CSR and signalling works and a substation is the Sunshine industrial precinct. These areas are currently used for storage and car parking. It is recommended that stakeholder consultation be undertaken with the landowner and/or business operator to establish whether this acquisition would impact the ongoing operations of the business.

Positive long-term benefits are also expected from the Project on the regional economy. The new rail link to the Melbourne Airport will reduce the number of Melbourne Airport patrons on key roads in the principal freight network, including the Western Ring Road, Calder Freeway and the Tullamarine Freeway. This in turn should increase capacity for freight vehicles on existing roads which service Melbourne's industrial precincts and support industrial land use in the long term.

### 5.3.2.2 Impacts on Planning Proposals

There are several planning permits that have been issued on industrial land that are proposed for permanent acquisition.

Three of these sites are affected by the MARL planning controls, these include:

- A planning permit issued for 5, 7 and 9 Saligna Drive, Tullamarine and 21 Tullamarine Park Road, Tullamarine in 2018, allowing for the use and development of the land for the purpose of an employment training centre. This site is included in the PAO7 (MARL planning control)

- A planning permit issued for 19 Tullamarine Park Road, Tullamarine in 2019, allowing for the use and development of the land for materials recycling. This site is included in the PAO7 (MARL planning control)
- A planning permit for 1 Midway Lane, Sunshine North is currently under consideration for the use of land for a store, alterations to a road in a RDZ1 and associated works. The site is partially affected by both a PAO7 and PAO5. The purpose of PAO5 is for the St Albans Road extension, with land to be acquired by VicRoads.

The remaining sites which are not affected by the MARL planning controls are identified as follows:

- A planning permit was also issued on 8 February 2019 for buildings and works and the use of part of the land for a service industry (motor vehicle repairs, sales and store) including a reduction to the standard car parking requirements at 128 Berkshire Rd and 30 Steers Street, Sunshine North. These parcels are identified for temporary occupation and permanent acquisition. Imagery on NearMap suggests that demolition of an existing building occurred on this site in 2019 and the parcel is currently vacant.
- A planning permit was issued on 27 March 2019 for the use of the land as a transfer station at 2A Cromer Avenue, Sunshine North. Imagery on NearMap suggests that the construction of a building occurred between 2018 and 2019. This site is proposed for permanent acquisition.

It is recommended that the landowners for all sites listed above be consulted to confirm the status of their proposed works. In addition, for 1 Midway Lane, Sunshine North, it is recommended that stakeholder engagement be undertaken with VicRoads as the acquiring authority to understand VicRoads' program of works for the widening / extension of St Albans Road.

### 5.3.3 Recommendations

Based on the above assessment of potential impacts to industrial land, the following recommendations are proposed:

- Undertake stakeholder consultation with:
  - > Business and landowners to understand whether temporary occupation and permanent acquisition of land are critical to the ongoing operation of the business.
  - > Stakeholder consultation should be undertaken with the relevant Council and landowners to understand the current status and timing of land subject to proposed development, including approved planning permits and current planning permit applications.
  - > DELWP and Brimbank City Council to ensure that mitigation and offset measures associated with vegetation removal within the Solomon Heights industrial precinct is appropriately considered.
  - > Brimbank City Council to understand the timing acquired for land affected by PAO5, PAO8 and PAO11, and to confirm that the Project would not impact the purpose of these overlays.
  - > VicRoads to understand the timing of potential land acquisition under the PAO5 and confirm the Project would not impact the future extension of St Albans Road.

## 5.4 Sunshine Metropolitan Activity Centre

Sunshine is recognised under Plan Melbourne as a Metropolitan Activity Centre (MAC) and is an area of urban renewal, aiming to improve and revitalise the town centre. At present, Sunshine is a major transport hub, with retail and commercial activity, including the Sunshine Market Place and Sunshine Plaza, centred around Hampshire Road. A smaller scale retail cluster is located south of Sunshine Station. The Sunshine MAC also includes civic facilities, a government and legal precinct and education facilities.

The rail corridor traverses the centre of the Sunshine MAC. The extent of the Sunshine MAC is generally considered to include all land within the ACZ1 extent, as identified in Appendix J.

There are a number of locations throughout the Sunshine MAC that are likely to experience impacts as a result of Project works. The works proposed at this location are identified as follows:

- Within the ACZ1 extent:
  - > Worksites / laydown area (temporary)
  - > Construction vehicle access (temporary)
  - > Maintenance paths (permanent)
  - > CSR, signalling and utility works (permanent)
  - > Drainage works (permanent)
  - > Bus interchange modifications near Sunshine Station (permanent)
- Within the rail corridor (PUZ4) which traverses the Sunshine MAC:
  - > Worksites / laydown area (temporary)
  - > Modifications to Sunshine Station, including construction of an up-end concourse and car parking modifications (permanent).
  - > Modifications to Albion Station, including the station forecourt and car parking (permanent).
  - > Track and civil works, including the Albion / Sunshine Viaduct (permanent)
  - > CSR, signalling and utility works (permanent)

## 5.4.1 Temporary Impacts

### 5.4.1.1 Impacts from Construction Activities

There are several construction activities that have the potential to impact on the use of land, noting sensitive land uses within the Sunshine MAC include residential, public open space and community facilities. Potential impacts may result from construction noise and vibration, air emissions as well as visual and traffic impacts.

Construction activities as a result of demolition, excavation, earthworks and construction associated with the Albion / Sunshine Viaduct will generate increased noise for areas in close proximity to the Project. There is also the potential for air quality impacts during construction due to odour and dust generation. However, given the temporary and localised nature of the works, it is not anticipated that it would impact the ongoing use of the Sunshine MAC. Additionally, potential impacts from construction phase emissions will be managed through the implementation of standard construction mitigation measures.

There is also the potential for some sensitive uses, including residents, community facility and open space users within the Sunshine MAC to have direct views of construction works and equipment. These impacts are expected to be heightened where the existing environment would be modified, including through the removal of vegetation. The removal of vegetation should therefore be minimised as much as possible through design refinement. Areas utilised for worksite / laydown areas would also be reinstated following the conclusion of the construction period. As such, it is considered that any potential visual impacts would be temporary and would not impact the ongoing use of land.

Within the Sunshine MAC, construction activities are also likely to cause increased truck traffic, temporary road closures and detours. In particular, disruption to Anderson Road, Ballarat Road, Ballarat Road service road, St Albans Road and Gilmour Road is expected. As the changes are temporary, they are not expected to impact the ongoing use of land. Potential mitigation measures and alternative transport routes will be further considered in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724).

### 5.4.1.2 Temporary Occupation of Land

The temporary occupation of land would be required to facilitate construction activities for the Project, resulting in a temporary change in the use of land. A key strategic site within the Albion precinct, being the Albion Triangle, is proposed to be partially occupied as a worksite / laydown area.

The Albion Triangle is identified as a significant redevelopment opportunity under the Sunshine Town Centre Structure Plan, encouraging the establishment of a higher-density mixed use development on the site. The



Structure Plan also identifies the site as potentially providing space for local convenience retailers and other similar uses that would contribute to an 'active street frontage' and an overall village feel. Part of the Albion Triangle redevelopment site, 505 and 503A Ballarat Road and part of 157 Anderson Road, is proposed to be temporarily occupied for a worksite / laydown area for approximately 3 years. The property at 505 Ballarat Road was previously occupied by AMF bowling, however, is currently unoccupied. The remaining land, 503A Ballarat Road and 157 Anderson Road, is a concreted portion of Stony Creek, noting 503A Ballarat Road is zoned PUZ1. It is also noted that the Albion Triangle redevelopment site is affected by a PAO5, for acquisition by VicRoads to allow for the extension of St Albans Road.

Overall, the temporary change in land use is not considered to cause an adverse impact as it would not preclude redevelopment being undertaken in the future. It is noted that the Albion Triangle Development Plan, prepared under the requirements of the ACZ1, is currently being considered by Council. Whilst redevelopment has not yet been approved for the site, there are potential issues with its use for the Project should the developer seek to commence works in the coming years, particularly given the proposed length of occupation (3 years). Stakeholder consultation is therefore recommended with both Brimbank City Council and the landowner to determine the feasibility of temporarily occupying this site. It is also recommended that VicRoads be consulted to understand the timing of potential land acquisition and confirm the Project would not impact the future extension of St Albans Road.

## 5.4.2 Permanent Impacts

### 5.4.2.1 Land Use Character and Amenity Impacts


Within the Sunshine MAC, land uses are generally commercial interspersed with residential, open space and community facilities. The built form is generally low rise with a flat topography. The introduction of an Albion / Sunshine Viaduct through the Sunshine MAC will result in visual modification to the existing area. In particular, the proposed viaduct will be significantly higher than the built form currently in the area. Whilst it is noted that there are very few sensitive land uses occurring in close proximity to the Albion / Sunshine Viaduct, there are a number of heritage sites within the precinct that contribute to the overarching character of the area that are likely to experience change as a result.

The Sunshine Town Centre Structure Plan envisages the land south of Albion Station as becoming an urban village, with lower scale development occurring. At present, this site is dominated by significant heritage buildings including the John Darling and Son Flour Mill, a VHR listed site, and the local heritage protected Albion VR D.C. Substation. It should be noted that the Albion VR D.C. Substation is located within the rail corridor and potential impacts are discussed in Section 5.9.3, with the John Darling and Son Flour Mill falling within the ACZ1. Both sites are identified within the Structure Plan as being landmark heritage buildings within the Albion Station precinct, with adaptive reuse encouraged to catalyse the development of a new village centre adjacent to Albion Station. In particular, the Structure Plan encourages the reuse of John Darling and Son Flour Mill site for residential growth, with active uses fronting the railway station and some small-scale industrial uses.

Given the redevelopment expected in the area, it is anticipated that the existing character of the area will be subject to change. However, as set out within the Structure Plan, the visual prominence of significant heritage places should be maintained. This is further reinforced by precinct objectives under the ACZ1 and whilst this Albion / Sunshine Viaduct would not be out of context in a commercial and industrial setting that already includes elevated components, the view lines to these heritage places would be partially obscured by the proposed viaduct.

The ACZ1 also sets out maximum building heights for the precinct, identifying built form of 8-9 storeys in height (approximately 30m) appropriate for land surrounding the Albion / Sunshine Viaduct (east of the rail corridor) and on the John Darling and Son Flour Mill site, reducing to 4-5 storeys (approximately 13-17m) towards the Albion residential area. The Albion / Sunshine Viaduct, at a proposed height of approximately 17m (to the deck of the structure (excluding architectural features and OHLE)) would be considered commensurate with this scale of development encouraged by the ACZ1 and therefore, consistent with the future land use character for this area of the Sunshine MAC.

To address any issues relating to view lines, the MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898) details several mitigation measures that could be implemented.



These include framing views to the John Darling and Son Flour Mill site from Ballarat Road, minimising the obscuring caused by permanent infrastructure such as gantries and reducing the above deck and lower structural section of the Albion / Sunshine Viaduct to improve visual permeability. It is recommended that further refinement of the proposed design be undertaken to minimise the extent of impacts on view lines to the John Darling and Son Flour Mill.

It is also recognised that the Project will contribute to some of the broader land use character outcomes currently envisaged for the Sunshine MAC, particularly in the Albion Neighbourhood Plan. This includes modifications to the western Albion Station forecourt to include a pedestrian plaza, car parking upgrades and landscaping, with car park modifications and landscaping also proposed for the eastern station forecourt.

#### 5.4.2.2 Impacts on Future Redevelopment

Future redevelopment of the Sunshine MAC is driven by its status as an NEIC and Priority Precinct. The Draft Sunshine NEIC Framework Plan sets out high-level objectives and actions for the development of the Sunshine MAC, noting development is to be largely guided by the Sunshine Town Centre Structure Plan. The draft Framework Plan does not specifically mention the Project; however, the Project will deliver on several of the key strategic outcomes identified in the draft Framework Plan, including contributing to an integrated transport network.

The proposed permanent land acquisition footprint does not include the acquisition of land within the ACZ1 and therefore, the Project is not expected to negatively impact the redevelopment of renewal sites.

More generally, it is anticipated that the construction of the Project could generate opportunities to improve the local area and economy through improving transport connectivity to Melbourne Airport, prompting growth in surrounding suburbs and providing jobs during construction. The Project is therefore likely to have a positive impact on the redevelopment of the Sunshine MAC and act as a catalyst for further urban renewal.

The Project will also contribute to improvements to the Albion and Sunshine Station precincts through upgrades to forecourts, car parking and bus interchanges. Additionally, the Project will include connections to the shared trail and cycle path network, providing a link between the Albion Station car park and Gilmour Road to connect with the Strategic Cycling Corridor. There is also potential for the car park located west of the existing Albion Station to be upgraded to include a pedestrian plaza in consultation with VicTrack and Brimbank City Council.

#### 5.4.3 Recommendations

Based on the above assessment of potential impacts to the Sunshine MAC, the following recommendations are proposed:

- Undertake stakeholder consultation with Brimbank City Council and the landowner in relation to the feasibility of temporarily occupying part of the Albion Triangle redevelopment site.
- Consult with VicRoads to understand the timing of potential land acquisition under the PAO5 and confirm the Project would not impact the future extension of St Albans Road.
- Continued design refinement be undertaken to minimise the extent of impacts on view lines to the John Darling and Son Flour Mill.

### 5.5 Commercial and Mixed Use Land

There are seven commercial or mixed use sites within and adjacent to the State Project Land. These sites are highlighted in the maps provided at Appendix K.

Of these sites, it is anticipated that three are expected to be impacted by Project works, including:

- 47 McIntyre Road, Sunshine North
- Mixed use strip along Keilor Park Drive, Keilor East
- Landscape strip attached to the Airport West Shopping Centre



The works proposed at these locations are:

- Worksite / laydown area (temporary)
- Signalling and CSR works (permanent)

## 5.5.1 Construction Impacts

### 5.5.1.1 Temporary Occupation of Land

The property at 47 McIntyre Road, Sunshine North (zoned CZ1) is proposed as being partially occupied for a temporary worksite / laydown area over a 3 year period. The area proposed for occupation is used to sell cars. The occupation of a small area of land would prevent this area from being used for business operations.

To mitigate this impact, it is recommended that stakeholder engagement be undertaken to understand whether temporary occupation will critically impact the ongoing operation of the business. It is also noted that the occupation is temporary, and the land would be returned to its existing use post construction, allowing the continued use of the land for commercial purposes.

### 5.5.1.2 Disruption to Access

The mixed used strip of land along Keilor Park Drive, Keilor East is predominantly occupied by one business. There are two entry/exit points to the land, at Keilor Park Drive and Milleara Road. Project works may temporarily disrupt access to the land along Keilor Park Drive, Keilor East.

Within the immediate vicinity of this land, there are also two worksite / laydown areas; Border Drive Reserve and a large parcel of land near Keilor Park Drive / Western Ring Road on ramp. During construction, Keilor Park Drive, Hughes Road and Border Drive would be used to access the worksite / laydown areas, resulting in increased traffic from construction vehicles. Lane closures are also proposed on Keilor Park Drive. These construction activities are likely to temporarily restrict access to the mixed use strip of land along Keilor Park Drive, as well as increase traffic volumes. It is however noted that Milleara Road, the alternative point of access, is unlikely to be impacted by construction activities. Further, due to the nature of the business (storage services), it is anticipated that the number of customers visiting the business would be fairly low in comparison to a more traditional commercial use.

The MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724) further details mitigation measures to address traffic and road closures resulting from construction activities. It is also recommended that stakeholder engagement be undertaken to establish whether the impacts are critical to business operations and whether the use of land would be significantly disrupted as a result of temporary construction activities.

## 5.5.2 Permanent Impacts

### 5.5.2.1 Permanent Acquisition of Land

Permanent acquisition of the rear portion of 47 McIntyre Road, Sunshine North is proposed for track and signalling works. This rear portion of the land is adjacent to the rail corridor and smaller in width than the temporary worksite / laydown area discussed above. This portion of land appears vacant on aerial imagery, with established landscaping providing a clear definition of where the use on the site concludes. While the acquisition of this rear portion of the land would result in a change of use, the rear portion does not appear to actively contribute to the operation of the existing business located towards the site's frontage and therefore, it is considered that the acquisition may not impact the existing operation.

There is also a landscape strip associated with the Airport West Shopping Centre (located at the south west corner of the site) that may be impacted by signalling works. Whilst being zoned for commercial use, the land falls within the VicTrack boundary and Project works do not currently propose any impacts to the existing landscaping and pedestrian pathways.

### 5.5.2.2 Amenity Impacts

The Project proposes to improve public and active transport connectivity by connecting strategic cycling corridors, upgrading stations at Sunshine and Albion, and introducing a new rail connection to Melbourne Airport. These significant transport upgrades enhance connectivity and people's ability to access mixed and commercial land uses. These broader economic impacts of the Project, support the growth and ongoing use of commercial and mixed use areas surrounding the State Project Land.

### 5.5.2.3 Impacts on Planning Proposals

Three planning permits have been issued in relation to 47, 47A and 47B McIntyre Road, Sunshine North. The first permit allows for a three lot subdivision. The second allows for the erection and display of an illuminated business sign. The third allows for the demolition of existing buildings, construction of a retail/showroom and shop and a reduction car parking. Part of this site is proposed for permanent acquisition and temporary occupation. Whilst recent NearMap imagery suggests that the demolition and buildings and works for a retail store occurred in 2019, it is recommended that Brimbank City Council and landowners be consulted to confirm the status of the proposed works.

## 5.5.3 Recommendations

Based on the above assessment of potential impacts to industrial land, the following recommendation is proposed:

- Undertake stakeholder consultation with business owners to understand whether the temporary and permanent impacts identified above are critical to the ongoing operation of the business.
- Stakeholder consultation should be undertaken with the Brimbank City Council and landowners to understand the current status and timing of land subject to recent planning approval.

## 5.6 Residential Land

Whilst displacement of residents as a result of the Project has been carefully avoided, where residential land has been identified in the Project Land, these parcels are either currently vacant or earmarked for future redevelopment. There are also a number of residential areas adjoining the State Project Land. The predominant residential zone is the GRZ1, with pockets of NGZ1 and RGZ1 also occurring. Housing is therefore generally low in scale, comprising of single dwellings through to medium density development, with the RGZ1 supporting increased housing density in locations with good access to services and transport within Sunshine and Albion.

The key residential areas that are likely to experience impacts as a result of Project works include Sunshine, Albion, Sunshine North, St Albans, Keilor East, Airport West and Keilor Park. These areas are highlighted in the maps provided at Appendix L.

The works proposed are identified as follows:

- Worksites / laydown area (temporary)
- Pedestrian overpass (permanent)
- For land adjoining the residential areas identified above:
  - > Track and civil works, including Albion / Sunshine Viaduct, Tullamarine Viaduct and the Maribyrnong River Rail Bridge (permanent)
  - > Signalling and CSR works (permanent)

## 5.6.1 Temporary Impacts

### 5.6.1.1 Impacts from Construction Activities

Potential impacts to residential land are anticipated during the construction phase of the Project and will therefore be temporary in nature. These include temporary land and access changes, traffic disruption, increased noise, vibration and dust emissions and visual impacts.

Access and connectivity changes are anticipated due to increased construction traffic and trucks along a number of key routes, lane and road closures, relocation and diversions of SUPs and changes to public transport services. However, it is expected that such changes would not impact the ongoing use of land for residential purposes and any traffic disruption would only be temporary. Proposed management measures are also detailed in the MAR State Land Traffic and Transport Impact Assessment (MAR-AJM-PWD-PWD-REP-XTR-NAP-0001724).

Based on the proposed locations of sites to be temporarily occupied, there are several residential properties that may have direct views of work sites as well as broader construction works more generally. Such visual changes may be perceived as a change to the character of the area; however, it is noted that the modification would not impact the ongoing use of residential properties. Additionally, the impacts would be temporary in nature and any worksite / laydown areas would be reinstated following the completion of Project works. Potential mitigation opportunities are further explored in the MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898).


It is also acknowledged that residential properties located proximate to the rail corridor may also experience noise and vibration from construction works as well as intermittent dust generation. Any such impacts are considered temporary in nature and not expected to change the use of the land for residential purposes. Additionally, potential impacts from construction will be managed through the implementation of standard construction mitigation measures.

Furthermore, within the southern section of the Project Land (along the Brooklyn freight corridor towards Newport Station, the western rail corridor to West Footscray Station and between Steele Creek to Jacana Station), scope is limited to rail works within the existing rail corridor, including signalling works and some CSR works, and any impacts from construction activities will be managed through standard construction management measures.

### 5.6.1.2 Temporary Occupation of Land

A temporary change in the use of land is expected within the Chaplin Reserve redevelopment site, with the eastern portion of the site proposed to be temporarily occupied for use as a worksite / laydown area. This former community facility was rezoned to RGZ1 in 2018, with a DPO8 and EAO applied to the land to facilitate redevelopment. As detailed in Appendix E , a development plan has been approved under the DPO8 and a planning permit allowing the commencement of works on stage 1 and 2 has been approved, which will include the construction of residential dwellings and a residential hotel. The duration of the temporary occupation of this site is expected to extend for approximately 3 years. Whilst the use of this land for the Project would not preclude redevelopment in the future, stakeholder consultation with both Brimbank City Council and the landowner and/or property developer is recommended to understand development the timing of works and the feasibility of utilising this site.

It is also proposed to temporarily occupy part of the land at 247 - 267 St Albans Road, Sunshine North for use as a worksite / laydown area. This site has been earmarked for a mixed use / residential development ('Luma Living Residential Estate') approved under DPO15 applying to the land and subsequent planning permits both approved and under consideration by Council. It is also proposed to temporarily occupy 87 Camperdown Avenue, Sunshine North as a worksite / laydown area. The land at 87 Camperdown Avenue, Sunshine North has an approved planning permit for the development of two dwellings and based on a review of aerial imagery, works on the site may have commenced. Both sites are expected to be occupied for approximately 3 years by the Project and similar to the above, there may be issues associated with the timing of Project works versus development works commencing. It will therefore be necessary to consult with both the developer and Brimbank City Council to understand whether these sites can be utilised for the Project.



Should the stakeholder issues identified above be resolved, the temporary occupation of Chaplin Reserve, 247 - 267 St Albans Road and 87 Camperdown Avenue would result in a temporary change to land use, however it would not preclude the ability for the site to be developed in the future for residential purposes.

It is also noted that 36 Cranbourne Ave, Sunshine North is to be temporarily occupied for a worksite / laydown area associated with the construction of the pedestrian overpass for a period of 4 years. This residential property is currently vacant and is therefore the Project is not expected to impact the existing use of land over the short-term.

## 5.6.2 Permanent Impacts

### 5.6.2.1 Land Use Character and Amenity Impacts

The operation of the Project may result in potential amenity impacts to residential properties adjoining the rail corridor. In particular, the Project would result in the introduction of infrastructure such as noise walls and elevated structures, including bridges, viaducts and pedestrian overpasses, along the rail corridor.

#### Amenity Impacts

The MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898) identifies that for some residential properties, there will be a change in views. For example, the addition of the Albion / Sunshine Viaduct to an existing at-grade rail corridor and elevated road four-lane carriageway will be visible for some residential properties along Derrimut Street and Talmage Street, Albion. However, it is noted that these existing residential properties do not have a direct abuttal to the Albion / Sunshine Viaduct, with the closest residential properties located more than 20m from the viaduct structure. Additionally, the urban setting of the Project, which features several intervening elements including the Ballarat Road overpass, existing rail gantries and pedestrian overpasses, as well as street trees that will be retained and provide partial screening, should comfortably accommodate the proposed height of the structure.

Residential properties located in Keilor East, to the east of Maribyrnong River Valley, will have distant views of the Maribyrnong River Rail Bridge; however as above, the presence of fencing, vegetation, existing elevated structures including the existing rail bridge and the EJ Whitten bridge, as well as the geographic distance to these elements, should minimise potential impacts.

Overall it is not expected that the Project will result in a significant impact to visual amenity or impact the ongoing use of residential land.

#### Overshadowing

In both Sunshine and Keilor East, there is residential land located to the east of the existing rail corridor and based on the current Project design, the land would have a direct abuttal with noise walls. These properties generally have areas of private open space orientated to the west and may experience afternoon shadows cast from noise walls. For the majority of residential properties, the height of the proposed noise walls is generally consistent with the typical height of existing boundary fencing and as such, the noise walls are not expected to significantly increase shadows already cast by existing boundary fencing. There are however a limited number of residential properties that have the potential to experience amenity impacts as a result of unreasonable overshadowing of private open space without mitigation.

It is recommended that further refinement of the proposed design be undertaken to ensure the shadows cast from the proposed noise walls is minimised where possible. Where unreasonable overshadowing is identified, design measures should be employed, such as the use of transparent materials, to maintain the passage of daylight into existing private open space areas. This will ensure the amenity of residential properties is not significantly reduced.

It is also noted that the proposed Albion / Sunshine Viaduct will create some overshadowing; however, it is not expected to have an adverse impact on any residentially zoned land. Based on the current Project design, there are two pockets of residential land in close proximity to the alignment along Talmage Street, Sunshine and Gilmour Road, Sunshine North. The Talmage Street properties are located approximately 35m from the viaduct structure, which would provide adequate separation to preserve solar access. Properties along Gilmour Street, Sunshine North are located approximately 20m from the alignment; however, the



viaduct is declining at this location, meaning the length of shadows cast by the viaduct would be reduced and would not impact these properties.

### **Overlooking**

There is potential for overlooking to occur from elevated components of the Project into the private open space and habitable room windows of dwellings along the proposed alignment. In particular, the new pedestrian overpass at Cranbourne Avenue, Sunshine North. Given the pedestrian overpass presents a public vantage point into properties, overlooking may need to be managed at this location.

The potential for overlooking from the Albion / Sunshine Viaduct and Tullamarine Viaduct across the Project is not expected to be a significant issue given the speed of trains travelling at across these structures. As such, it is not considered necessary for these view lines to be screened, noting the parapet associated with the elevated rail may also assist with providing screening.

### **Permanent Works**

There may be some impact to residential properties associated with operational rail noise. This is assessed, and appropriate mitigation measures recommended, in the MAR State Land Noise Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001716) to ensure compliance with the Victorian Government's *Passenger Rail Infrastructure Noise Policy* (PRINP). As such, it is not expected that noise from the Project will have a significant impact on the amenity of residents.

It is also noted that permanent drainage works are proposed within the extents of the Edenvale Manor Aged Care Facility and in particular, through the staff car parking facilities. These works are underground and not expected to impact the ongoing use of land.

Additionally, there are portions of the pedestrian overpass at Cranbourne Avenue that are located on residentially zoned land. These parcels are currently vacant or part of the existing road reserve and whilst a change in use is expected, the provision of a pedestrian overpass will provide a positive outcome for local residents and improve pedestrian connectivity across the rail corridor.

It is noted that maintenance paths are proposed through Chaplin Reserve. As noted in Section 5.6.1.2, there are planning approvals in place to allow the redevelopment of this site for residential purposes. It will be necessary to consult with both the developer and Brimbank City Council to determine the feasibility of this outcome and ensure the Project works align with the development approved for the site.

#### **5.6.2.1.1 Permanent Acquisition of Land**

In addition to being utilised for a worksite / laydown area during construction, 36 Cranbourne Avenue, Sunshine North is proposed for permanent acquisition. As noted above, the site is currently vacant, and the acquisition of this property would result in a permanent change to the existing land use from residential to rail corridor. However, given the property is currently vacant, it is not expected to result in a significant change from a land use perspective. Stakeholder consultation with Brimbank City Council and the landowner will be required to ascertain the intentions for this land and whether it will be subject to development in the future.

### **5.6.3 Recommendations**

Based on the above assessment of potential impacts to residential land, the following recommendations are proposed:

- Stakeholder consultation should be undertaken with Brimbank City Council and the landowner to confirm the feasibility of temporarily occupying Chaplin Reserve and providing a permanent maintenance path through the site.
- Stakeholder consultation should be undertaken with Brimbank City Council and the landowner to confirm the feasibility of temporarily occupying 247 - 267 St Albans Road and 87 Camperdown Avenue, Sunshine North.
- Further refinement of the proposed noise walls, including implementation of design measures such as the use of transparent materials, should be undertaken where unreasonable overshadowing is caused to the private open space areas of residential land.

- Consideration be given to potential screening of overlooking from the Cranbourne Avenue overpass.
- Stakeholder consultation should be undertaken with Brimbank City Council and the landowner to confirm the feasibility of permanently acquiring 36 Cranbourne Avenue, Sunshine North.

## 5.7 Public Land

There are several sites zoned public use within the State Project Land, refer to Appendix G. This section of the report provides an assessment of key sites zoned public use that are likely to be impacted by Project works.

### 5.7.1 Upper Stony Creek, Sunshine

A PUZ1 applies to concreted sections of Upper Stony Creek that runs between the Western Ring Road and Anderson Road, Sunshine North (refer to Appendix G). This PUZ1 intersects with and adjoins the State Project Land. The portion of Upper Stony Creek extending north west of Gilmour Road, Sunshine North is subject to redevelopment as part of the Upper Stony Creek Transformation Project, which seeks to re-naturalise the creek and provide open space to the community. These works are being undertaken in accordance with an approved planning permit. Additionally, a section of the PUZ1 runs through the Albion Triangle redevelopment site.

The works proposed at this location are:

- Worksite / laydown area (temporary)
- Drainage works (permanent)

#### 5.7.1.1 Temporary Impacts

##### 5.7.1.1.1 Temporary Occupation of Land

The portion of Upper Stony Creek that falls within the Albion Triangle redevelopment site is proposed to be temporarily occupied for construction works. The impacts of this occupation are discussed in detail in Section 5.4.1.2.

#### 5.7.1.2 Permanent Impacts

##### 5.7.1.2.1 Impacts on Potential Redevelopment

The Albion Triangle redevelopment site and associated planning application discussed in Section 5.4.1.25.4.2.2 includes the property at 503A Ballarat Road, Sunshine. This site is currently utilised for drainage purposes consistent with the PUZ1, with the concreted portion of Upper Stony Creek running through the site. Permanent belowground drainage works are proposed for the Project and it would be appropriate to undertake stakeholder engagement to understand how the Project may be impacted by, or impact on, the development proposed for this site.

A small portion of the site is also affected by a PAO5, with land to be acquired by VicRoads for the St Albans Road extension. As recommended in Section 5.4.3, stakeholder engagement should be undertaken with VicRoads as the acquiring authority to understand VicRoads' program of works for the widening / extension of St Albans Road. It is noted that the Sunshine Town Centre Structure Plan envisages Stony Creek as becoming an open space corridor and such an outcome is likely to be sought by the development plan being prepared for the site.

Drainage works associated with the Project are also proposed as intersecting with the Upper Stony Creek Transformation Project. It is noted that these works are focused on re-naturalising the existing creek line, with the Upper Stony Creek Transformation Project being undertaken by Melbourne Water in partnership with several other government organisations. As above, it is recommended that stakeholder engagement be undertaken to understand the impact of Project works on the outcomes envisaged for the area under the Upper Stony Creek Transformation Project, noting that based on aerial imagery works appear to have commenced.

## 5.7.2 Western Ring Road and Western Ring Road Transmission Line Easement

The Western Ring Road is a major arterial road zoned RDZ1, connecting the western and northern suburbs of Melbourne (refer to Appendix G). There are a number of sections of the Western Ring Road located within the State Project Land, including between the Calder Freeway and Airport Drive, Tullamarine. Within the existing road reserve there is one 500kV line and two 220kV AusNet transmission lines running parallel to the roadway. It is at this location where Project impacts are likely to occur, along with another section of the Western Ring Road located south of Keilor Park Drive. All other areas of the Western Ring Road within the State Project Land have generally been included to provide vehicle access and are not expected to be impacted by Project works.

The works proposed at this location are:

- Worksite / laydown area (temporary)
- Track and civil works, including the Tullamarine Viaduct (permanent)
- Maintenance paths (permanent)
- CSR, signalling and utility works (permanent)
- Substation works (permanent)
- Drainage works (permanent)
- SUP (permanent)
- Construction of the Tullamarine Viaduct (temporary)
- Construction vehicle access (temporary)
- Lift and relocation of HV transmission line towers (permanent)

### 5.7.2.1 Temporary Impacts

#### 5.7.2.1.1 Impacts from Temporary Occupation

To construct the Tullamarine Viaduct crossing the Western Ring Road, the Project will require the temporary use of the road reserve. The required sites are located within the road reserve and will not preclude the ongoing use of the Western Ring Road by road users during the construction period. Additionally, the road reserve will be reinstated following the conclusion of Project works, with the impact therefore considered to be negligible.

#### 5.7.2.1.2 Impacts from Construction Activities

To enable the construction of the Project, it is expected that there will be some temporary disruption to the use of the Western Ring Road. This will generally include reduced lane widths, partial and full lane closures for night works and other traffic management measures along the road. Construction activities would also generate additional truck traffic in areas associated with worksite / laydown areas. It is noted that the Project works will also require the partial closure of the Western Ring Road SUP. Whilst these construction activities are expected to cause some disruption to road users and pedestrians, the impacts will be temporary and would not impact the ongoing use of land.

### 5.7.2.2 Permanent Impacts

#### 5.7.2.2.1 Impacts from Land Acquisition

One land parcel that forms part of the Western Ring Road reserve, zoned RDZ1, is proposed as being permanently acquired to accommodate Project works. The land identified for acquisition is currently a vacant road reserve, with the existing transmission lines running through the land. The acquisition is not expected to change the existing land use and utilities will continue to be located on the site, reducing the scale of impact.



Furthermore, the site is partially affected by the PAO7 implemented as part of the MARL planning control, signalling an intent to acquire the land for an Airport rail link.

#### **5.7.2.2 Impacts from Permanent Works**

The construction of the Project will require the lift and relocation of the HV transmission lines towers located within the road reserve between Steele Creek and Airport Drive, Tullamarine. These works are proposed to ensure that the Tullamarine Viaduct can achieve adequate clearance to the transmission lines. The works are generally consistent with the existing land use, noting the works fall within the extent of the Western Ring Road reserve.

The Tullamarine Viaduct is elevated as it crosses the Western Ring Road, with viaduct piers located to avoid impacts to this road. Further, the rail alignment is primarily located within the MARL planning controls. As such, while the Project would result in a permanent land use change with a rail corridor established across the road reserve, the existing use of land for the Western Ring Road will be maintained.

Utility works will also be required to provide connections to the intake supply substation. Further, part of the Western Ring Road reserve is included in the land required to provide the intake supply substation. It is not expected that these works would result in a change in use, with the Western Ring Road continuing to operate.

### **5.7.3 Melbourne Water Easement**

Located in Keilor Park, there is a section of land zoned PUZ1 currently utilised for an existing 1.15m diameter Melbourne Water pipeline (refer to Appendix G). An existing City Wester Water (CWW) pressure reducing station is also within the PUZ1 extent, located at 22A Terror Street, Keilor Park. The likely impacts to these sites are further detailed below.

The works proposed at this location are:

- Track and civil works, including the Tullamarine Viaduct (permanent)
- CSR, signalling and utility works (permanent)
- Maintenance paths (permanent)
- Drainage works (permanent)
- Construction of Tullamarine Viaduct (temporary)
- Relocation or modification to the CWW pressure reducing station (permanent)

#### **5.7.3.1 Temporary Impacts**

##### **5.7.3.1.1 Impacts from Construction Activities**

Land within the PUZ1 is likely to be impacted by construction activities, including access tracks for construction vehicles, hard stand areas and piling associated with the Tullamarine Viaduct. The works are temporary in nature and the underlying use of land for utility purposes will be maintained. Melbourne Water would however need to be consulted as works would be undertaken within the existing easement.

#### **5.7.3.2 Permanent Impacts**

##### **5.7.3.2.1 Impacts from Land Acquisition**

The works required for the Project, including parts of the Tullamarine Viaduct and associated abutment, would extend outside the existing rail corridor and into PUZ1 zoned land. This encroachment is expected to be relatively minor, however it will require the partial acquisition of land and result in partial change of use to the land. It is noted that the existing Melbourne Water Easement, including the pipeline would remain unaffected by the works.



### 5.7.3.2.2 Impacts from Permanent Works

The CWW pressure reducing station will likely require relocation or modification to facilitate the Project. The details of these works are not yet known; however, any relocation would occur within the confines of the existing PUZ1. As such, it is not expected that a change in the use of land would occur because of these works.

It is noted that other permanent works, including the Tullamarine viaduct, maintenance paths, drainage works and CSR, signalling and utility works would also occur within the PUZ1 extent. Given the existing Melbourne Water pipeline is to remain in its current location, it is not anticipated that Project works will preclude the current use of land. As such, the impact of these works is considered to be negligible from a land use perspective. Melbourne Water would however need to be consulted as works would be undertaken within the existing easement.

### 5.7.4 Recommendations

Based on the above discussion on impacts to Public Land, the following recommendations are proposed:

- Undertake consultation with:
  - > The landowner and Brimbank City Council to confirm whether Project impacts at Upper Stony Creek would impact on the redevelopment proposed at Albion Triangle.
  - > VicRoads to understand the timing and any potential impacts on the extension of St Albans Road under the PAO5 as a result of Project works at Upper Stony Creek.

Melbourne Water with regards to the works proposed within the existing easement.

## 5.8 Exxon Mobil Jet Fuel Pipeline

The existing jet fuel pipeline transports Jet A-1 fuel from a pumping station in Altona to a tank farm in Somerton, which is then transported by another pipeline to a fuel farm at Melbourne Airport. The jet fuel pipeline generally aligns with the Project, running along the rail corridor boundary from the Brooklyn triangle to the Western Ring Road, primarily on the north-west, and crosses the rail corridor at two locations. The alignment of the pipeline and its intersection with the State Project Land is shown in Appendix G.

Whilst temporary protection for the pipeline is likely to be required to facilitate construction works, it is not anticipated that the existing land use will be impacted. As such, only permanent impacts are considered in further detail below.

The works proposed at this location are:

- Protection works associated with the Exxon Mobil jet fuel pipeline along the Albion-Jacana rail corridor (permanent).

### 5.8.1 Permanent Impacts

#### 5.8.1.1 Impacts from Permanent Works

Protection works are required to both protect the pipeline from the operation of the Project and ensure appropriate access can be provided for maintenance activities to the satisfaction of the pipeline licensee. Given the pipeline is to remain in its current location, it is not anticipated that the construction of the Project will result in a change to, or impact on, the pipeline.

## 5.9 Heritage Places within the Rail Corridor

Within the rail corridor, there are several sites subject to local heritage protection and / or listed on the VHR refer to Appendix G. This section of the report provides an assessment of those heritage sites that are likely to be impacted by Project works.

## 5.9.1 Steel[e] Creek Rail Embankment

Steel[e] Creek Rail Embankment is located within the rail corridor in Keilor Park and is protected by HO37. Its heritage value relates to its historical association with the railway in the area and its overall size and relationship with the Steele Creek Valley. Project works would directly intersect with this locally protected site.

The works proposed at this location are:

- Track and civil works, including the Tullamarine Viaduct (permanent)
- CSR, signalling and utility works (permanent)
- Maintenance paths (permanent)
- Construction works associated with the Tullamarine Viaduct (temporary)

### 5.9.1.1 Temporary Impacts

#### 5.9.1.1.1 Impacts from Construction Activities

The Tullamarine Viaduct that will cross the Western Ring Road would intersect directly with the heritage embankment. As such, the site is likely to be impacted by construction activities, including piling, pier construction, provision of vehicle access and hardstand areas. While these works would directly impact this heritage place, it is anticipated that following the completion of construction works, the overall form and height of the embankment can be reinstated to ensure the heritage value associated with this site is maintained, consistent with the requirements of the HO. It is recommended that consultation be undertaken with Brimbank City Council to discuss the significance of this heritage place and any required mitigation measures.

### 5.9.1.2 Permanent Impacts

The Project will intersect with the heritage embankment, including piers associated with the Tullamarine Viaduct directly intersecting with the site. Maintenance paths and CSR, signalling and utility works are also expected to intersect with HO37. Whilst the Project works will intersect with the heritage place, it is considered that the value of this heritage place is associated with the overall form and height of the rail embankment. Based on the current proposal these elements will be maintained, ensuring the purposes of the HO can be met. Additionally, it is noted that the provision of rail infrastructure at this location is consistent with the current land use at this location. As above, it is recommended that consultation be undertaken with Brimbank City Council to discuss this heritage site and any required mitigation measures.

## 5.9.2 Albion Viaduct

The Albion Viaduct sits within the Maribyrnong River Valley Parkland and is intrinsically linked to its land use character. Therefore, potential impacts to the Albion Viaduct have been assessed with the Maribyrnong River Valley Parkland in Sections 5.2.7.

## 5.9.3 Albion VR D.C. Substation

As noted in Section 5.4.2.1, the Albion VR D.C. Substation, protected by a HO28, is located within the rail corridor. This site is of historical and architectural significance and is one of a group of substations constructed for the electrification of Melbourne's suburban rail network. The building has been repurposed and is currently leased to the Maltese Community Association as a 'Place of Assembly'. The venue hosts various events for the local Maltese community.

The works proposed at this location are:

- Adjacent construction activity and worksites / laydown area (temporary)
- Track and civil works, including the Albion / Sunshine Viaduct (permanent)

### 5.9.3.1 Temporary Impacts

During the construction period there may be amenity impacts that include accessibility, air quality, noise and vibration and an increase in construction traffic in proximity to the site. However, any potential amenity impacts are not expected to impact the ongoing use of land and as such, can be considered negligible.

### 5.9.3.2 Permanent Impacts

#### 5.9.3.2.1 Land Use Character and Visual Amenity

The Albion VR D.C. Substation addresses the rail corridor and is a significant landmark building in the locality, forming a 'set piece' with the VHR listed John Darling and Son Flour Mill. The HO seeks to conserve and enhance heritage places of natural and cultural significance and seeks to ensure that development does not affect the significance of these places. The site also falls within the extents of the Sunshine Town Centre Structure Plan, which highlights the need to enhance and integrate sites of heritage significance into the Sunshine MAC.

Whilst the Project works will not intersect with the HO extent, the proximity of the Albion / Sunshine Viaduct to the substation would result in a visual impact to the site. It is however recognised that the substation is located in a built urban environment which is already influenced by road, rail and other infrastructure, including elevated structures, minimising the extent of potential visual impacts. Additionally, it has been identified that there are potential mitigation opportunities, including a sufficient offset between new development and the heritage building to allow the building to be distinguished on its own. Mitigation opportunities are further discussed in the MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898) and MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001707).

#### 5.9.3.2.2 Impacts from Permanent Works

As noted above, the Albion / Sunshine Viaduct will pass near the substation building, noting other works including CSR and drainage will also occur on land surrounding this heritage place. The works do not however intersect with the HO extent and the current use of the building can continue to operate. As such, the land use impact associated with these permanent works is considered negligible.

#### 5.9.3.2.3 Impacts on Planning Proposals

Planning permit (P642/2020) and subsequent amendment was issued to allow for the construction and use of a temporary car park and associated works including the erection of a fence, removal of low voltage power cable and removal of native vegetation at 27 Talmage Street, Albion. It is recommended that the landowners be consulted to confirm the status of works and extent of potential impacts.

## 5.9.4 Recommendations

The following recommendation is proposed for the heritage places discussed above:

- Stakeholder consultation be undertaken with Brimbank City Council to inform understanding of the significance of the Steel[e] Creek Rail Embankment and appropriate mitigation measures.
- Consult with the landowner of 27 Talmage Street, Albion to understand the current status and timing for the proposed development on the land.

## 5.10 Relevant Rail Projects

As outlined in Section 4.4.2, MTP and SLU intersect with the State Project Land, have overlapping construction timeframes and will physically interface with the Project.

The works proposed at this location are:

- Adjacent construction activity and worksites / laydown area (temporary)
- Track and civil works (permanent)

## 5.10.1 Temporary Impacts

### 5.10.1.1 Impacts from construction works

Works for MTP interface with the Project between lower Stony Creek and Victoria Street, Seddon. Works for SLU also interface with the Project between West Footscray and Albion.

As the construction schedules overlap for these projects, any potential cumulative impact on the surrounding community and industrial precincts should be minimal as works for MTP and SLU will be nearing completion as the main works for the Project commence.

### 5.10.1.2 Temporary Occupation of Land

Through 2020 to 2021, SLU is also temporarily occupying 1A and 1 Talmage Street, Albion for the construction of a new Sunshine West substation. This site was also previously used for the purpose of a laydown / worksite for the Regional Rail Link. The Project will permanently acquire this land.

As this land has consecutively been used for the purpose of rail over several years rather than as public open space, the permanent acquisition and change of land use to PUZ4 will be familiar for the community. Impacts associated with the reduction of public open space available to the community are considered to be minimal as the land has not been regularly and wholly used for this purpose over a long period of time.

## 5.10.2 Permanent Operation Impacts

### 5.10.2.1 Amenity Impacts

All interfacing rail projects are within western Melbourne and will provide a positive impact on the western region by increasing the capacity and reliability of the rail network. This vision to improve rail services, support population growth and promote economic growth accords with State Government policy including the Western Rail Plan (Transport for Victoria, 2018) and 'Growing Our Rail Network 2018-2025 (Transport for Victoria, 2018).

## 5.11 Summary of Potential Impacts and Recommendations

The above assessment has identified the potential land use planning impacts associated with the Project, as a result of both construction and operation. It also provides recommendations relating to both design refinement and stakeholder engagement activities. A summary of the key findings for each land use is provided in Table 5.2 below.

Where appropriate, recommendations have been made to minimise the land use impacts through mitigation and management measures. These measures will be formalised through an Environmental Management Framework (EMF), prepared and approved in accordance with the relevant planning approval. The EMF will provide a transparent and integrated governance framework to manage the environmental aspects of the Project and will detail Environmental Management Requirements (EMR) that must be implemented by the Delivery Partner.

Table 5.2 Summary of Key Impacts

Land Use	Potential Impacts: Construction	Potential Impacts: Permanent	Recommendations
Rail Corridor	<ul style="list-style-type: none"> <li>Temporary change in land use associated with the Sunshine Station car park.</li> <li>Disruption to the rail network as a result of construction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Potential loss of commuter car parking at Albion Station.</li> </ul>	<ul style="list-style-type: none"> <li>Nil</li> </ul>
Public Open Space	<ul style="list-style-type: none"> <li>A temporary change in the use of land where land will be temporarily occupied for construction activities.</li> <li>Disruption from construction activities, including increased noise, vibration, air emissions, traffic disruption, rerouting or closure of SUPs and visual impacts.</li> <li>Potential reduction in heritage value to the HO protected HV McKay Memorial Gates and trees at Talmage Street, Albion.</li> </ul>	<ul style="list-style-type: none"> <li>Permanent change in land use as a result of land acquisition.</li> <li>Visual impacts as a result of elevated structures proposed across the MAR alignment.</li> <li>Potential impacts to the landscape character as a result of vegetation removal.</li> <li>Potential reduction in heritage value to the HO protected trees at Talmage Street, Albion.</li> </ul>	<ul style="list-style-type: none"> <li>Physical impacts of temporary and permanent works on HV McKay Memorial Gardens be minimised where possible and any impacted landscaping be remediated and returned to the current arrangements (path and buffer edge planting, including accommodation of small and medium-sized trees).</li> <li>Avoid any impact to the HV McKay Memorial Gates at Barclay Reserve. If impacts are unavoidable, consultation should be undertaken with Brimbank Council to determine appropriate mitigation measures such as or temporarily removal, storage and reinstatement.</li> <li>Avoid any impacts to the HO protected sugar gum trees at Talmage Street, Albion.</li> <li>Further design refinement to explore opportunities to make the retention basin a public accessible feature of Border Drive Reserve.</li> <li>Where possible avoid and minimise vegetation removal at Maribyrnong River Valley, Brimbank and Steele Creek Tributary Reserve and revegetated impacted areas.</li> <li>Undertake consultation with: <ul style="list-style-type: none"> <li>Brimbank City Council on the use of Sunshine Energy Park for a worksite / laydown area to understand any impacts to the short and long-term vision proposed within Brimbank's Vision Strategy.</li> <li>Sunshine Baseball Club at Barclay Reserve to confirm the viability of continuing the existing use of Barclay Reserve during the construction period.</li> </ul> </li> </ul>
Industrial Land	<ul style="list-style-type: none"> <li>A temporary change in the use of land where land will be temporarily occupied for construction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Permanent change in land use as a result of land acquisition.</li> <li>Potential loss of biodiversity as a result of vegetation removal.</li> </ul>	<p>Undertake consultation with:</p> <ul style="list-style-type: none"> <li>Business owners to understand whether impacts are critical to the ongoing operation of the business.</li> </ul>

Land Use	Potential Impacts: Construction	Potential Impacts: Permanent	Recommendations
	<ul style="list-style-type: none"> <li>Disruption from construction activities, including increased noise, vibration, air emissions, traffic disruption and visual impacts.</li> <li>Potential conflicting timeframes for the construction of works allowed for under recent planning permits issued for 109 and 119A Davies Avenue, Sunshine North and acquisition of land under the PAO11 and PAO8.</li> <li>Potential overlapping timeframes associated with construction activities at the River Valley Estate, with a planning permit application currently under consideration.</li> </ul>	<ul style="list-style-type: none"> <li>Potential disruption to works allowed for under planning permits issued for 5, 6, 7, 8 and 9 Saligna Drive, 21 Tullamarine Park Road and 19 Tullamarine Park Road, Tullamarine.</li> </ul>	<ul style="list-style-type: none"> <li>DELWP and Brimbank City Council to ensure that mitigation and offset measures associated with vegetation removal is appropriately considered.</li> <li>Brimbank City Council to understand the timing required for land affected by PAO11 and POA8, and to confirm that the Project would not impact purpose of these overlays</li> <li>VicRoads to understand the timing of potential land acquisition under the PAO5 and confirm the Project would not impact the future extension of St Albans Road.</li> <li>Landowners and relevant Councils to understand the current status and timing for the proposed development of land where a planning approval or planning application applies.</li> </ul>
Sunshine MAC	<ul style="list-style-type: none"> <li>A temporary change in the use of land where land will be temporarily occupied for construction activities.</li> <li>Disruption from construction activities, including increased noise, vibration, air emissions, traffic disruption and visual impacts.</li> <li>Potential conflicting construction timeframes for redevelopment of Albion Triangle currently under consideration by Council and with the acquisition of land under the PAO5.</li> </ul>	<ul style="list-style-type: none"> <li>Potential visual impacts to the VHR-listed John Darling and Son Flour Mill.</li> </ul>	<ul style="list-style-type: none"> <li>Consult with Brimbank City Council and the landowner in relation to the feasibility of temporarily occupying the Albion Triangle redevelopment site.</li> <li>Consult with VicRoads to understand the timing of potential land acquisition under the PAO5 and confirm the Project would not impact the future extension of St Albans Road.</li> <li>Further design refinement be undertaken to minimise the extent of impacts on view lines to the John Darling and Son Flour Mill.</li> </ul>
Commercial Land	<ul style="list-style-type: none"> <li>A temporary change in the use of land where land will be temporarily occupied for construction activities.</li> <li>Traffic disruption from construction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Permanent change in land use as a result of land acquisition.</li> </ul>	<ul style="list-style-type: none"> <li>Consult with business owners to understand whether the temporary and permanent impacts are critical to the ongoing operation of the business.</li> <li>Undertake consultation with Brimbank City Council and landowners on the current status and timing of proposed development where a planning approval applies.</li> </ul>
Residential Land	<ul style="list-style-type: none"> <li>A temporary change in the use of land where land will be temporarily occupied for construction activities.</li> <li>Disruption from construction activities, including increased noise, vibration, air emissions, traffic disruption and visual impacts.</li> <li>Potential conflicting construction timeframes for the redevelopment of Chaplin Reserve, 87 Camperdown Avenue, Sunshine North and 247 - 267 St Albans Road, Sunshine North.</li> </ul>	<ul style="list-style-type: none"> <li>Visual impacts where residential properties would have views of elevated Project infrastructure.</li> <li>Potential overshadowing from Project infrastructure.</li> <li>Potential overlooking from the Cranbourne Avenue overpass in Sunshine North.</li> <li>Permanent change in land use as a result of land acquisition.</li> </ul>	<ul style="list-style-type: none"> <li>Further refinement of the proposed noise walls, including implementation of design measures such as the use of transparent materials, should be undertaken to minimise any unreasonable overshadowing to private open space areas of residential land.</li> <li>Consideration of potential screening of overlooking from the Cranbourne Avenue overpass, Sunshine North</li> <li>Consult with Brimbank City Council and the landowner to confirm the feasibility of temporarily</li> </ul>

Land Use	Potential Impacts: Construction	Potential Impacts: Permanent	Recommendations
			<p>occupying Chaplin Reserve, 87 Camperdown Avenue, Sunshine North and 247 - 267 St Albans Road, Sunshine North.</p> <ul style="list-style-type: none"> <li>Consult with Brimbank City Council and the landowner to confirm the feasibility of permanently acquiring 36 Cranbourne Avenue, Sunshine North.</li> </ul>
Public Land	<ul style="list-style-type: none"> <li>A temporary change in the use of land will be temporarily occupied for construction activities.</li> <li>Traffic disruption during construction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Permanent change in land use as a result of land acquisition</li> <li>Potential impact on the outcomes envisaged for the Upper Stony Creek Transformation Project.</li> <li>Potential conflict with the acquisition of land under the PAO5 and redevelopment of Albion Triangle currently being considered by Council.</li> </ul>	<ul style="list-style-type: none"> <li>Consult with landowners and Brimbank City Council to confirm whether Project impacts would impact the redevelopment proposed at Albion Triangle.</li> <li>Consult with VicRoads to understand the timing and any potential impacts on the extension of St Albans Road under the PAO5 as a result of Project works at Upper Stony Creek.</li> <li>Consult with Melbourne Water with regards to the works proposed within the existing easement.</li> <li>Undertake consultation with the landowner of 27 Talmage Street, Albion to understand the current status and timing for the proposed development on the land.</li> </ul>
Exxon Mobil jet fuel pipeline	<ul style="list-style-type: none"> <li>Nil</li> </ul>	<ul style="list-style-type: none"> <li>Permanent protection works would be required for the jet fuel pipeline.</li> </ul>	<ul style="list-style-type: none"> <li>Nil</li> </ul>
Heritage Places within the Rail Corridor	<ul style="list-style-type: none"> <li>Construction activities intersecting with the Steel[e] Creek Rail Embankment.</li> <li>Disruption from construction activities, including increased noise and vibration.</li> </ul>	<ul style="list-style-type: none"> <li>Permanent works would intersect with Steel[e] Creek Rail Embankment.</li> <li>Visual impacts to the Albion VR D.C Substation associated with the Albion / Sunshine Viaduct.</li> </ul>	<ul style="list-style-type: none"> <li>Consult with Brimbank City Council to inform understanding of the significance of the Steel[e] Creek Rail Embankment and appropriate mitigation measures.</li> </ul>



## 6. *Environment Effects Act 1978* Self-Assessment Criteria

The EE Act is relevant to the Project as it provides for the assessment of proposed projects that may have a significant effect on the environment. The Ministerial Guidelines under the EE Act provide the criteria used to determine whether a project warrants referral to the Minister for Planning. A project proponent is responsible for assessing whether its project will have potential adverse environmental effects that could be significant in a regional or State context.

As part of this Impact Assessment, consideration has been given to the criteria specifically relevant to land use planning only to determine the potential extent of land use effects. The referral criteria relevant to this Impact Assessment and the associated response is provided in Table 6.1 below.

Criteria relevant to other environmental matters is addressed in the relevant impact assessment.



Table 6.1: Land Use Planning Assessment of EE Act Referral Criteria

EE Act Self-Assessment Criteria	Land Use Planning Response	Criterion for referral met?
Potential extensive or major effects on the health, safety or well-being of a human community, due to emissions to air or water or chemical hazards or displacement of residences.	Temporary occupation and permanent land acquisition will be required to accommodate the Project; however, the current Project footprint indicates that land acquisition will be limited to commercial and industrial properties and public land, minimising the displacement of residents.	Criterion not met.
Potential extensive or major effects on landscape values of regional importance, especially where recognised by a planning scheme overlay or within or adjoining land reserved under the <i>National Parks Act 1975</i> .	For the Project, the following locations are considered to have landscape values of regional importance: <ul style="list-style-type: none"> <li>The Maribyrnong River Valley and environs is protected by an ESO5 under the Brimbank Planning Scheme and an ESO3 under the Moonee Valley Planning Scheme. The ESO5 notes that the river is a major feature of the regionally significant Brimbank Park and adjoining Council owned park, recreation and trail network. The ESO3 seeks to protect the habitat values of the area.</li> <li>Whilst the construction of the new Maribyrnong River Rail Bridge is likely to have a visual impact on the river valley, impacts to the character of the Maribyrnong River will be minimised by providing a sympathetic construction method and permanent built form.</li> <li>Vegetation removal will be minimised as far as possible.</li> </ul> Given the above, it is considered the Project is unlikely to have an extensive or major effect on landscape values of regional importance.	Criterion not met.
Potential extensive or major effects on social or economic well-being due to direct or indirect displacement of non-residential land use activities.	Based on the current understanding of Project scope, it is not anticipated that there will be an extensive impact to social or economic well-being as a result of the displacement of non-residential land use activities, based on the following: <ul style="list-style-type: none"> <li>The Project will result in the displacement of non-residential land use activities, primarily through the impact of land acquisition. The acquisition footprint will likely include the occupation and acquisition (partial or whole) of commercial and industrial properties primarily located around Sunshine and Albion to facilitate temporary construction works, as well as properties in Keilor Park and Tullamarine to accommodate the new rail corridor.</li> <li>All required land acquisition and temporary occupation will be managed through known processes under the <i>Land Acquisition and Compensation Act 1986</i> or <i>Major Transport Projects Facilitation Act 2009</i>.</li> <li>The majority of properties to be acquired in Keilor Park and Tullamarine are already affected by a PAO7 implemented as part of the MARL planning controls, signalling a clear intent for these land parcels to be acquired for the purposes of a rail link to the Airport.</li> <li>The Project is likely to impact on existing businesses and social assets during construction through the temporary displacement of non-residential land uses for worksite / laydown areas. However, those sites occupied during construction will be reinstated following completion of works. Construction management measures will also be applied to minimise disruption to the surrounding community with respect to construction activities (noise, access, traffic and dust).</li> </ul>	Criterion not met.
Potential for extensive displacement of residences or severance of residential access to community resources due to infrastructure development.	As noted above, the Project is not expected to result in the displacement of residences. It is however expected that there will be some disruption to residential access to community resources, including as a result of road closures and rail occupation periods. These impacts would be a result of construction activities and will therefore be temporary, minimising the potential impacts. As such, the impacts are not expected to result in extensive severance of residential access to community resources.	Criterion not met.

## 7. Conclusion

This Impact Assessment has been undertaken to identify the potential land use planning impacts resulting from Project works, including both construction and operation. Whilst some changes to the land are expected, it is noted that the Project is generally consistent with the existing use of land (rail) as it largely follows existing rail corridors. Potential impacts have also been reduced as the alignment generally follows the existing PAO7, introduced as part of the MARL planning controls in May 2005, signalling a clear intent for land primarily between the Albion-Jacana Corridor and Sharps Road, Tullamarine to be acquired and subsequently used for an airport rail link.

Based on an assessment of the Project, changes are expected to land use during both construction and operation. These include:

- Where land is required for acquisition, a permanent change in land use would occur, with the current acquisition footprint including parcels of public open space, commercial land, industrial land, and land zoned for Public Use.
- Potential impacts to land use character and amenity, including:
  - > Potential visual impacts as a result of new elevated structures proposed, particularly where adjoining sensitive land uses such as residential and public open space. Additionally, the Albion / Sunshine Viaduct may interrupt view corridors to the Victorian Heritage Register (VHR) listed John Darling and Son Flour Mill.
  - > Potential overshadowing to residential land from noise walls.
  - > Potential overlooking to residential land from the elevated Cranbourne Avenue overpass.
  - > Potential impacts to the landscape character as a result of vegetation removal in the Maribyrnong River Valley Parklands and Steele Creek Tributary Reserve.
- Potential impacts to heritage places, including the HO protected HV McKay Memorial Gates, Steel[e] Creek Rail Embankment and trees at Talmage Street, Albion,
- Potential impacts to land that has been recently issued a planning permit for redevelopment

Potential construction impacts as a result of the Project include:

- A temporary change in the use of land would occur where land will be temporarily occupied for construction activities. This includes public open space areas, industrial, commercial and public land as well as strategic redevelopment sites in the Sunshine MAC.
- Across the Project, construction activities are likely to result in temporary traffic disruption, increased noise, vibration and dust emissions and visual impacts

It should also be noted that the Project is strongly supported by state and local strategic policy and is expected to deliver considerable benefits and opportunities. The Project will deliver a rail connection through to Melbourne Airport, linking a key economic and employment hub into the passenger rail network.

In consideration of the relevant EE Act Self-Assessment criteria, this Impact Assessment has found that there are unlikely to be any extensive land use effects. This is primarily due to the avoidance of direct impacts to residential land, minimisation of the land acquisition footprint and sympathetic design response proposed for the Maribyrnong River valley.

### Recommendations

Given the outcomes of the assessment, the following recommendations are proposed and should be considered for inclusion in the Project EMF and other contractual requirements such as PS&TR:

#### *Design Refinement*

Design refinement to be undertaken as follows:

- Vegetation removal be minimised where possible within the Maribyrnong River Valley, Brimbank Park and Steele Creek Tributary Reserve and impacted areas revegetated following the completion of project works.
- Physical impacts of temporary and permanent works on HV McKay Memorial Gardens to be minimised where possible and any impacted landscaping be remediated and returned to the current arrangements (specifically the path and buffer edge planting, including accommodation of small and medium-sized trees).
- Direct impacts to heritage places be either avoided or reduced as far as reasonably practicable, including for the HO protected trees at Talmage Street, Albion and HV McKay Memorial Gates.
- Further design refinement be undertaken to minimise the extent of impacts to view lines to the John Darling and Son Flour Mill.
- Further refinement of the proposed noise walls, including implementation of design measures such as the use of transparent materials, should be undertaken to minimise any unreasonable overshadowing to the private open space areas of residential land.
- Consideration be given to potential screening of overlooking from the proposed Cranbourne Avenue overpass where required.

#### *Stakeholder Consultation*

Stakeholder consultation will need to be undertaken for the Project and it is recommended that this consultation includes the following:

- For land that will be temporarily occupied for construction activities and is affected by an existing PAO, consultation with the acquiring authority should be undertaken to understand the timing for the acquisition of land and viability of utilising the land.
- Where commercial and industrial land is being partially acquired, either temporarily or permanently, consultation should be undertaken with the landowner and/or business currently operating to confirm the viability of the ongoing use of land.
- Where a planning permit has been issued for a sit or a proposal is under consideration and the site would be impacted by permanent or temporary Project works, consultation should be undertaken with the landowner and relevant Council to understand how the works may impact, or integrate with, the existing planning approval or proposal.
- Where a heritage place is to be impacted, stakeholder consultation be undertaken with Heritage Victoria and / or the relevant Council determine appropriate mitigation measures.
- Consult with the Department of Environment, Land, Water and Planning (DELWP) and the relevant Council to determine appropriate mitigation and offset measures where vegetation removal is required within land affected by an Environmental Significance Overlay (ESO).

# APPENDIX A RELEVANT LEGISLATION



Table A.1: Relevant legislation

Legislation	Relevance
EPBC Act	<p>The EPBC Act is the Commonwealth legislation that sets out requirements for natural resource and environmental management in Australia, and provides for the listing of threatened species, threatened ecological communities and key threatening processes.</p> <p>The EPBC Act is triggered and therefore must be referred to the Commonwealth Minister for the Environment (via the DAWE) when a project has, or is likely to have, a significant impact on one or more MNES.</p> <p>Based on the findings of the MAR State Land Terrestrial Ecology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-00017100 and MAR State Land Aquatic Ecology and Geomorphology Impact Assessments (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001711), the Project has potential to impact on MNES and is required to be referred to DAWE.</p>
Aboriginal Heritage Act	<p>The Aboriginal Heritage Act provides for the protection of Aboriginal cultural heritage in Victoria. The Aboriginal Heritage Regulations 2018 give effect to the Aboriginal Heritage Act. The Regulations prescribe standards and set out the circumstances in which a CHMP is required to be prepared.</p> <p>There are two triggers for determining if a mandatory CHMP is required for an activity area: if there are areas of CHS and the proposed activity is a 'high impact' activity.</p> <p>The Project intersects with areas of CHS and is considered a 'high impact activity', therefore a CHMP is required.</p> <p>The State Project Land is to be split into the approval boundaries of the two statutory authorities, being Aboriginal Victoria (AV) and the Wurundjeri Land and Compensation Cultural Heritage Council Aboriginal Corporation (Wurundjeri), with a separate CHMP prepared for each area.</p>
EE Act	<p>The EE Act provides for assessment of proposed projects (works) that are capable of having a significant effect on the environment. An EES is a detailed assessment of the environmental impacts during construction, delivery and operation phases of the Project, as well as identification of the mitigation risks and environmental performance requirements.</p> <p>Statutory decisionmakers must consider the Minister's Assessment in deciding whether to approve a project under Victorian legislation (e.g. any approvals required under the P&amp;E Act).</p> <p>The EE Act Self-Assessment prepared for the Project indicates an EES would not be required.</p>
Heritage Act	<p>The Heritage Act protects all categories of cultural heritage relating to non-Aboriginal settlement of Victoria including shipwrecks, buildings, structures, objects and archaeological sites.</p> <p>There are two categories of listings provided for under the Heritage Act - VHR and VHI. A permit or consent must be submitted to the Executive Director of Heritage Victoria if works impact on a heritage site.</p> <p>The Project intersects with VHRs, permits and/or consents are required for Victorian Heritage Register (VHR) sites to be impacted.</p>
MTPF Act	<p>The purpose of the MTPF Act is to facilitate the development of major transport projects in Victoria. It allows comprehensive approvals to be made under the Act for declared projects which supersedes other approvals legislation in Victoria and allows the Project to benefit from specific delivery powers attributed through that Act.</p> <p>The Project was declared under the <i>Major Transport Projects Facilitation Act 2009</i> (MTPF Act) (other than under Parts 3 and 8) with the Minister for Transport appointed as the Project Minister on 3 June 2021. Declaration of the Project under the MTPF Act activates the delivery power afforded under the MTPF Act and supports a standardised and transparent process for land acquisition and roadworks</p>
P&E Act	<p>The P&amp;E Act establishes a framework for planning and managing the use, development and protection of land in Victoria in the present and long-term interest of all Victorians. Planning schemes prepared under the provisions of the Act apply to each municipality in Victoria.</p> <p>The Act governs the process for approval pathways, including the preparation, approval and adoption of planning schemes and planning scheme amendments by planning authorities</p> <p>The project is located within the municipalities of Hobsons Bay, Maribyrnong, Brimbank, Moonee Valley, Moreland and Hume and is subject to their local planning schemes. The respective planning schemes set out the relevant planning controls which determine whether planning approval is required for the use and/or development of land. These controls include zones, overlays, and particular and general provisions. The <i>Planning and Environment Act 1987</i> is relevant to the project as land use planning studies have shown that a variety of approvals are triggered by the proposed works.</p> <p>There are a variety of pathways via which planning approval may be obtained for rail projects. The planning approval pathway for the project will be confirmed through further consultation with DELWP.</p>

# APPENDIX B PLANNING POLICY FRAMEWORK



Table B.1: Planning Policy Framework Overview

Relevance	Clause	Objectives and strategies	Relevance
Land Use	Clause 11.01S - Settlement	<p>Objective</p> <ul style="list-style-type: none"> <li>To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Improving transport network connections in and between regional cities, towns and Melbourne.</li> <li>Encourage a form and density of settlements that supports sustainable transport to reduce greenhouse gas emissions.</li> <li>Promote and capitalise on opportunities for urban renewal and infill redevelopment</li> </ul>	<ul style="list-style-type: none"> <li>The Project introduces the first rail link to Melbourne Airport's Integrated Terminal Precinct and therefore expands and improves the public transport network in accordance with the objectives of the PPF. The Project also capitalises on other state government investment in the Sunshine NEIC and through the improvement of public transport facilities, assists strategies for urban renewal and infill development.</li> </ul>
	Clause 11.01R – Settlement – Metropolitan Melbourne	<p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.</li> </ul>	<ul style="list-style-type: none"> <li>The Project accords with the relevant strategies as it connects Melbourne Airport's Integrated Terminal Precinct with a rail service for the first time, increasing public transport access to job rich areas including the Sunshine NEIC and Melbourne Airport.</li> </ul>
	Clause 11.03-1S Activity centres	<p>Objective</p> <ul style="list-style-type: none"> <li>To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.</li> <li>Improve access by walking, cycling and public transport to services and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>The Project proposes upgrades to station amenities at Albion and Sunshine Stations and cycling network upgrades which aligns with Clause 11.03-1S Activity centres objectives to improve walking, cycling and public transport facilities in activity centres.</li> </ul>
	Clause 11.03-1R Activity centres	<p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Support the development and growth of Metropolitan Activity Centres by ensuring they:                             <ul style="list-style-type: none"> <li>Are hubs for public transport services.</li> <li>Provide high levels of amenity.</li> </ul> </li> </ul>	
	Clause 17.03-1S (Industrial land supply)	<p>Objective</p> <ul style="list-style-type: none"> <li>To ensure availability of land for industry</li> </ul>	<ul style="list-style-type: none"> <li>Where possible industrial land has been excluded from the State Project Land. However, where this was not possible, the industrial land is either affected by the PAO7 or the land is occupied by car parking, storage or is vacant. This approach allows for the continued use and availability of the industrial land in accordance with this Clause.</li> </ul>

Relevance	Clause	Objectives and strategies	Relevance
<b>Landscape and Built Environment</b>	Clause 11.03-5S Distinctive area and landscapes	<p>Objective</p> <ul style="list-style-type: none"> <li>To protect and enhance the valued attributes of identified distinctive areas and landscapes.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Support use and development where it enhances the valued characteristics of these areas.</li> <li>Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.</li> </ul>	<ul style="list-style-type: none"> <li>The Project intersects with distinctive areas and landscapes such as the Maribyrnong River Valley and the Steele Creek Tributary Reserve. The Project accords with Clause 11.03-5S Distinctive area and landscapes as it avoids and minimises impacts to the landscape character of these areas.</li> </ul>
	Clause 12.01-1S Protection of biodiversity	<p>Objective</p> <ul style="list-style-type: none"> <li>To assist the protection and conservation of Victoria's biodiversity.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Avoid impacts of land use and development on important areas of biodiversity.</li> <li>Consider impacts of any change in land use or development that may affect the biodiversity value</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with Clause 12.01-1S Protection of biodiversity, the Project primarily follows existing rail corridors and the alignment of PAO7, introduced as part of the MARL planning controls. This approach also reduces impacts to biodiversity values often located in public open spaces. In addition, potential impacts to ecology values would be managed through the implementation of appropriate mitigation measures.</li> </ul>
	Clause 12.01-2S Native Vegetation management	<p>Objective</p> <ul style="list-style-type: none"> <li>To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Avoid the removal, destruction or lopping of native vegetation.</li> <li>Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.</li> <li>Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.</li> </ul>	<ul style="list-style-type: none"> <li>The Project will adhere with statutory regulations and principles of minimise, avoid and mitigate where native vegetation is proposed for removal. Such mitigation measures are further detailed in the MAR State Land Terrestrial Ecology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001710).</li> </ul>
	Clause 12.03-1S River corridors, waterways, lakes and wetlands	<p>Objective</p> <ul style="list-style-type: none"> <li>To protect and enhance river corridors, waterways, lakes and wetlands.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Ensure development responds to and respects the significant environmental, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands.</li> <li>Ensure development is sensitively designed and sited to maintain and enhance environmental assets, significant views and landscapes along river corridors and waterways and adjacent to lakes and wetlands.</li> <li>Ensure development does not compromise bank stability, increase erosion or impact on a water body or wetland's natural capacity to manage flood flow.</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverses a number of waterways within the municipality of Brimbank including, Stony Creek and the Maribyrnong River Valley and Steele Creek. The Project accords with Clause 12.03-1S River corridors, waterways, lakes and wetlands as a sympathetic design approach is proposed at these areas, with the aim of avoiding and minimising impacts to these waterways where possible.</li> </ul>



Relevance	Clause	Objectives and strategies	Relevance
		<ul style="list-style-type: none"> <li>Protect the Yarra, Maribyrnong and Murray River corridors as significant economic, environmental and cultural assets.</li> </ul>	
	Clause 12.05-1S Environmentally sensitive areas	<p>Objective</p> <ul style="list-style-type: none"> <li>To protect and conserve environmentally sensitive areas.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Protect environmentally sensitive areas with significant recreational value from development that would diminish their environmental conservation or recreational values. This includes the Maribyrnong River nominated, urban conservation areas, historic buildings and precincts.</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverse the Maribyrnong River Valley which Clause 12.05-1S Environmentally sensitive areas identifies as an environmentally sensitive area. In accordance with this Clause, the Project adopts a responsive and sensitive approach to construction and design, aiming to reduce impact to the conservation or recreational value of the Maribyrnong River Valley.</li> </ul>
	Clause 12.05-2S Landscapes	<p>Objective</p> <ul style="list-style-type: none"> <li>To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Ensure development does not detract from the natural qualities of significant landscape areas.</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverses several significant landscapes and open spaces. Where possible these areas have been avoided; however, where avoidance is not possible impacts have been minimised to temporary or partially permanent to allow the ongoing use of the land for public open space and to retain the natural qualities of these significant landscape areas.</li> </ul>
	Clause 13.07-1S Land use compatibility	<p>Objective</p> <ul style="list-style-type: none"> <li>To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Ensure that use or development of land is compatible with adjoining and nearby land uses.</li> </ul>	<ul style="list-style-type: none"> <li>The Project is generally consistent with the existing use of land as it primarily follows existing rail corridors, which are included in the PUZ4. Additionally, the Project alignment generally follows the existing PAO7 signalling a clear intent for land between the Albion-Jacana Corridor and Sharps Road, Tullamarine to be acquired and subsequently used for an airport rail link. It is however acknowledged that the State Project Land also includes land outside the PUZ4 and MARL planning control extents which is not currently intended for transport use.</li> </ul>
	Clause 15.03-1S Heritage Conservation	<p>Objective</p> <ul style="list-style-type: none"> <li>To ensure the conservation of places of heritage significance.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Encourage appropriate development that respects places with identified heritage values.</li> <li>Retain those elements that contribute to the importance of the heritage place.</li> <li>Ensure an appropriate setting and context for heritage places is maintained or enhanced.</li> </ul>	<ul style="list-style-type: none"> <li>The Project generally avoids sites of local and state heritage significance. Where this is not possible, appropriate mitigation measures are proposed in the MAR State Land Historical Heritage Impact Assessment (MAR-AJM-PWD-PWD-REP-XCH-NAP-0001707) which encourage appropriate development.</li> </ul>
	Clause 15.03-2S Aboriginal cultural heritage	<p>Objective</p> <ul style="list-style-type: none"> <li>To ensure the protection and conservation of places of Aboriginal cultural heritage significance.</li> </ul>	<ul style="list-style-type: none"> <li>The Project triggers a mandatory CHMP under the <i>Aboriginal Heritage Act 2006</i>. In accordance with the <i>Aboriginal Heritage Act 2006</i> CHMP approvals will be obtained.</li> </ul>

Relevance	Clause	Objectives and strategies	Relevance
		<p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the <i>Aboriginal Heritage Act 2006</i>.</li> </ul>	
	Clause 15.01-1S Urban Design	<p>Objective</p> <ul style="list-style-type: none"> <li>To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.</li> <li>Promote good urban design along and abutting transport corridors.</li> </ul>	<ul style="list-style-type: none"> <li>The Project proposes a sensitive design response which considers and integrates with the existing urban and natural environments. This approach is further detailed in the MAR Landscape and Visual Impact Assessment (MAR-AJM-PWD-PWD-REP-AUD-NAP-0001898).</li> </ul>
	Clause 15.01-5S Neighbourhood character	<p>Objective</p> <ul style="list-style-type: none"> <li>To recognise, support and protect neighbourhood character, cultural identity, and sense of place.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place</li> </ul>	<ul style="list-style-type: none"> <li>Whilst residential land has generally been excluded from the State Project Land, there are a number of residential areas directly abutting or in close proximity to the Project which may experience construction and permanent amenity impacts. These impacts would be appropriately managed through mitigation measures.</li> </ul>
Safety	Clause 13.03-1S Floodplain Management	<p>Objective</p> <ul style="list-style-type: none"> <li>Life, property and community infrastructure from flood hazard.</li> <li>The natural flood carrying capacity of rivers, streams and floodways.</li> <li>The flood storage function of floodplains and waterways.</li> <li>Floodplain areas of environmental significance or of importance to river health.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Avoid intensifying the impact of flooding through inappropriately located use and development.</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverses a number of waterways within the municipality of Brimbank including, Stony Creek, Maribyrnong River, Steele Creek and Moonee Ponds Creek. Proposed measures to avoid intensifying the impact of flooding are further detailed in the MAR State Land Surface Water Impact Assessment (MAR-AJM-PWD-PWD-REP-XLP-NAP-0001723).</li> </ul>
	Clause 13.04-1S Contaminated and potentially contaminated land	<p>Objective</p> <ul style="list-style-type: none"> <li>To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely</li> </ul>	<ul style="list-style-type: none"> <li>There are sites within the State Project Land which are potentially contaminated. The MAR State Land Contaminated Land Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001715) further details mitigation measures to ensure potentially contaminated land is suitable for the Project.</li> </ul>
	Clause 13.04-2S Contaminated and potentially contaminated land	<p>Objective</p> <ul style="list-style-type: none"> <li>To protect areas prone to erosion, landslip, or other land degradation processes.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Prevent inappropriate development in unstable areas or areas prone to erosion.</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverses a number of waterways within the municipality of Brimbank including Stony Creek, Maribyrnong River, Steele Creek and Moonee Ponds Creek. Proposed measures to prevent inappropriate development in unstable areas or areas prone to erosion are further detailed in the MAR State Land</li> </ul>

Relevance	Clause	Objectives and strategies	Relevance
			Aquatic Ecology and Geomorphology Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001711).
Amenity	Clause 13.05-1S Noise abatement	Objective <ul style="list-style-type: none"> <li>To assist the control of noise effects on sensitive land uses.</li> </ul>	<ul style="list-style-type: none"> <li>The MAR State Land Noise Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001716) details appropriate mitigation measures to control noise effects on sensitive land uses.</li> </ul>
	Clause 13.06-1S Air Quality	Objective <ul style="list-style-type: none"> <li>To assist the protection and improvement of air quality</li> </ul>	<ul style="list-style-type: none"> <li>The MAR State Land Air Quality Impact Assessment (MAR-AJM-PWD-PWD-REP-XEV-NAP-0001721) details appropriate mitigation measures to protect air quality which may change as a result of construction and operation of the Project.</li> </ul>
	Clause 19.02-6S Open space	Objective <ul style="list-style-type: none"> <li>To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.</li> </ul> Relevant strategies: <ul style="list-style-type: none"> <li>Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, preservation of vegetation and treatment of waste water to reduce turbidity and pollution.</li> <li>Ensure public access is not prevented by developments along stream banks and foreshores.</li> </ul>	<ul style="list-style-type: none"> <li>Most project works are proposed in the existing rail corridor and public open space is proposed to be avoided where possible. Despite this, there are public open spaces that exist within the State Project Land. Where public open space is included in the Stat Project Land, impacts have been reduced to being temporary in nature or only partially permanent to uphold a network of open space for the public in accordance with Clause 19.02-6S Open space</li> </ul>
	Clause 19.02-6R Open space – Metropolitan Melbourne	Objective <ul style="list-style-type: none"> <li>To strengthen the integrated metropolitan open space network.</li> </ul> Relevant strategies: <ul style="list-style-type: none"> <li>Ensure major open space corridors are protected and enhanced.</li> <li>Protect the metropolitan water's edge parklands from intrusion and encroachment of development that impacts on open space and their natural landscape setting.</li> </ul>	
Transport	Clause 18.01-1S Land use and transport planning	Objective <ul style="list-style-type: none"> <li>To create a safe and sustainable transport system by integrating land use and transport.</li> </ul> Relevant strategies: <ul style="list-style-type: none"> <li>Develop integrated and accessible transport networks to connect people to jobs and services and goods to market.</li> <li>Improve transport links that strengthen the connections to Melbourne and adjoining regions.</li> </ul>	<p>The Project strongly supports the transport objectives of the PPF.</p> <p>The Project promotes sustainable modes of transport by upgrading stations and connecting cycling strategic corridors and therefore improving the amenity of the rail, cycling and pedestrian networks.</p> <p>Improving the amenity of these networks also encourages greater use as they become more efficient, attractive and safe for diverse users.</p>



Relevance	Clause	Objectives and strategies	Relevance
	Clause 18.01-2S Transport System	<p>Objective</p> <ul style="list-style-type: none"> <li>To coordinate development of all transport modes to provide a comprehensive transport system.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.</li> <li>Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.</li> <li>Ensure the design, construction and management of all transport modes reduces environmental impacts.</li> </ul>	The Project also connects two key economic growth areas identified in Plan Melbourne, being the Sunshine NEIC and Melbourne Airport. This new rail link provided by the Project facilitates high-quality public transport access to job-rich areas.
	Clause 18.02-1S Sustainable personal transport	<p>Objective</p> <ul style="list-style-type: none"> <li>To promote the use of sustainable personal transport.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Encourage the use of walking and cycling by creating environments that are safe and attractive.</li> <li>Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.</li> <li>Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.</li> </ul>	
	Clause 18.02-2S Public Transport	<p>Objective</p> <ul style="list-style-type: none"> <li>To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.</li> </ul> <p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Maintain and strengthen passenger transport networks.</li> <li>Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.</li> <li>Improve access to the public transport network by: <ul style="list-style-type: none"> <li>Ensuring integration with walking and cycling networks.</li> <li>Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.</li> </ul> </li> <li>Plan for bus services to meet the need for local travel.</li> <li>Ensure development supports the delivery and operation of public transport services.</li> </ul>	
	Clause 18.02-2R Public Transport	<p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Facilitate high-quality public transport access to job-rich areas.</li> </ul>	



Relevance	Clause	Objectives and strategies	Relevance
		<ul style="list-style-type: none"> <li>Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.</li> <li>Improve the operation of the Principal Public Transport Network</li> </ul>	
	Clause 18.02-4S Car parking	<p>Objective</p> <ul style="list-style-type: none"> <li>To ensure an adequate supply of car parking that is appropriately designed and located.</li> </ul>	<ul style="list-style-type: none"> <li>In conjunction with station upgrade to Albion and Sunshine, the Project proposed to supply adequate car parking in accordance with Clause 18.02-4S Car parking.</li> </ul>
	Clause 18.02-1R Melbourne Airport	<p>Relevant strategies:</p> <ul style="list-style-type: none"> <li>Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with Clause 18.02-1R Melbourne Airport, the Project does not prejudice the optimum usage of Melbourne Airport.</li> </ul>
	Clause 18.02-1R Infrastructure and design provision	<p>Objective</p> <ul style="list-style-type: none"> <li>To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.</li> </ul>	<ul style="list-style-type: none"> <li>Plan Melbourne and the Strategic Appraisal identifies that the Project is required to meet the demands of population growth and encourage economic development in employment areas. The need for the Project is identified in State policy, highlights the anticipated benefit the Project will provide to surrounding communities.</li> </ul>

# APPENDIX C OVERVIEW OF LOCAL PLANNING POLICY FRAMEWORK



Table C.1: Overview of Local Planning Policy Framework

Relevance	Clause	Objectives and strategies	Relevance
<b>Hobsons Bay</b>			
<b>Land Use</b>	Clause 21.01 – Hobsons Bay Key Issues and Strategic Vision	<ul style="list-style-type: none"> <li>Highlights that the municipality faces several issues associated with protecting settlement and housing from urban consolidation and environmental values, promoting economic development and supplying adequate infrastructure. To address these broader issues Hobsons Bay’s vision is to ‘Working together to achieve a vibrant, diverse and sustainable community that simultaneously pursues economic success, environmental quality and social equity to provide opportunities for all.’</li> </ul>	<ul style="list-style-type: none"> <li>The State Project Land traverse Hobsons Bay proposed between Sunshine Road, Sunshine and Newport Station, however, there are currently no permanent works proposed in this area.</li> </ul>
	Clause 21.04 – Open Space	<ul style="list-style-type: none"> <li>Identifies open space as is a key contributor to the City’s character and plays a significant role in distinguishing and defining its image. This policy aims to improve the diversity, quality and amenity of public open spaces within the municipality.</li> </ul>	
	Clause 22.02 - Industry	<ul style="list-style-type: none"> <li>Clause 22.02 – Industry applies to all land in the Industrial 1 Zone, Industrial 3 Zone, Mixed Use Zone and Special Use Zone Schedules 2, 3, 4 and 5 and aims to support the development of industrial areas with a consideration of physical and environmental character of the municipality</li> </ul>	
<b>Landscape and Built Environment</b>	Clause 21.05 – Environment	<ul style="list-style-type: none"> <li>Aims to protect and improve the natural landscape characteristics of open spaces.</li> </ul>	
	Clause 22.01 – Heritage	<ul style="list-style-type: none"> <li>Clause 22.01 – Heritage applies to all land within a heritage overlay and aims to enhance and conserve Hobson Bay’s cultural heritage.</li> </ul>	
<b>Transport</b>	Clause 21.09 – Transport and Mobility	<ul style="list-style-type: none"> <li>Seeks an integrated transport system that enables residents, commercial and industrial operators and visitors to access their destination in a safe, equitable and efficient manner.</li> </ul>	
<b>Maribyrnong</b>			
<b>Landscape and Built Environment</b>	Clause 21.05 – Environment and Landscape Values	<ul style="list-style-type: none"> <li>Highlights Maribyrnong River’s important role as a natural landscape and regional open space corridor. The policy sets out objectives to enhance the character of the river and is intended to be applied alongside the Guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>The Project does not intersect the Maribyrnong River within the City of Maribyrnong. However, where it does intersect with the Maribyrnong River, the works are sympathetic in design and accord with the Guidelines which inform Clause 21.05 – Environment and Landscape Values.</li> </ul>
	Clause 21.06 – Built Environment and Heritage	<ul style="list-style-type: none"> <li>Clause 21.06 – Built Environment and Heritage contains objectives to improve council’s response to urban design, environmentally sustainable design and heritage with the vision of achieving a more attractive and liveable city.</li> </ul>	<ul style="list-style-type: none"> <li>Minor signalling works are proposed in the City of Maribyrnong which are unlikely to prejudice objectives that to create a more liveable city espoused by Clause 21.06 – Built Environment and Heritage.</li> </ul>

Relevance	Clause	Objectives and strategies	Relevance
	Clause 22.01 – Cultural Heritage	<ul style="list-style-type: none"> <li>Clause 22.01 – Cultural Heritage objectives are to conserve heritage places and protect them from adverse impacts and ensure demolished heritage places are documented and archived.</li> </ul>	<ul style="list-style-type: none"> <li>In accordance with the <i>Aboriginal Heritage Act 2006</i> and the <i>Heritage Act 2017</i>, the Project will appropriately manage cultural heritage.</li> </ul>
<b>Transport</b>	Clause 21.09 – Transport	<ul style="list-style-type: none"> <li>Acknowledges the various rail, tram and bus services available to the municipality and aims to increase the use of its public and active transport networks.</li> </ul>	<ul style="list-style-type: none"> <li>Minor signalling works are proposed in the City of Maribyrnong which are unlikely to prejudice objectives to create a more liveable city espoused by Clause 21.09 – Transport</li> </ul>
<b>Brimbank</b>			
<b>Land Use</b>	Clause 21.02 – Land Use Strategy	<ul style="list-style-type: none"> <li>States that the key land uses within the City of Brimbank are natural environment, built environment, housing, retailing and activity centres, industrial land use, transport infrastructure and community and leisure facilities.</li> <li>Key considerations: <ul style="list-style-type: none"> <li>The Sunshine NEIC is highlighted as a key activity centre within this policy.</li> <li>Promotes sustainable modes of transport.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The Project intersects with the Sunshine NEIC which is highlighted as a key activity centre within this policy.</li> <li>The proposed upgrades to Sunshine and Albion Stations as part of the Project will support the future growth encouraged in the NEIC.</li> <li>Rail is a sustainable mode of transport and by creating a new rail line to Melbourne Airport, the Project contributes to the objective of promoting and creating a more sustainable mode of transport.</li> </ul>
	Clause 21.04 – Strategic Land Use Vision	<ul style="list-style-type: none"> <li>Outlines the Strategic Land Use Vision for the natural environment, built environment, housing, retail and activity centres, industrial land use, transport and infrastructure, community facilities and recreation and strategic development sites.</li> <li>Key considerations: <ul style="list-style-type: none"> <li>Develop strong connections to an integrated, sustainable transport network and provide a safe and efficient cycling and walking network that links neighbourhoods to services and facilities</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The Project generally follows the rail corridor; however, the Project also includes land outside of the rail corridor including residential land, public open space, industrial land, commercial land, the Sunshine MAC and public land. Where impacts may affect these land uses, appropriate mitigation measures are proposed.</li> <li>The Project also includes upgrades to Sunshine and Albion Station and connects two strategic cycling corridors. These upgrades improve the integration and connectivity of public transport as well as encourage growth in the surrounding suburbs.</li> </ul>
	Clause 21.09 – Industrial Land Use	<ul style="list-style-type: none"> <li>Highlights the importance industrial land plays in Brimbank and set a vision to protect and enhance the development of existing and future industrial land.</li> </ul>	<ul style="list-style-type: none"> <li>The State Project Land includes industrial zoned land. Where industrial land is included in the State Project land, it is located within the PA07 or occupied by car parking, storage or is currently vacant.</li> <li>This allows for the continued operation and growth of industrial businesses, consistent with the aim of Clause 21.09 – Industrial Land Use</li> </ul>
<b>Landscape and Built Environment</b>	Clause 21.05 – Natural Environment	<ul style="list-style-type: none"> <li>Aims to protect and improve the quality of waterways, creek valleys, grasslands and conserves natural landscape characteristics</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverses a number of waterways within the municipality of Brimbank including, Stony Creek, Maribyrnong River and Steele Creek.</li> <li>The Project accords with Clause 21.05 – Natural Environment as it avoids and minimises impacts to the natural landscape character of these waterways where possible.</li> </ul>



Relevance	Clause	Objectives and strategies	Relevance
	Clause 21.06 – Built Environment	<ul style="list-style-type: none"> <li>Identifies the Maribyrnong River as major natural assets and the importance of heritage and landscaping.</li> </ul>	<ul style="list-style-type: none"> <li>The Project traverses the Maribyrnong River Valley and plans to construct a second rail bridge over the Maribyrnong River.</li> <li>The proposed design of the new crossing will minimise impacts to the Maribyrnong River Valley where possible, consistent with the objectives of Clause 21.06.</li> </ul>
	Clause 21.08 – Retailing and Activity Centres	<ul style="list-style-type: none"> <li>Identifies a hierarchy of activity centres in Brimbank with the Sunshine MAC.</li> </ul>	<ul style="list-style-type: none"> <li>The Project intersects with the Sunshine MAC and will support its status as a key activity centre by upgrading the station, providing for a better integration with the wider Sunshine MAC.</li> </ul>
	Clause 22.01 Brimbank Heritage Policy	<ul style="list-style-type: none"> <li>Identifies the need for its cultural heritage assets to be conserved and enhanced.</li> </ul>	<ul style="list-style-type: none"> <li>Areas of heritage significance have generally been excluded from the State Project Land, however, there are some instances where the Project intersects with areas of CHS, as well as local and state listed historical heritage sites. In these instances, potential impacts to heritage values will be managed by and implementing appropriate mitigation measures and obtaining approval under the relevant heritage legislation.</li> </ul>
<b>Transport</b>	Clause 21.10 – Transport and Infrastructure	<ul style="list-style-type: none"> <li>Aims to increase sustainable transport connections and improve vehicular transport and parking in a way that does not downgrade the urban environment.</li> </ul>	<ul style="list-style-type: none"> <li>The Project includes works to create a new rail line, upgrade bicycle facilities at Sunshine and Albion Station and connect two strategic cycling corridors. Rail and cycling are sustainable modes of transport and by undertaking these works and upgrades, the Project increases sustainable transport connections.</li> </ul>
<b>Moonee Valley</b>			
<b>Land Use</b>	Clause 11.02-L Airport West Major Activity Centre	<ul style="list-style-type: none"> <li>Aims to encourage growth that supports the development of the Airport West Major Activity Centre. Development encouraged within the Airport West Major Activity Centre includes consolidation of retail and housing, mix of uses and a night-time economy.</li> </ul>	<ul style="list-style-type: none"> <li>The Project intersects with the Airport West Shopping Centre which is included in the Airport West Major Activity Centre. Project works in this area are temporary and will not preclude visions to improve and grow the Airport West Major Activity Centre outlined in Clause 11.02-L of the Moonee Valley LPPF.</li> </ul>
	Clause 11.02-L Industry	<ul style="list-style-type: none"> <li>Facilitate investment in industrial areas by improving the physical appearance of existing industrial precincts.</li> </ul>	<ul style="list-style-type: none"> <li>One area of industrial zoned land within the City of Moonee Valley is included in the State Project Land. The land included contains a nature strip to an existing industrial property, thereby allowing for the continued operation and/or growth of the industrial land, consistent with the objective of Clause 11.02-L Industry</li> </ul>
	Clause 19.02-6L Open Space	<ul style="list-style-type: none"> <li>Aims to provide a diversity of open spaces that incorporate day and night activity and identifies suburbs where open space contributions are required.</li> </ul>	<ul style="list-style-type: none"> <li>The State Project Land includes one public open space within the municipality of Moonee Valley, Border Drive Reserve. Works at Border Drive Reserve are temporary and will not preclude visions in Clause 19.02-6L Open Space to improve this public open space.</li> </ul>
	Clause 12.01-1L Vegetation	<ul style="list-style-type: none"> <li>Aims to increase tree canopy and enhance the ecological values of the city.</li> </ul>	<ul style="list-style-type: none"> <li>Vegetation removal will be required to facilitate the Project. However,</li> </ul>

Relevance	Clause	Objectives and strategies	Relevance
Landscape and Built Environment			vegetation removal should be minimised as much as possible through design refinement. Impacted areas should be revegetated in accordance with state and local policies following the completion of project works.
	Clause 12.03-1L Maribyrnong River and creek corridors	<ul style="list-style-type: none"> <li>Ensure new development within the Maribyrnong River valley has regard to the preferred character type as outlined in the Maribyrnong River Design Guidelines (Department of Planning and Community Development, 2010) for each distinct character length.</li> </ul>	<ul style="list-style-type: none"> <li>Through the inclusion of a second rail bridge, the Project will modify the Maribyrnong River Valley. Project works will however aim to minimise impacts to the character of the Maribyrnong River by providing a sympathetic permanent built form which is in accordance with Clause 12.03-1L Maribyrnong River and creek corridors and the Maribyrnong River Guidelines.</li> </ul>
	Clause 15.03-1L Heritage Conversation	<ul style="list-style-type: none"> <li>Maintain the distinctive historic character and visual cohesion of streetscapes within heritage precincts.</li> </ul>	<ul style="list-style-type: none"> <li>Where heritage places intersect with the State Project Land, any potential impacts to heritage values will be managed by implementing appropriate mitigation measures and obtaining approval under the relevant heritage legislation.</li> </ul>
Transport	Clause 18.02-1L Walking and cycling	<ul style="list-style-type: none"> <li>Aims to improve and explore walking and cycling opportunities within the municipality including upgrades to the Maribyrnong River Trail.</li> </ul>	<ul style="list-style-type: none"> <li>The Project proposes to provide a Strategic Cycling Corridor link between Western Ring Road and Airport Drive via Steele Creek. This Strategic Cycling Corridor connects to the Maribyrnong River Trail. The upgrade of this Strategic Cycling Corridor accords with Clause 18.02-1L Walking and cycling as it improves connection and access to the Maribyrnong River Trail.</li> </ul>
Moreland			
Land Use	Clause 17.01-1L Core Industry and Employment Areas	<ul style="list-style-type: none"> <li>Aims to protect, grow and transition core industry and employment areas identified in the municipality.</li> </ul>	<ul style="list-style-type: none"> <li>Minor signalling works are proposed in the City of Moreland which are unlikely to prejudice objectives of the Moreland LPPF.</li> </ul>
	Clause 19.02-6L Open Space in Moreland	<ul style="list-style-type: none"> <li>Clause 19.02-6L Open Space in Moreland objective is to ensure use and development preserves and enhances public access to open space.</li> </ul>	
Landscape and Built Environment	Clause 15.03-1L Heritage in Moreland	<ul style="list-style-type: none"> <li>Clause 15.03-1L Heritage in Moreland applies to all land affected by a heritage overlay and encourages the retention of significant heritage fabric and where modification are proposed for these modification to be sympathetic to the heritage value of a site.</li> </ul>	
Transport	Clause 18.02-1L Sustainable Transport in Moreland	<ul style="list-style-type: none"> <li>Aims to ensure the provision of bicycle parking is suitable to the likely demand generated by the use or development and nature of the locality.</li> </ul>	
Hume			
Land Use	Clause 21.05 – Activity Centres	<ul style="list-style-type: none"> <li>Aims ensure a diverse range of activities and ample amenity are situated throughout the municipality.</li> </ul>	<ul style="list-style-type: none"> <li>The State Project Land intersects with the border of the City of Hume at Sharp Road, Tullamarine, however, there are</li> </ul>



Relevance	Clause	Objectives and strategies	Relevance
	Clause 22.01 – Industrial Local Policy	<ul style="list-style-type: none"> <li>Clause 22.01 – Industrial Local Policy applies to land in the Industrial 1 and Industrial 3 Zones identifies key industrial precincts for the municipality and aims to balance the growth of these precincts with the protection of several natural heritage sites of significance.</li> </ul>	currently no permanent works proposed in this area.
<b>Landscape and Built Environment</b>	Clause 21.04 - Built Environment and Heritage	<ul style="list-style-type: none"> <li>Acknowledges Hume's long industrial history and encourages better urban design outcomes in industrial and commercial areas.</li> </ul>	
	Clause 21.08 – Natural Environment and Environmental Risk	<ul style="list-style-type: none"> <li>Sets out objectives to protect existing native vegetation and biodiversity as well as increasing community and public access to such landscapes.</li> </ul>	
<b>Transport</b>	Clause 21.07 – Transport Connectivity and Infrastructure	<ul style="list-style-type: none"> <li>Highlights that Improved connectivity and travel choice between residential areas, activity centres, employment areas and Melbourne Airport is particularly important and identifies the Melbourne Airport Rail as a key transport Project required to achieve this vision.</li> </ul>	

# APPENDIX D POLICY AND STRATEGY OVERVIEW



Table D.1: Overview of relevant strategies and policies

Title	Relevance
State	
<p><i>Plan Melbourne 2017-2050 (DELWP, 2017)</i>  <i>Plan Melbourne 2017 – 2050 Addendum 2019 (DELWP, 2019)</i></p>	<ul style="list-style-type: none"> <li>Sets the metropolitan strategic planning strategy for Melbourne. Plan Melbourne strives to integrate the city’s long-term land use, infrastructure and transport planning. It also provides further context to Clauses 10 to 19 of the Planning Scheme.</li> <li>In 2019, an Addendum was made to Plan Melbourne to provide an update on Melbourne’s projected growth, land use and transport planning. Plan Melbourne and its Addendum are intended to be read together.</li> <li>Plan Melbourne recognises Melbourne Airport as a major transport gateway and supports its role as a key location for employment and economic activity. A key objective of Plan Melbourne is also to provide an integrated transport system for Melbourne that “connects people to jobs and services and goods to market”. It also identifies the Project as an important infrastructure investment in addressing future transport needs.</li> </ul>
<p><i>Priority Precincts (Department of Jobs, Precincts and Regions, 2019)</i></p>	<ul style="list-style-type: none"> <li>Identifies six ‘Priority Precincts’ as areas of opportunity to boost innovation, productivity and build on Melbourne’s commercial success.</li> <li>The policy notes that public investment is enabling the development of Sunshine into a major transport and employment hub which will service western Melbourne. This includes specific mention of the ‘Melbourne Airport Rail Link’ project.</li> </ul>
<p><i>Melbourne Industrial and Commercial Land Use Plan (DELWP, 2020)</i></p>	<ul style="list-style-type: none"> <li>Highlights the importance of industrial and commercial land in supporting Victoria’s economic competitive advantage and puts in place a planning framework to manage future employment and industry needs.</li> <li>The Plan acknowledges the importance of future major transport infrastructure projects, such as the Project, in improving the transport network and promoting economic activity.</li> <li>The Project intersects with state significant industrial land between Ballarat Road, Sunshine and the Tullamarine Freeway and state significant commercial land at the Sunshine MAC and Airport West.</li> </ul>
<p><i>Western Rail Plan (Transport for Victoria, 2018)</i></p>	<ul style="list-style-type: none"> <li>Sets out priority rail infrastructure projects Victoria needs for a fast, high-capacity rail network to service growing suburbs and regional cities.</li> <li>The Project is highlighted as one of the key investments required to improve Victoria’s rail network.</li> </ul>
<p><i>Growing Our Rail Network 2018-2025 (Transport for Victoria, 2018)</i></p>	<ul style="list-style-type: none"> <li>Establishes Victoria’s approach to meeting a growing demand for rail services.</li> <li>The strategy outlines current major rail infrastructure projects underway such as the Metro Tunnel and identifies projects where future investment will be targeted such as the Airport rail link.</li> </ul>
<p><i>Network Development Plan – Metropolitan Rail (Public Transport Victoria, 2012)</i></p>	<ul style="list-style-type: none"> <li>Establishes a policy basis for planning the development of Melbourne’s metropolitan rail network over the next 20 years.</li> <li>The plan sets out a staged approach to strengthening Melbourne’s rail network. The Project is identified as an important project in extending Melbourne network over the next 15 years.</li> </ul>
<p><i>Strategic Appraisal Melbourne Airport Rail Link (Transport for Victoria, 2018)</i></p>	<ul style="list-style-type: none"> <li>Supports the public announcement of the MARL and sets out the next steps of the detailed planning, development and implementation of the Project.</li> </ul>
<p><i>DRAFT Sunshine NEIC Framework Plan (Victorian Planning Authority, 2017)</i></p>	<ul style="list-style-type: none"> <li>The Victorian Planning Authority (VPA) is working with Brimbank City Council, state government agencies and stakeholders to deliver the <i>Sunshine NEIC Draft Framework Plan</i> (the Draft Framework Plan). The Draft Framework Plan aims to set out a shared vision for the next 30 years to build on established public and private assets and generate new business opportunities and local jobs.</li> <li>The Sunshine NEIC is divided into four employment centres. The Project intersects with three of the four employment centres; Solomon Heights Investigation Area, emerging Sunshine Health, Wellbeing and Education Precinct and Sunshine MAC.</li> <li>The Draft Framework Plan does not consider the specific role the Project will play within the Victorian rail network, however, acknowledges the role of large infrastructure projects in enhancing transport connections and access to employment opportunities in the NEIC and its key precincts.</li> </ul>

Title	Relevance
<i>Maribyrnong River Valley Design Guidelines (Department of Planning and Community Development, 2010)</i>	<ul style="list-style-type: none"> <li>Provides an overarching framework to protect open space and guide development along the Maribyrnong River Valley.</li> <li>The Guidelines set out priority actions and design guidelines focusing on maximising public open space along the river corridor, improving accessibility and amenity and enhancing the character of the river.</li> <li>The Project intersects with the Brimbank river length of the Maribyrnong River. The priorities and design guidelines for the Brimbank river length aim to balance the protection of the naturalistic and remote character of the river with improving recreation and amenity.</li> <li>Along the Brimbank river length, Sunshine North is also identified as a key area for protecting native vegetation and the remaining river escarpment.</li> </ul>
<b>Hobsons Bay</b>	
<i>Integrated Transport Plan 2017 – 2030 (Hobsons Bay, 2017)</i>	<ul style="list-style-type: none"> <li>Informs Clause 21.09 – Transport and Mobility of the LPPF and aims to create an integrated, innovative and equitable transport system, providing a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destination.</li> <li>Identifies that a rail link to the airport as a key project which will influence public transport networks in Hobsons Bay.</li> </ul>
<i>Hobsons Bay Open Space Strategy 2018-2028 (Hobsons Bay, 2018)</i>	<ul style="list-style-type: none"> <li>Provides a framework for Council to set priorities and make decisions on the maintenance, upgrade and development of both existing and new spaces or facilities, which will cater for the current and future needs of the Hobsons Bay Community.</li> <li>There are public open spaces part of Hobsons Bay adjacent with the State Project Land. However, there are currently no works proposed between Sunshine Road, Sunshine and Newport Station. Therefore, the Project would not prejudice the objectives of the Hobsons Bay Open Space Strategy 2018-2028.</li> </ul>
<b>Maribyrnong</b>	
<i>Stony Creek Future Direction Plan 2020 (Maribyrnong City Council, 2020)</i>	<ul style="list-style-type: none"> <li>Provides a framework for the rehabilitation of Stony Creek from Mathews Hill Reserve, Sunshine to Hyde Street, Yarraville and focuses on actions for eight precincts.</li> <li>The Project intersects with the Duke Street – Quarry Road Precinct which advocates for a pedestrian and cycling over the rail corridor connecting the north and south of Stony Creek and improved habitat protection near Mathews Hill Reserve.</li> </ul>
<i>City of Maribyrnong Open Space Strategy (City of Maribyrnong, 2014)</i>	<ul style="list-style-type: none"> <li>Provides a strategic direction for the future planning, provision, design and management of open space in the City of Maribyrnong from 2013 to 2031</li> <li>There are several open spaces of within the State Project Land such as the Footscray Railway Complex and the Sunshine Linear Reserve. At these locations minor signalling works are proposed which are unlikely to prejudice objectives to enhance and protect public open space.</li> </ul>
<i>Maribyrnong Integrated Transport Strategy (City of Maribyrnong, 2012)</i>	<ul style="list-style-type: none"> <li>Provides a long-term plan which aims to create a transport network which is sustainable, equitable and convenient, in response to growth within and outside of Maribyrnong.</li> <li>The Strategy highlights a preference for a rail link to the Melbourne Airport through the municipality linking Footscray Station, Highpoint Shopping Centre and Maribyrnong Defence Site. Although an alternate route is given preference within the Strategy, it supports a new rail link to the Melbourne Airport as an important project to improve the public transport network.</li> </ul>
<i>Maribyrnong City Council Bicycle Strategy 2020 – 2030 (City of Maribyrnong, 2020)</i>	<ul style="list-style-type: none"> <li>Aims to promote regular usage of bicycles for all residents</li> <li>The Strategy is relevant to the Project as it aims to maximise bicycle improvement through major projects.</li> </ul>
<i>Maribyrnong Housing Strategy 2018 (City of Maribyrnong, 2018)</i>	<ul style="list-style-type: none"> <li>Aims to guide residential development in the City of Maribyrnong for the next 15 years by identifying a preferred location and type of development that is required to meet the changing needs of our growing community.</li> </ul>

Title	Relevance
	<ul style="list-style-type: none"> <li>A key objective of this strategy is to provide housing with good public transport access and to focus housing development near existing public transport networks such as the rail network.</li> </ul>
<b>Brimbank</b>	
<i>Sunshine Town Centre Structure Plan (Brimbank City Council, 2014)</i>	<ul style="list-style-type: none"> <li>Sets out objectives for the transformation of the Sunshine Town Centre accommodating change over 20 years.</li> <li>The Structure Plan divides the centre into four precincts, each with design objectives and standards to achieve preferred outcomes. The Project intersects with Precinct 1- Main Street Precinct, Precinct 3 – Southern Village Precinct and Precinct 4 – Albion Station precinct.</li> <li>It is also noted that, the objectives, strategies and actions detailed within the Structure Plan were developed in the context of 2014 which recognised the future regional rail hub Sunshine Station would become as part of the development of RRL. The Structure Plan also recognised the potential for future projects to influence the growth of the western region.</li> </ul>
<i>Albion Neighbourhood Plan (Brimbank City Council, 2013)</i>	<ul style="list-style-type: none"> <li>Sets the preferred future for Albion over the next 20 years and provides key directions and strategies for the predominantly residential area west of the rail corridor.</li> <li>The Albion Neighbourhood Plan provides a number of ideas regarding the station and railway corridor, such as: <ul style="list-style-type: none"> <li>The need to strengthen pedestrian connections between the station, key open space nodes, local shops, Talmage Street and Sunshine Town Centre</li> <li>Enhanced station foreground and bus interchange facilities</li> <li>Providing pedestrian and cycling links from Barclay Reserve in the south, to Albion Station</li> <li>Providing for the activation of the Darling Flour Mill Site</li> <li>Signalising Ballarat Road and traffic calming measures along the Ballarat Road service road.</li> </ul> </li> <li>The Project accords with the objectives of the Albion Neighbourhood Plan.</li> </ul>
<i>Brimbank Activity Centres Strategy 2008 (Brimbank City Council, 2008)</i>	<ul style="list-style-type: none"> <li>Provides a program of activities for larger centres which generally includes actions for strategic, economic development, business engagement and capital works.</li> <li>Sunshine is identified as a MAC within the Activity Centres Strategy and intersects with the Project.</li> <li>A key opportunity for Sunshine identified within the strategy is to support major development with a focus on maximising the development opportunities associated with the MARL. This highlights the importance the Project plays in enhancing the Sunshine Precinct.</li> </ul>
<i>Brimbank Industrial Land Use Strategy 2018 – 2030 (Brimbank City Council, 2018)</i>	<ul style="list-style-type: none"> <li>Aims to ensure that industrial precincts are managed in an efficient, effective and sustainable manner so that they continue to be an important source of employment and economic opportunity for Brimbank and the western region.</li> <li>The strategy identifies 19 industrial precincts in Brimbank of which McIntyre Road, Flickers, SHWEP, Sunshine North, Solomon Heights, Keilor East and Tullamarine industrial precincts intersect with the Project. These precincts are then divided into three categories with unique purposes: <ul style="list-style-type: none"> <li>Industrial areas: To protect existing viable industrial land and land with future potential for industrial activities. The Sunshine North and Keilor East precincts are in this category.</li> <li>Employment Areas: To encourage reinvestment in industrial and commercial operations and the public realm. The McIntyre Road precinct is in this category.</li> <li>Transitional Areas: To recognise areas that are not viable for industrial uses in the longer term and are suitable to transition to alternative uses, including possible residential or mixed uses. The Flicker and Solomon Heights precincts are in this category.</li> </ul> </li> </ul>
<i>Transport Priorities Paper 2018 (Brimbank City Council, 2018)</i>	<ul style="list-style-type: none"> <li>Identifies key transport constraints and solutions affecting the transport network within Brimbank City Council, seeking to align Council's transport priorities with Plan Melbourne.</li> </ul>

Title	Relevance
	<ul style="list-style-type: none"> <li>The Paper recognises the vital role the Sunbury and Melton rail lines play in Brimbank's public transport network and distinguishes the improvements to the network supported by RRL, the Metro Tunnel and MARL. Into the future, Brimbank City Council will continue to advocate for: <ul style="list-style-type: none"> <li>Improved frequencies for all public transport services within the municipality</li> <li>Rail grade separations</li> <li>A high frequency bus network that provides better connection</li> <li>Improvements to the road network, including road widenings</li> <li>Improved active transport links throughout the municipality.</li> </ul> </li> <li>Further consultation with Brimbank City Council will be required to determine their position on the development of the Project and obtain a current status update on the Transport Priorities Paper.</li> </ul>
<i>Brimbank Habitat Connectivity Plan 2018-2023 (Brimbank City Council, 2018)</i>	<ul style="list-style-type: none"> <li>Identifies Brimbank's priorities for conservation land management and habitat improvement. The Plan identifies the rail corridor as an important habitat corridor with opportunities to retain and improve habitat connectivity and quality.</li> </ul>
<i>Brimbank Cycling and walking Strategy Update (Brimbank City Council, August 2016)</i>	<ul style="list-style-type: none"> <li>Aims to make cycling and walking more attractive throughout Brimbank. The Project proposes upgrades to Albion and Sunshine Station which will include end of trip facilities and works to better integrate walking and cycling options with the station forecourts.</li> <li>The Strategy identifies also a connection between Brimbank Park and the Airport Drive Shared Path is identified as a high priority. As part of the Project works, part of this link is proposed to be constructed between the Western Ring Road and Airport Drive via Steele Creek.</li> </ul>
<i>Brimbank Heritage Strategy 2018 – 2023 (Brimbank City Council, December 2018)</i>	<ul style="list-style-type: none"> <li>Establishes a management framework to guide the future heritage assessment and management initiatives for heritage places in Brimbank.</li> <li>The Project intersects with several heritage places within Brimbank, avoiding and mitigating potential impacts where possible according with one of the strategies guiding principles which is to protect heritage places.</li> </ul>
<i>Brimbank Aboriginal Cultural Heritage Strategy 2018 – 2023 (Brimbank City Council, December 2018)</i>	<ul style="list-style-type: none"> <li>Guides the conservation and protection of Aboriginal objects, places and landscapes, both known and unrecorded within Brimbank.</li> <li>The Project intersects with areas of cultural heritage significance and Aboriginal Places</li> </ul>
<i>Brimbank Parking Strategy 2019 – 2029 (Brimbank City Council, August 2019)</i>	<ul style="list-style-type: none"> <li>Sets out guiding principles, objectives for parking within Brimbank</li> <li>The Strategy proposes parking management plans that apply parking controls to Sunshine Town Centre. This aligns to the Project which aims to improve car parking through car parking modifications at Sunshine and Albion Stations.</li> </ul>
<b>Moonee Valley</b>	
Moonee Valley Neighbourhood Plans <ul style="list-style-type: none"> <li><i>Your Neighbourhood, Your Vision Airport West (City of Moonee Valley, 2019)</i></li> <li><i>Your Neighbourhood, Your Vision Keilor East (City of Moonee Valley, 2019)</i></li> <li><i>Your Neighbourhood, Your Vision Milleara (City of Moonee Valley, 2018)</i></li> </ul>	<ul style="list-style-type: none"> <li>Three plans intersect with the Project; Airport West, Keilor East and Milleara. The Neighbourhood Plans respond to Plan Melbourne and provide a vision for the future use and development of Neighbourhood areas.</li> <li>Key implementation initiatives which relate to the Project include for each neighbourhood area include: <ul style="list-style-type: none"> <li><i>Airport West and Keilor East</i> <ul style="list-style-type: none"> <li>Council's commitment to advocate for a railway station at Airport West as part of the Airport Rail Link</li> <li>Vision to revitalise Steele Creek to create a healthy, biodiverse waterway and connection open space corridor.</li> </ul> </li> <li><i>Milleara</i> <ul style="list-style-type: none"> <li>Revitalise and activate the Maribyrnong River environs to create local recreational opportunities and connection to the broader river corridor.</li> </ul> </li> </ul> </li> </ul>
<b>Moreland</b>	
<i>Moreland Integrated Transport Strategy 2010-9 (Moreland City Council, 2010)</i>	<ul style="list-style-type: none"> <li>Aims to improve walking and cycling connections, good public transport services, streets that are community spaces and local access to services, education and employment.</li> </ul>





Title	Relevance
	<ul style="list-style-type: none"><li>States that Airport West, which is adjacent to the State Project land experience significant transport disadvantage which limited transport access.</li></ul>
<b>Hume</b>	
<i>Hume Integrated Land Use and Transport Strategy 2011-2020 (Hume City Council, 2011)</i>	<ul style="list-style-type: none"><li>Aims to create more accessible, liveable and sustainable communities, giving residents full access to jobs, education, shopping and community facilities by expanding the range of transport choices and modes.</li><li>Highlights significant employment growth is expected in the Airport precinct and suggest a new rail link to the Melbourne Airport will support such growth.</li><li>The Strategy highlights a preference for a rail link that extends beyond the Airport through to Broadmeadows (potentially through the Attwood land) and provides an orbital rail link between Broadmeadows and Albion / Sunshine. Although an expanded Project scope is given preference within the Strategy, it supports a new rail link to the Melbourne Airport as an important project to improve the public transport network and support anticipated employment growth at Melbourne Airport.</li></ul>

# APPENDIX E PLANNING PROPOSALS AND KEY STRATEGIC SITES LIST



Table E.1 Planning proposals and strategic redevelopment sites

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
<b>Brimbank</b>			
Chaplin Reserve – 112-116 Anderson Road, Sunshine	Included within the State Project Land	<ul style="list-style-type: none"> <li>Former sports facility that was rezoned in 2018 via PSA C148 to a Residential Growth Zone (RGZ) and applied a DPO8 and an EAO to the land.</li> <li>The Development Plan under the DPO8 was approved on 19/03/2019.</li> <li>Planning Permits for the redevelopment of the site have recently been issued:                             <ul style="list-style-type: none"> <li>P101/2020 (issued 18/9/2020): Stage 1 buildings and works for the construction of residential buildings, reduction in car parking and access alterations to a RDZ1. An amendment to the planning permit and approved plans is currently under consideration.</li> <li>P102/2020 (issued 18/9/2020): Stage 2 buildings and works for the construction of a residential hotel, apartment building, food and drink premises and reduction in car parking requirements.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that demolition and clearing works have commenced on this site which may be in preparation for works approved under the approved permits.</li> </ul>
Albion Triangle redevelopment site - 149A, 155, 157, 163 Anderson Road and 501-503, 503A and 505 Ballarat Road, Sunshine	Partially included within the State Project Land	<ul style="list-style-type: none"> <li>P82/2018: Application currently under consideration for the approval the Albion Triangle Development Plan (includes up to 9 storey mixed use development) under the ACZ1.</li> </ul>	<ul style="list-style-type: none"> <li>Land is identified as a key redevelopment opportunity in the Albion Station precinct.</li> <li>Imagery on NearMap suggests that no works have commenced on the site.</li> </ul>
John Darling and Son Flour Mill – 74 Sydney Street, Albion	Adjoining the State Project Land.	<ul style="list-style-type: none"> <li>Nil</li> </ul>	<ul style="list-style-type: none"> <li>Potential for adaptive reuse of the existing building.</li> <li>A development plan is required is required to be prepared for the site under Schedule 1 to the ACZ.</li> <li>Imagery on NearMap suggests that no works have commenced on the site.</li> </ul>
Solomon Heights – land generally boundary by Baldwin Avenue to the north and Munro Avenue to the south in Sunshine North	Partially included within the State Project Land	<ul style="list-style-type: none"> <li>Nil</li> </ul>	<ul style="list-style-type: none"> <li>The site was originally subdivided into approximately 435 lots in the 1920s, spreading land ownership between over 100 individuals; however, the land remains vacant.</li> <li>Solomon Heights estate is part of the Sunshine NEIC and the Sunshine Priority Precinct. This may influence the future development of land with the estate.</li> <li>ESO3 with a number of Matters of National Environmental Significance (MNES) protected under the EPBC occur on the site.</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
Stony Creek – 19A, 19B, 59 Gilmour Rd, 267 and 295-317 St Albans Road Sunshine North	Partially included within the State Project Land	<ul style="list-style-type: none"> <li>P572/2017 was issued on 22/12/2017 for buildings and works (including earthworks) for the naturalisation of land in the Stony Creek corridor and use of the land for informal outdoor recreation.</li> </ul>	<ul style="list-style-type: none"> <li>Site forms part of the Upper Stony Creek Transformation Project which seeks to naturalise a 1.2km section of Upper Stony Creek, including a stormwater harvesting wetland and irrigation system surrounded by community parklands</li> <li>Imagery on NearMap suggests that some earthworks have occurred on the site between 2018 and 2020.</li> </ul>
47, 47A and 47B McIntyre Road, Sunshine North	Partially included within the State Project Land	<ul style="list-style-type: none"> <li>P729/2019 was issued on 18/6/2020 for a 3 lot commercial subdivision.</li> <li>P660/2017 was issued 17/7/2019 for the part demolition and construction of buildings and works for a retail/showroom and a shop and reduction to the standard car parking requirement.</li> <li>An amendment to permit P334/2017 was issued on 13/5/2020 to alter signs 16 and 17 to include LED screens.</li> <li>P41/2019 was issued on 25/03/2019 for the erection and display of business identification sign including internally illuminated signage within a Heritage Overlay.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that the demolition and buildings and works for a retail store occurred in 2019.</li> </ul>
128 Berkshire Rd and 30 Steers Street, Sunshine North	Included within the State Project Land	<ul style="list-style-type: none"> <li>P518/2018 was issued 30/11/2018 for a 2 lot industrial subdivision (PS825413y) and removal of powerline easement E-1 on lot 1 on PS729706t.</li> <li>P435/2017 was issued 08/2/2019 was issued for buildings and works and the use of part of the land for a service industry (motor vehicle repairs, sales and store) including a reduction to the standard car parking requirements</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that demolition of an existing building occurred on this site in 2019. The site is currently vacant.</li> </ul>
River Valley Estate - 71 Penna Avenue, Sunshine North	Partially included within the State Project Land	<ul style="list-style-type: none"> <li>P742/2018 is currently under consideration and allows for a combined Planning Permit application and PSA to rezone the land to residential and multi-lot subdivision for stage 9 of the River Valley Estate.</li> <li>There are a number of other permit applications relevant to the development of the River Valley Estate, including: <ul style="list-style-type: none"> <li>P720/2014 was issued for multi-lot subdivision for Stage 7A and was subsequently amended on 8/5/2018.</li> <li>P1016/2014 was issued for multi-lot subdivision for stage 7B and subsequently amended in 2016, 8/5/2018 and 18/7/2018.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The site is affected by a DPO3, with the River Valley Estate Development Plan 2002 approved by Council.</li> <li>Imagery on NearMap suggests that the construction of roads and utilities has commenced on this site.</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
		<ul style="list-style-type: none"> <li>- P277/2017 was issued on 11/2/2018 and allows for a multi lot residential subdivision for River Valley Estate Stage 7D. An amendment to this permit is currently under consideration.</li> <li>- P186/2017 issued 22/12/2017 and allows for the allows for a multi lot residential subdivision for River Valley Estate Stage 7C. An amendment to this planning permit is currently under consideration.</li> <li>- P226/2017 was issued on 13/9/2017 for the removal of native vegetation.</li> <li>- P796/2018 issued on 2/7/2019 and allows for a boundary realignment. A subsequent amendment was approved on 4/9/2019.</li> <li>- P316/2018 is currently under consideration and allows for an 18 lot residential subdivision for River Valley Estate Stage 7D.</li> <li>- P298/2018 is currently under consideration and allows for a 41 lot subdivision and the removal of native vegetation for River Valley Estate Stage 7E and Stage 9.</li> <li>- P440/2019 currently under consideration for the construction of a pedestrian bridge. MV/589/2019 was also lodged with Moonee Valley as part of the footbridge works and is currently under consideration.</li> </ul>	
2A Cromer Avenue, Sunshine North	Within the State Project Land	<ul style="list-style-type: none"> <li>• P849/2017 was issued on 27/03/2019 for the use of the land as a transfer station.</li> </ul>	<ul style="list-style-type: none"> <li>• Imagery on NearMap suggests that the construction of a building occurred between 2018 and 2019.</li> </ul>
202 McIntyre Road, 109 and 119A Davies Avenue Sunshine North	Within the State Project Land	<ul style="list-style-type: none"> <li>• P685/2018 was issued 03/01/2020 for the removal of reserve status, creation of a new reserve and removal of drainage easement.</li> <li>• P684/2018 was issued 12/07/2019 for the creation of a reserve (PS814112B)</li> </ul>	<ul style="list-style-type: none"> <li>• Imagery on NearMap suggests that demolition and earthworks have occurred on this site between 2018 and 2020.</li> </ul>
94 Auburn Avenue, Sunshine North	Within the State Project Land	<ul style="list-style-type: none"> <li>• P401/2018 was issued on 24/01/2019 for the use of the land as a transfer station and a store with a reduction in car parking requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Imagery on NearMap suggests that a building was constructed on this site in 2019.</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
42 Slater Parade, Keilor East	Within the State Project Land	<ul style="list-style-type: none"> <li>P172/2018 was issued on 24/9/2018 for the construction of a warehouse and reducing in car parking.</li> <li>An appeal has been lodged with VCAT for P262/2021 which allows for the construction of a warehouse with ancillary office and reduction in the standard car parking requirement.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
6 & 8 Snyder Court, Tullamarine	Within the State Project Land	<ul style="list-style-type: none"> <li>P22/2020 was issued on 2/3/2020 for the use and staged development of the land for a store within a DDO3, DPO12 and PAO7.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
8 Saligna Drive, Tullamarine	Within the State Project Land	<ul style="list-style-type: none"> <li>P299/2020 was issued on 18/1/2021 for the construction of a warehouse and reduction in standard car parking requirements.</li> <li>P229/2017 was issued on 7/10/2019 for the construction of five stores and four warehouses with a reduction in the standard car parking requirement</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
5, 7 and 9 Snyder Court and 21 Tullamarine Park Road Tullamarine	Within the State Project Land	<ul style="list-style-type: none"> <li>P178/2018 was issued on the 27/7/2018 for the use and development of the land for the purpose of an employment training centre. An amendment was subsequently issued by VCAT 26/8/2020.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
87, 1/89 and 2/89 Camperdown Avenue, Sunshine North	Partially within the State Project Land	<ul style="list-style-type: none"> <li>P343/2019 was issued on 6/3/2020 for the construction of two (2) single storey dwellings.</li> <li>P418/2021 was issued on 13/7/2021 for a 2 lot residential subdivision.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that the construction of two houses occurred between 2020 and 2021.</li> </ul>
19 Tullamarine Park Road, Tullamarine	Within the State Project Land	<ul style="list-style-type: none"> <li>P260/2019 was issued on 2/10/2019 for the use and development of the land for materials recycling and signage.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
501-503 Ballarat Rd, Sunshine	Within the State Project Land	<ul style="list-style-type: none"> <li>P193/2021 was issued on 6/8/2021 for the erection and display of business identification.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
22 Terror Street, Keilor Park	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>An appeal has been lodged at VCAT for P122/2019. Notice of Decision to Grant a Planning Permit was issued on 2/12/2019 for the construction of a warehouse, erection and display of a major promotion electronic sky sign and reduction in the standard car parking requirement.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
32-36 Sun Crescent, Sunshine	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P425/2014 was issued for the construction of a seven storey building including the use and development of 44 dwellings and the development of a residential hotel and two shops with a reduction in car parking. Amended permit issued by Council 22/9/2020.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests the demolition of an existing building in 2018.</li> </ul>
22A Talmage Street, Sunshine	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P771/2018 was issued on 1/8/2019 for the use and development of the land for sixteen dwellings (fifteen triple storey and one double storey), within a Heritage Overlay.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests the construction of two houses between 2020 and 2021.</li> </ul>
254 Hampshire Road, Sunshine	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P651/2011 was approved for the use and development of a six storey building consisting of retail premises, office, apartments and a reduction in car parking. An amendment to the permit was issued on 4/2/2021.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests the demolition of an existing building in 2021.</li> </ul>
99 Derby Road, Sunshine	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P96/2020 was issued on 25/11/2020 and varied at VCAT on 17/8/20210. This permit allows for the use and development of land for a six storey residential hotel. P242/2020 was refused by Council on 26/11/2020 for a multi dwelling development comprising of 227 townhouses, 61 apartments and a retail premises. This permit was refused at VCAT 26/7/2021.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests the demolition of an existing building in 2018 and the construction of a small building on the north west corner of the site in 2020.</li> </ul>
80 Harvester Road, Sunshine	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P574/2019 was issued on 29/1/2021 for the use and development of the land for serviced apartments and buildings and works to an existing shopping centre.</li> <li>P573/2019 was issued on 19/9/2021 for the approval of a development plan for the Sunshine Marketplace Site pursuant to Activity Centre Zone Schedule 1.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
Luma Living Residential Estate - 247-267 St Albans Road, Sunshine North	Partially within the State Project Land.	<ul style="list-style-type: none"> <li>P862/2017 was approved on 19/2/2019 for a Development Plan under DPO15 and an amendment was subsequently approved on 29/11/2019.</li> <li>Planning permits and applications currently under consideration are noted as follows: <ul style="list-style-type: none"> <li>P276/2021: Application for buildings and works for a medium density housing development is currently under consideration.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
		<ul style="list-style-type: none"> <li>- P258/2019: Planning permit was issued 24/12/2019 for the construction of 86 double storey dwellings (stage 1) and access alterations to an RDZ1. An amendment to this permit was subsequently issued on 10/9/2020.</li> <li>- P220/2020: Application currently being considered for a 24 lot residential subdivision.</li> <li>- P217/2020: Application currently being considered for a staged residential subdivision.</li> <li>- P214/2020: Planning permit was issued on 19/3/2021 for the subdivision of land into 4 super lots, creation of roads, removal of powerline easements partially affected by HO149 and adjacent to a RDZ1</li> <li>- P753/2019: Planning permit was issued on 20/2/2020 and subsequently amended on 24/4/2021 for the removal of native vegetation.</li> <li>- P150/2019: Planning permit was issued on 29/4/2019 and subsequently amended on 7/2/2020 for the erection and display of signs (display village),</li> </ul>	
1 Midway Lane, Sunshine North	Within the State Project Land	<ul style="list-style-type: none"> <li>• P163/2021 is currently under consideration for use of the land as a store, associated works, a reduction in the standard car parking requirement and access alterations to a road in a Road Zone Category 1 within a Public Acquisition Overlay Schedule 5 and 7 and Land Subject to Inundation Overlay</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
71 Baldwin Avenue, Sunshine North	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>• P574/2020 was issued on 6/8/2021 for the development of a three storey office building and associated basement car parking and a reduction in car parking.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
27 Talmage Street, Albion	Within the State Project Land	<ul style="list-style-type: none"> <li>• P642/2020 was issued on 22/3/2021 for the erection of a fence and removal of low voltage power cable from building within Heritage Overlay (HO28), removal of native vegetation and the construction and use of a temporary car park. An amendment was subsequently approved on 29/3/2021.</li> </ul>	<ul style="list-style-type: none"> <li>• Imagery on NearMap suggests construction activity commenced on this site in 2021.</li> </ul>



Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
1A and 1B Talmage Street, Albion	Within the State Project Land	<ul style="list-style-type: none"> <li>P514/2021 is currently under consideration to remove the reserve status and subdivide into 2 lots.</li> </ul>	
177 - 179 Furlong Road St Albans	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P518/2021 is currently under consideration for the development of a four storey building containing eight dwellings, reduction of car parking, alterations to an existing access to a RDZ1 and use for a medical centre and take away food premises,</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
86 Dodds Road, Keilor East	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P523/2021 is currently under consideration for alterations and additions to an existing utility installation.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Moonee Valley</b>			
184 Sterling Drive, Keilor East	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>MV/516/2016 was issued to construct buildings and works to extend an existing residential aged car facility in a GRZ and MAEO2.</li> </ul>	<ul style="list-style-type: none"> <li>An extension of time has recently been granted for the existing permit. The duration of this extension is unknown.</li> <li>Imagery on NearMap suggests the demolition of an existing building and the commencement of building foundations between 2019 and 2021.</li> </ul>
122 North Road, Avondale Heights	Within the State Project Land	<ul style="list-style-type: none"> <li>MV/589/2019 was lodged in 2019 and is currently under consideration for the use and development of a pedestrian footbridge over the Maribyrnong River.</li> </ul>	<ul style="list-style-type: none"> <li>Related permit P440/2019 with Brimbank City Council, for the footbridge over the Maribyrnong River.</li> </ul>
<b>Maribyrnong</b>			<b>Maribyrnong</b>
2A Beachley Street, Braybrook	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P232/2014 was issued on 22/5/2014 for the staged subdivisions, construction of multiple dwellings and creation of easements. An amendment was subsequently issued on 17/6/2016, 31/3/2017, 27/9/2017 and 23/1/2020.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests the demolition of an existing buildings in 2015 and the construction of multiple dwelling between 2015 and 2021 with works on the west of the site still under development.</li> </ul>
249 – 263 Sunshine Road, Tottenham	Within the State Project Land	<ul style="list-style-type: none"> <li>P62/2021 was issued on 2/6/2021 for the construction of a warehouse within an LSIO and associated works to construct a commercial display area and remove native vegetation.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests construction activity commenced on this site in 2021.</li> </ul>
427-451 Somerville Road, Tottenham	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>TP98/2020 was issued on 12/6/2020 for the construction of multiple warehouses, create access to a RDZ1, reduce car parking requirements and erect and display signs.</li> <li>TP581/2020 was issued on 18/06/2021 for the development to land for warehouses, erection and display of signs, reduction in car parking requirements and alteration of access to an RDZ1.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests the construction of a warehouse to the north west of the site in 2020.</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
550 Geelong Road, Tottenham	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P649/2020 was issued on 12/07/2021 to construct buildings and works in an Industrial 1 Zone (in association with an as of right shipping container storage)</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
3 Mcnab Avenue, Footscray	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P516/2018 was issued on 24/5/2019 for Shipping Containers, Hotel, Place of Assembly, Arts and Craft Studio. Minister for Planning is the Responsible Authority.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
34 Cowper Street, Footscray	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>P317/2020 was issued on 15/09/2020 for the subdivision of land.</li> <li>P438/2016 was issued on 23/07/2021 for the construction of multiple dwellings and waiving of car parking requirements.</li> <li>P371/2021 was issued on 17/8/2021 for the subdivision of land.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that multiple dwellings have been built on the land between 2020 and 2021.</li> </ul>
<b>Hobsons Bay</b>			
571-589 Melbourne Road Spotswood	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PA2048400 is currently under consideration for the use and development of the land for the construction of a staged mixed use development, including dwellings, shops, a supermarket, food and drink premises, a restricted recreation facility, residential hotel, child care centre, office, medical centre, buildings and works, vegetation removal, part demolition and creation of access to a road in a RDZ1.</li> <li>PA1945411 was refused on 22/9/2020 for the construction of dwellings in a four to eight storey building with basement parking, front fencing within 3 metres of a street and associated removal of vegetation. This application is currently subject to a VCAT appeal.</li> </ul> <p>PA2046177 was issued on 23/6/2020 for earthworks associated with site remediation.</p>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that earthworks commenced on this site in 2020.</li> </ul>
31-69 McLister Street Spotswood	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PA15533178 was issued on 4/5/2021 for the use and development of the land for the purpose of a neighbourhood activity centre including a supermarket, liquor store mini-major tenancy (shop), specialty shops, medical centre, cafe and 350 dwellings plus a reduction in the statutory car parking requirement, creation of access to a road in a road zone 1, sale and</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests construction activity commenced on this site in 2020.</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
		consumption of liquor associated with the liquor store	
405 Melbourne Road, Newport	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PA1839365 was issued on 1/7/2019 part demolition of the existing building, construction of a five storey building comprising multi-dwellings, retail tenancies and basement car parking, use of the land for accommodation and alteration to access to a road in a Road Zone.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>
38-48 Blackshaws Road South Kingsville	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PA1944260 was issued on 31/12/2019 for buildings and works (Bulk earthworks and fill) in preparation for mixed use development</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that earthwork commenced on this site in 2020.</li> </ul>
41-59 Stephenson Street, South Kingsville and 9A Sutton Street, South Kingsville.	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PA1943533 is under consideration to subdivide the land to align with the proposed residential zone boundary.</li> <li>PA1943533 is under consideration to subdivide the land to align with the proposed residential zone boundary.</li> <li>These permits has been submitted in conjunction with Amendment C114 which proposes to rezone land in South Kingsville from industrial to residential use to integrate with the surrounding residential area.</li> <li>These permits signal the intent for future residential development on this land.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery on NearMap suggests that no construction activity has occurred on this site between 2018 and 2020.</li> </ul>

Table E.2 Relevant Planning Scheme Amendments

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
<b>Brimbank</b>			
Sunshine Energy Park – 528B Ballarat Road, Albion	Partially included within the State Project Land	<ul style="list-style-type: none"> <li>PSA C212 has recently been approved to apply an Environmental Audit Overlay (EAO) to the land.</li> </ul>	<ul style="list-style-type: none"> <li>Former quarry that was later converted to a landfill that operated until 1990, accepting household waste as well as liquid and solid industrial waste.</li> <li>Subject to remediation activities and is being managed by Brimbank City Council in line with Environment Protection Authority (EPA) requirements</li> <li>Brimbank's <i>Sports Facility Development Plan 2018</i> identifies the site as the possible location for a regional multi-sports facility in the medium term.</li> </ul>
Grand Junction, Matthew's Hill Precinct and 108 George Street, St Albans	Within the State Project Land	<ul style="list-style-type: none"> <li>PSA C200 Part 2 applies a heritage overlay to the Grand Junction Estate and Matthew's Hill Precinct, Sunshine</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
<b>Moonee Valley</b>			
All State Project Land located on the south east bank of the Maribyrnong River and land on and including the east side of the rail corridor between the Maribyrnong River and Moonee Ponds Creek.	Within the State Project Land	<ul style="list-style-type: none"> <li>PSA C194 seeks to introduce a DCPO to the municipality.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Maribyrnong</b>			<b>Maribyrnong</b>
Land adjoining the rail corridor in Footscray and West Footscray	Within the State Project Land	<ul style="list-style-type: none"> <li>PSA C162 is currently being considered and seeks to align the Maribyrnong planning scheme with the land use and development outcomes envisaged under the West Footscray Neighbourhood Plan.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
All State Project Land located on and including the northern side of the rail corridor between Geelong Road, Brooklyn and Somerville Road, Tottenham and all State Project Land between Stony Creek (lower) and Footscray Station.	Within the State Project Land	<ul style="list-style-type: none"> <li>PSA C164 seeks to apply a DCPO to all land affected by the Maribyrnong Planning Scheme (excluding Federal land).</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Land adjoining the rail corridor in West Footscray	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PSA C166 is currently under consideration and seeks to align the Maribyrnong Planning Scheme with the land use and development outcomes envisaged under the Tottenham and West Footscray Employment Precinct Framework Plans.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Hobsons Bay</b>			
All State Project Land located between Geelong Road, Brooklyn and Newport Station.	Within the State Project Land	<ul style="list-style-type: none"> <li>PSA C131 seeks to introduce a new MSS and LPPF at Clause 21 and 22.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Altona North Precinct generally bounded by Blackshaws Road, Kyle Road, New Street and the West Gate Freeway in Altona North and South Kingsville	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>PSA C088 incorporates the Altona North Comprehensive Development Plan August 2018 and Altona North Development Contributions Plan August 2018 and amends and applies various planning controls to implement these plans over land generally bordered by New Street, Kyle Road, Blackshaws Road and the West Gate Freeway, in Altona North and South Kingsville.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
571-589 Melbourne Road Spotswood VIC 3015	Adjoining the State Project Land	<ul style="list-style-type: none"> <li>C122 rezones part 571-589 Melbourne Road, Spotswood from Industrial 1 Zone (IN1Z) to Mixed Use Zone (MUZ) in the Hobsons Bay Planning Scheme.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>



Location	Location in relation to the Project	Planning Permit Activity / PSA	Comments
Entire local government area	Adjoining the State Project Land	<ul style="list-style-type: none"><li>C131 seeks to amend local policies and apply new residential zones to improve decision-making framework for Council's planning decisions</li></ul>	<ul style="list-style-type: none"><li>N/A</li></ul>
5-7 Sutton Street, 9 and 9A Sutton Street and 41-59 Stephenson Street, South Kingsville	Adjoining the State Project Land	<ul style="list-style-type: none"><li>C114 proposes to rezone land in South Kingsville from industrial to residential use to integrate with the surrounding residential area.</li></ul>	<ul style="list-style-type: none"><li>N/A</li></ul>

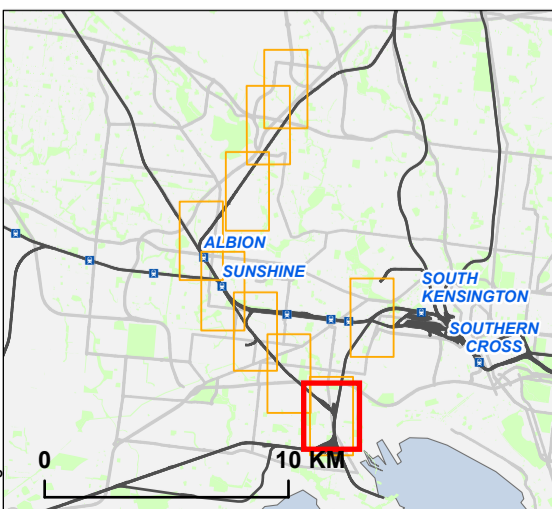
# APPENDIX F PLANNING PROPOSALS AND KEY STRATEGIC SITES MAP





- Rail station
  - Rail
  - Watercourse
  - VicTrack Reserve Boundary
  - Local Government Area
  - State Land Impact Assessment Area
- Planning Proposals and Strategic Redevelopment Sites**
- Approved
  - Subject to VCAT Appeal
  - Under Consideration

Map 1 of 9

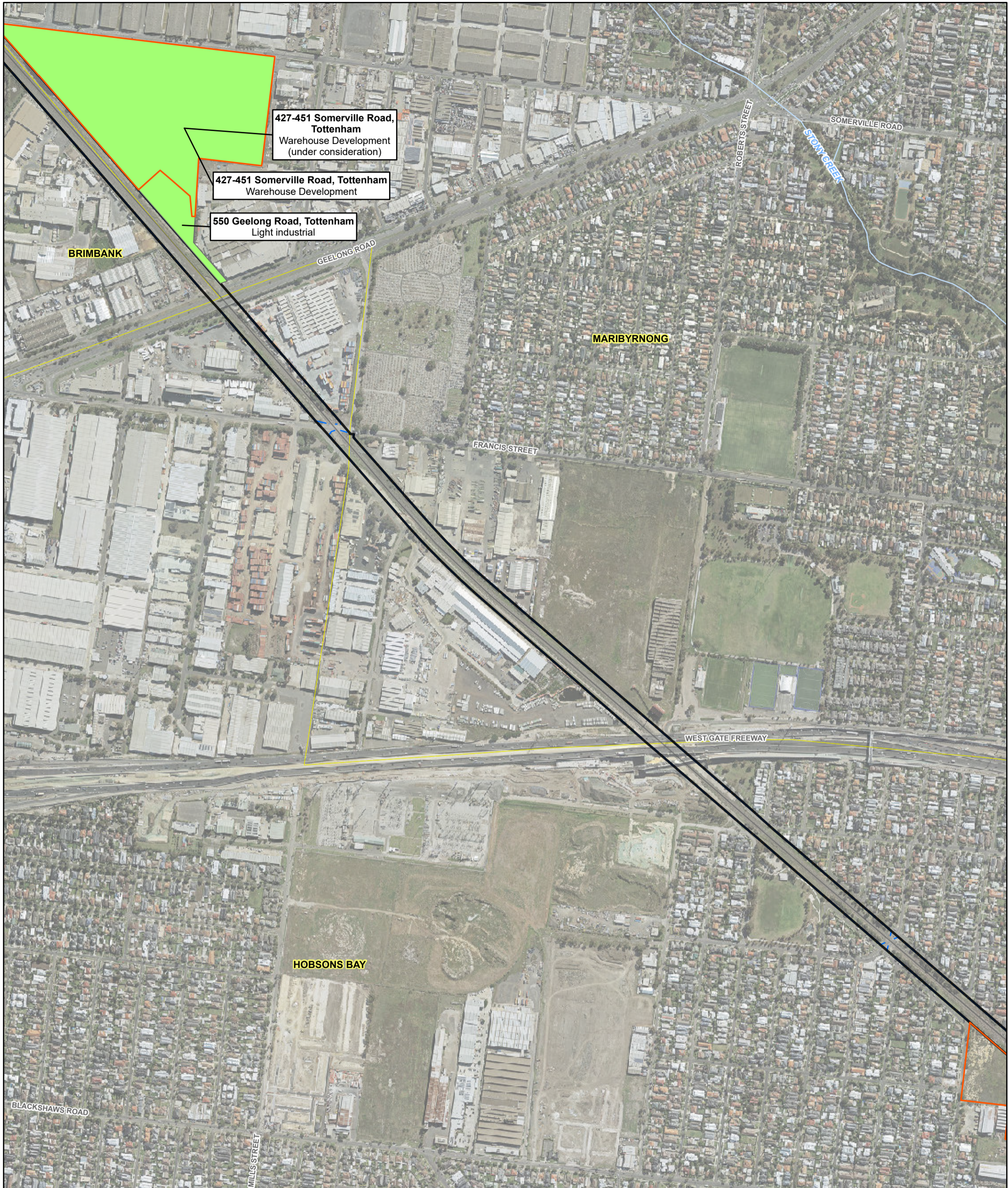


Data Sources:  
 AJMJV 2021  
 VicTrack 2021  
 Vicmap 2021  
 Aerial photo: DELWP  
 Apr. 2021

**Melbourne Airport Rail Project Wide**  
 Planning Proposals and Strategic Redevelopment Sites

Drawing Number: MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635	Revision: A.2		
Drawn By: R. Bernardo	Approved By: N. Marshallsea	Date: 16/09/2021	Map Size: A3

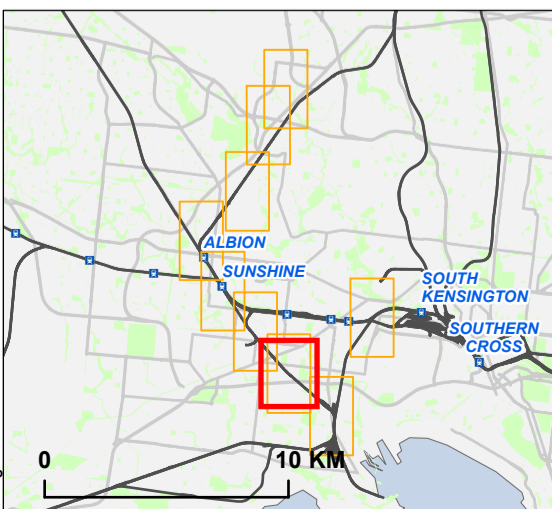
Coordinate System: GDA 1994 MGA Zone 55



- Rail
  - Watercourse
  - - - VicTrack Reserve Boundary
  - Local Government Area
  - State Land Impact Assessment Area
- Planning Proposals and Strategic Redevelopment Sites**
- Approved
  - Under Consideration

Map 2 of 9

Data Sources:  
 AJMJV 2021  
 VicTrack 2021  
 Vicmap 2021  
 Aerial photo: DELWP  
 Apr. 2021



**Melbourne Airport Rail  
 Project Wide**

Planning Proposals and Strategic Redevelopment Sites

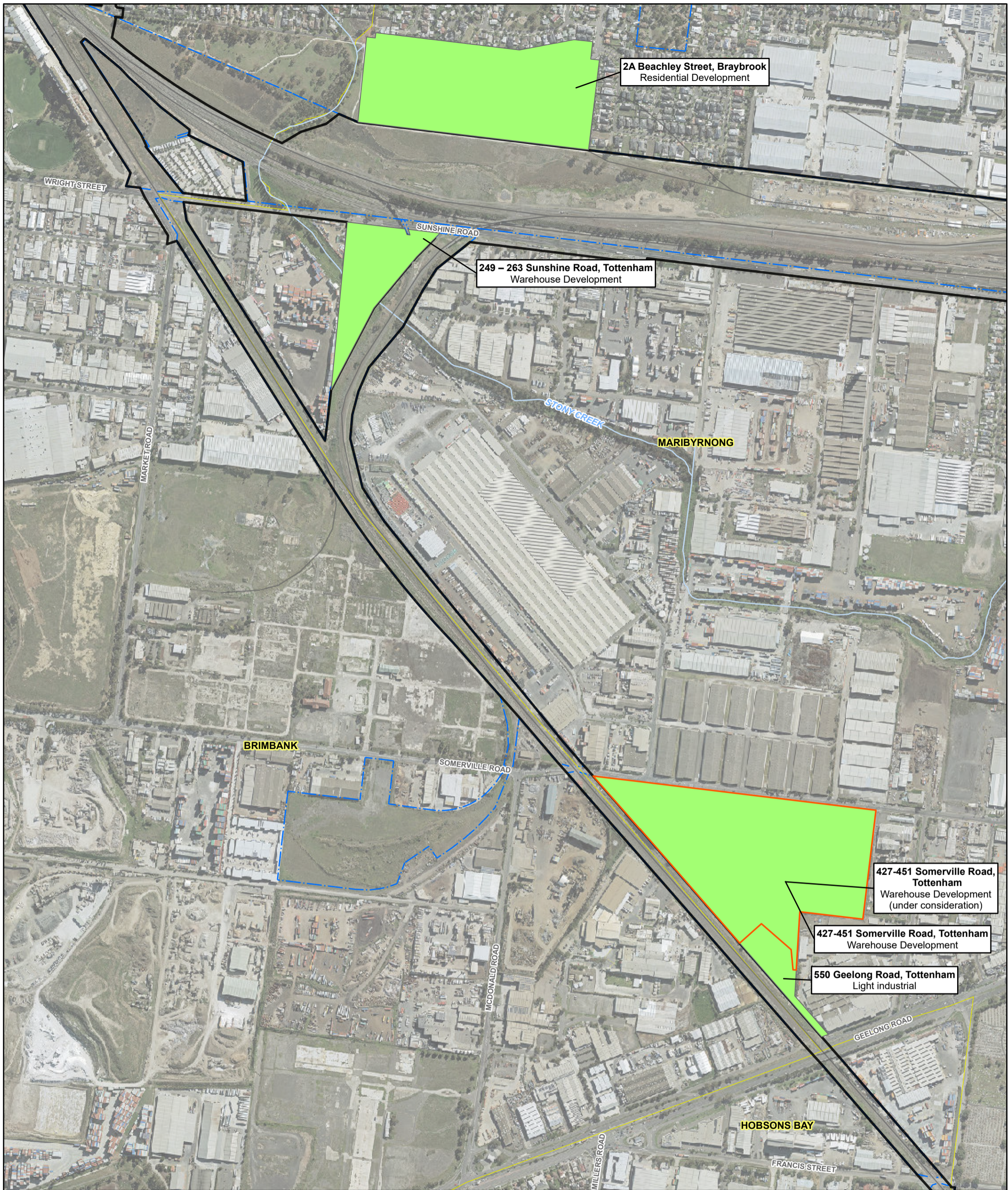
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MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635		A.2	
Drawn By:	Approved By:	Date:	Map Size:
R. Bernardo	N. Marshallsea	16/09/2021	A3



Coordinate System: GDA 1994 MGA Zone 55



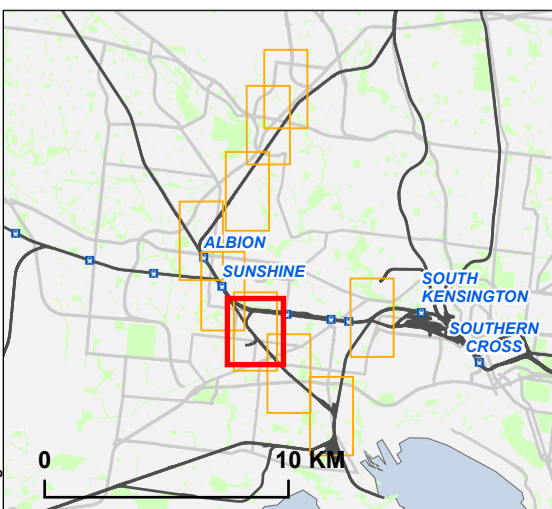




- Rail
  - Watercourse
  - - - VicTrack Reserve Boundary
  - Local Government Area
  - State Land Impact Assessment Area
- Planning Proposals and Strategic Redevelopment Sites**
- Approved
  - Under Consideration

Map 3 of 9

Data Sources:  
 AJMJV 2021  
 VicTrack 2021  
 Vicmap 2021  
 Aerial photo: DELWP  
 Apr. 2021



**Melbourne Airport Rail Project Wide**

Planning Proposals and Strategic Redevelopment Sites

Drawing Number:		Revision:	
MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635		A.2	
Drawn By:	Approved By:	Date:	Map Size:
R. Bernardo	N. Marshallsea	16/09/2021	A3



Coordinate System: GDA 1994 MGA Zone 55

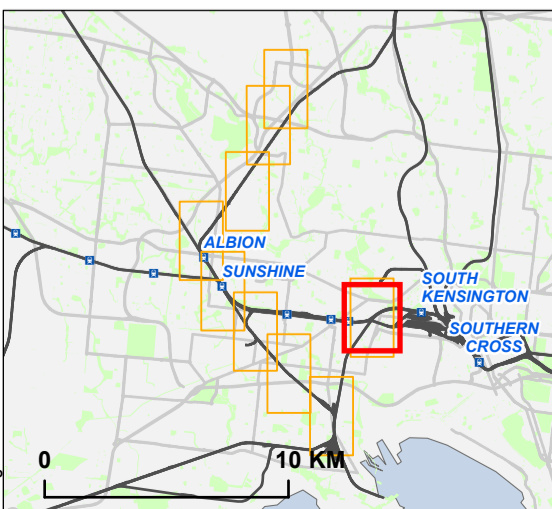




- Rail station
  - Rail
  - Watercourse
  - VicTrack Reserve Boundary
  - Local Government Area
  - State Land Impact Assessment Area
- Planning Proposals and Strategic Redevelopment Sites**
- Approved
  - Under Consideration

Map 4 of 9

Data Sources:  
 AJMJV 2021  
 VicTrack 2021  
 Vicmap 2021  
 Aerial photo: DELWP  
 Apr. 2021



**Melbourne Airport Rail Project Wide**

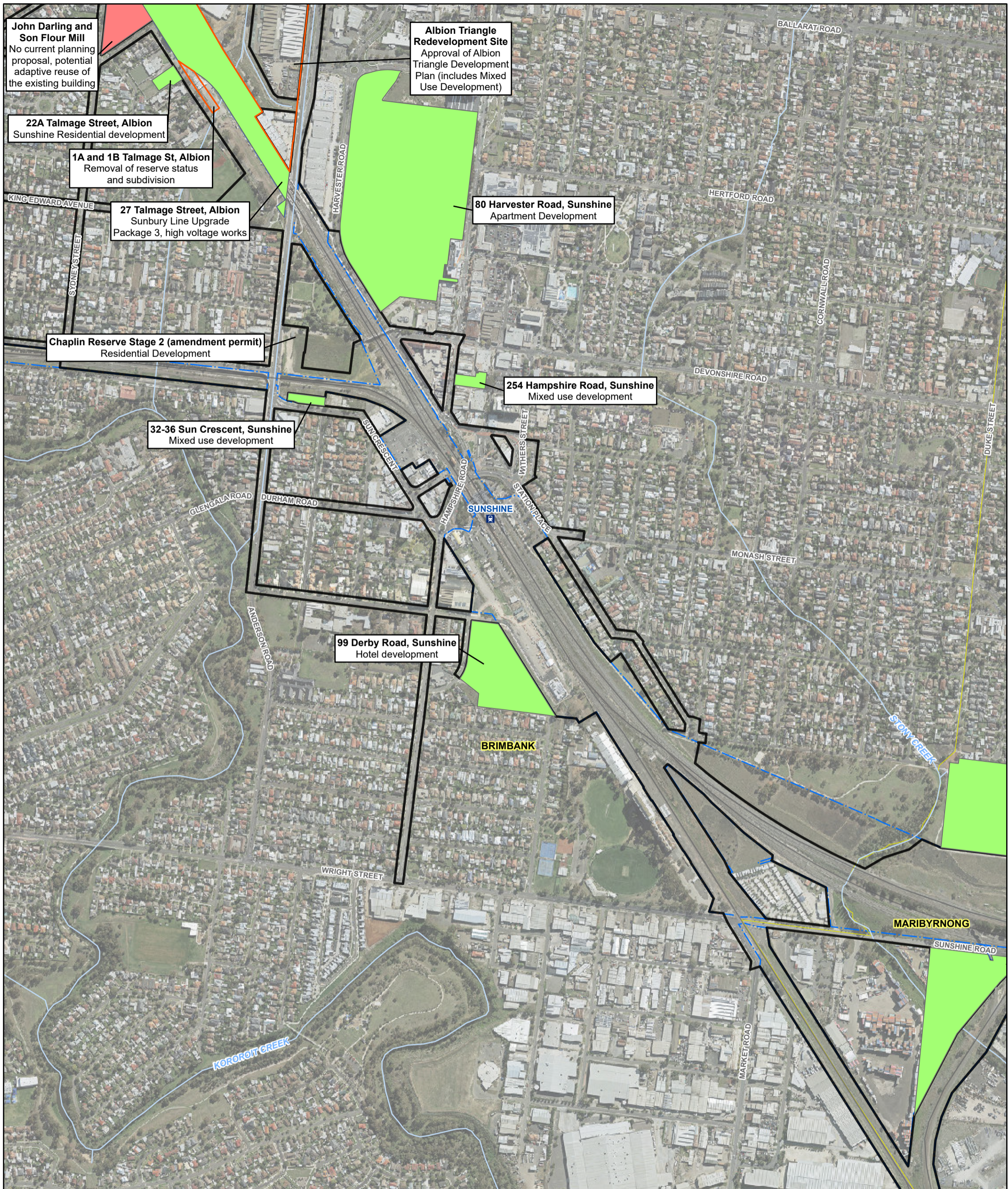
Planning Proposals and Strategic Redevelopment Sites

Drawing Number:		Revision:	
MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635		A.2	
Drawn By:	Approved By:	Date:	Map Size:
R. Bernardo	N. Marshallsea	16/09/2021	A3



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**John Darling and Son Flour Mill**  
No current planning proposal, potential adaptive reuse of the existing building

**22A Talmage Street, Albion**  
Sunshine Residential development

**1A and 1B Talmage St, Albion**  
Removal of reserve status and subdivision

**27 Talmage Street, Albion**  
Sunbury Line Upgrade Package 3, high voltage works

**Albion Triangle Redevelopment Site**  
Approval of Albion Triangle Development Plan (includes Mixed Use Development)

**80 Harvester Road, Sunshine**  
Apartment Development

**254 Hampshire Road, Sunshine**  
Mixed use development

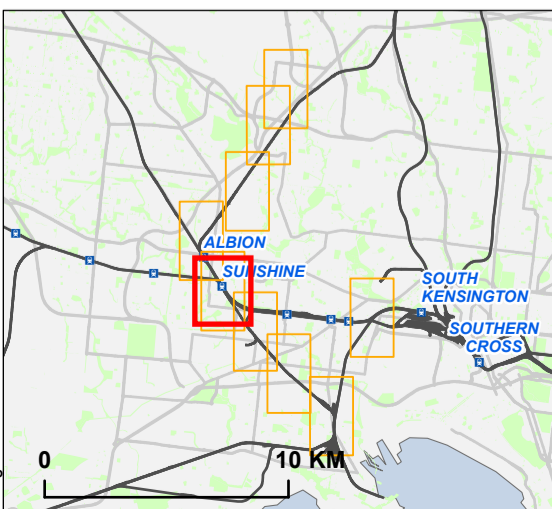
**Chaplin Reserve Stage 2 (amendment permit)**  
Residential Development

**32-36 Sun Crescent, Sunshine**  
Mixed use development

**99 Derby Road, Sunshine**  
Hotel development

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  - Under Consideration

Map 5 of 9



Data Sources:  
AJMJV 2021  
VicTrack 2021  
Vicmap 2021  
Aerial photo: DELWP  
Apr. 2021

**Melbourne Airport Rail Project Wide**

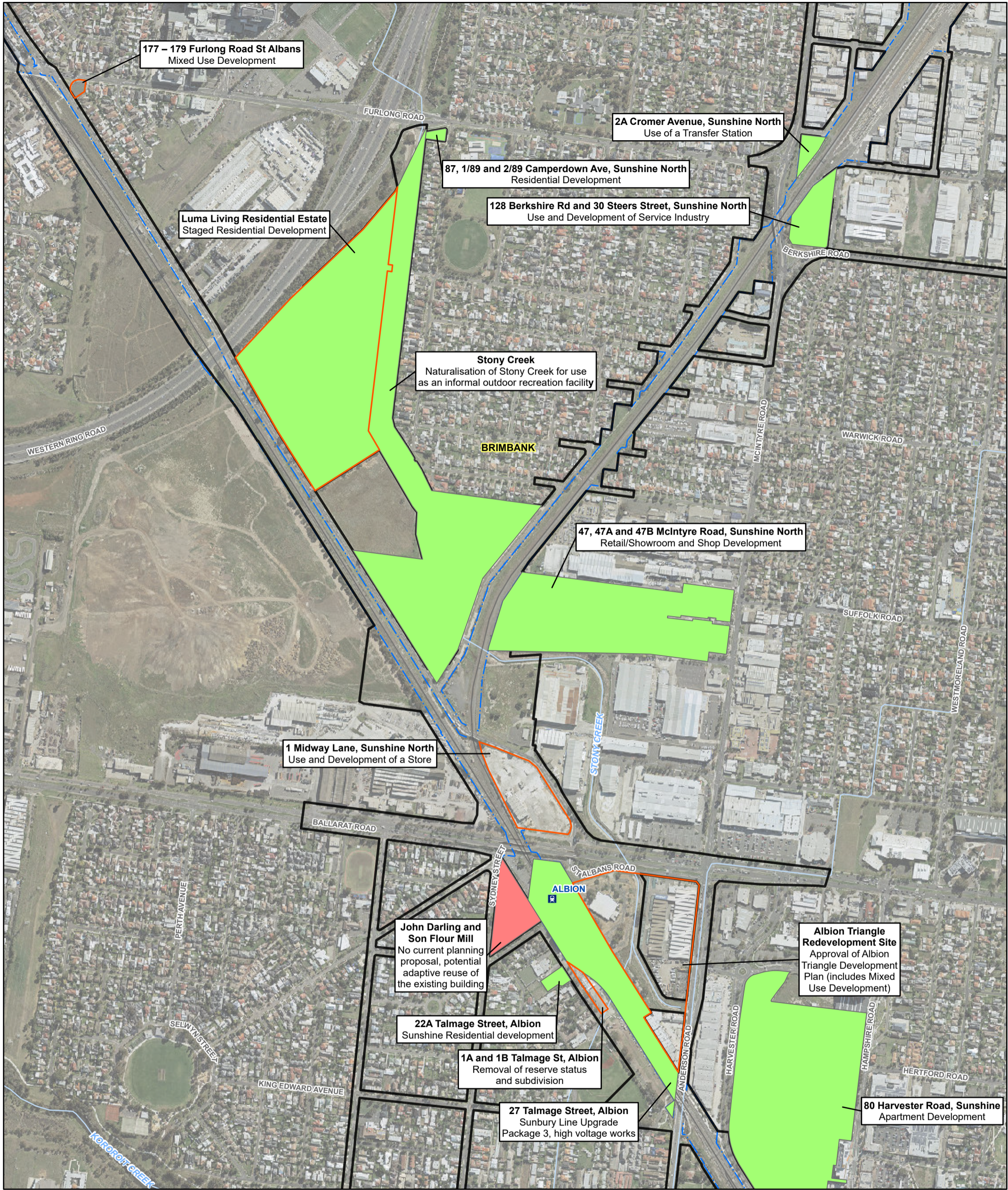
Planning Proposals and Strategic Redevelopment Sites

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MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635		A.2	
Drawn By:	Approved By:	Date:	Map Size:
R. Bernardo	N. Marshallsea	16/09/2021	A3



Coordinate System: GDA 1994 MGA Zone 55





**Map 6 of 9**

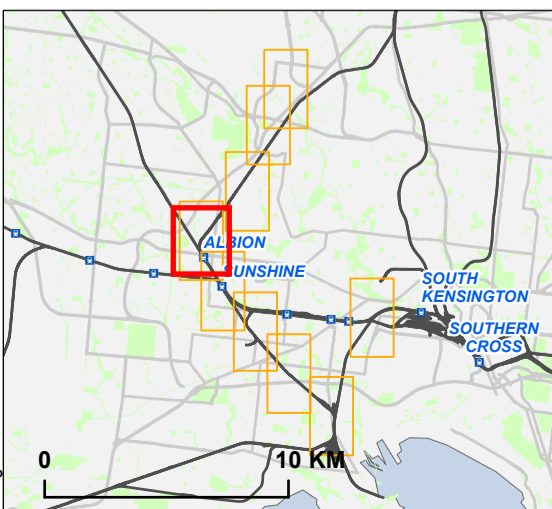
**Planning Proposals and Strategic Redevelopment Sites**

- Approved
- Strategic Redevelopment Site
- Under Consideration

**Legend:**

- Rail station
- Rail
- Watercourse
- VicTrack Reserve Boundary
- Local Government Area
- State Land Impact Assessment Area

Map 6 of 9



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 Apr. 2021

**Melbourne Airport Rail Project Wide**

Planning Proposals and Strategic Redevelopment Sites

Drawing Number: MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635  
 Revision: A.2

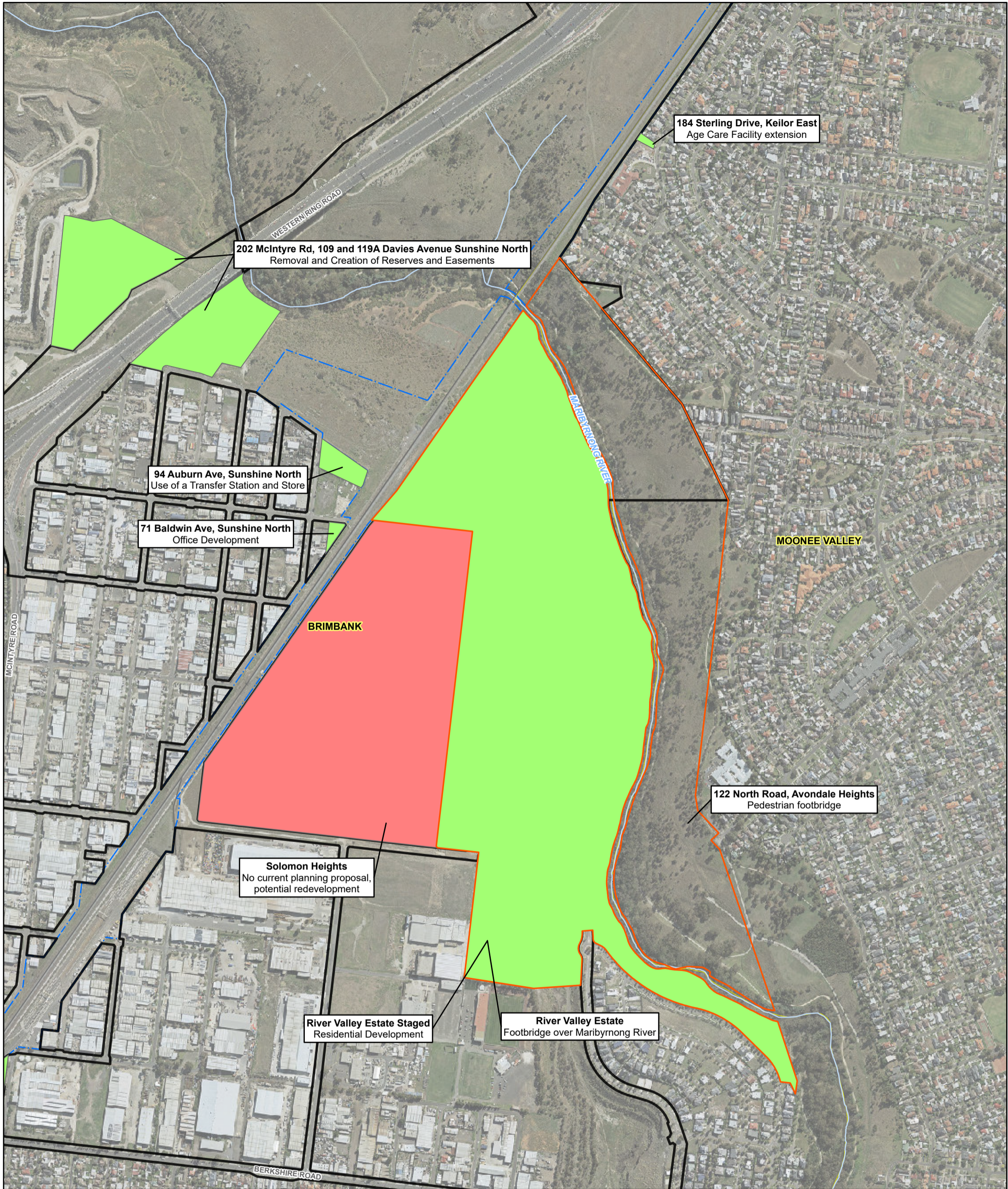
Drawn By: R. Bernardo  
 Approved By: N. Marshallsea  
 Date: 16/09/2021  
 Map Size: A3

Coordinate System: GDA 1994 MGA Zone 55

**RAIL PROJECTS VICTORIA**

**aurecon JACOBS**

**AJM M M**  
 Joint Venture MOTT MACDONALD



202 McIntyre Rd, 109 and 119A Davies Avenue Sunshine North  
Removal and Creation of Reserves and Easements

184 Sterling Drive, Keilor East  
Age Care Facility extension

94 Auburn Ave, Sunshine North  
Use of a Transfer Station and Store

71 Baldwin Ave, Sunshine North  
Office Development

MOONEE VALLEY

BRIMBANK

122 North Road, Avondale Heights  
Pedestrian footbridge

Solomon Heights  
No current planning proposal,  
potential redevelopment

River Valley Estate Staged  
Residential Development

River Valley Estate  
Footbridge over Maribyrnong River

BERKSHIRE ROAD

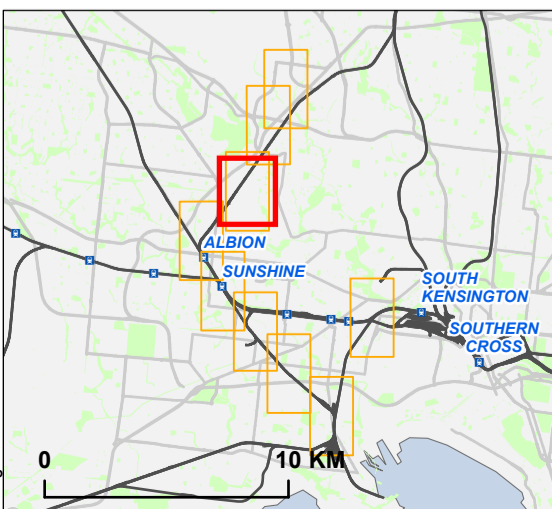
- Rail
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**Planning Proposals and Strategic Redevelopment Sites**

- Approved
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- Under Consideration

Map 7 of 9

Data Sources:  
AJM JV 2021  
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Apr. 2021



**Melbourne Airport Rail Project Wide**

Planning Proposals and Strategic Redevelopment Sites

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Drawn By: R. Bernardo	Approved By: N. Marshallsea	Date: 16/09/2021	Map Size: A3



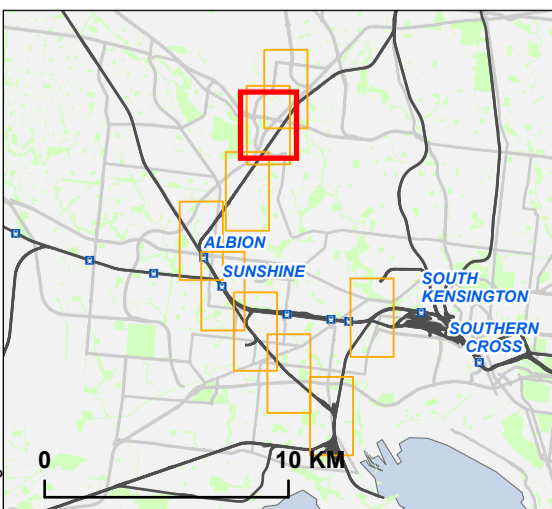
Coordinate System: GDA 1994 MGA Zone 55





- Rail
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- Planning Proposals and Strategic Redevelopment Sites**
- Approved
  - Subject to VCAT Appeal
  - Under Consideration

Map 8 of 9

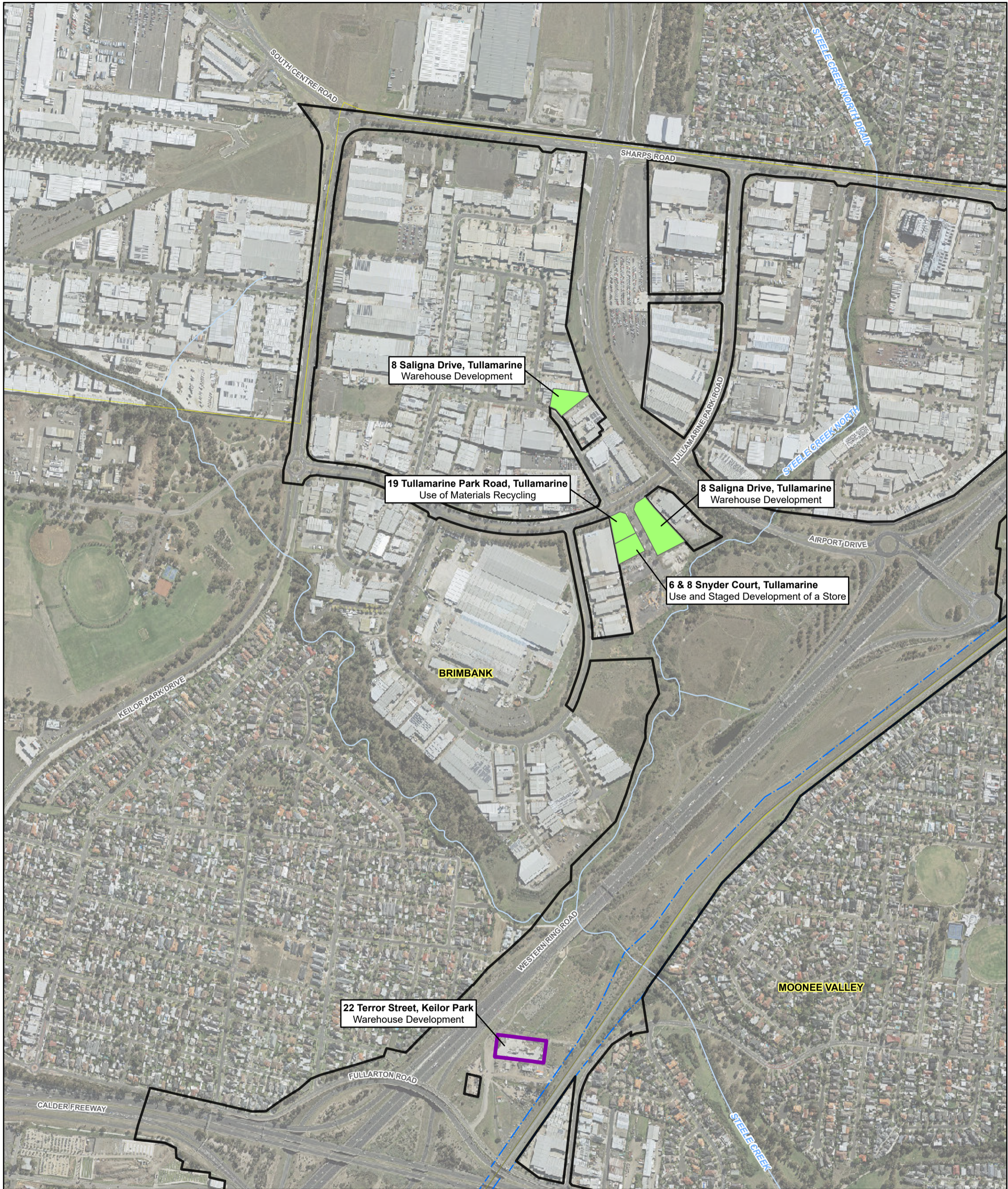


Data Sources:  
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**Melbourne Airport Rail Project Wide**  
 Planning Proposals and Strategic Redevelopment Sites

Drawing Number: MAR-AJM-PWD-PWD-MAP-XLP-MMN-0490635	Revision: A.2
Drawn By: R. Bernardo	Approved By: N. Marshallsea
Date: 16/09/2021	Map Size: A3

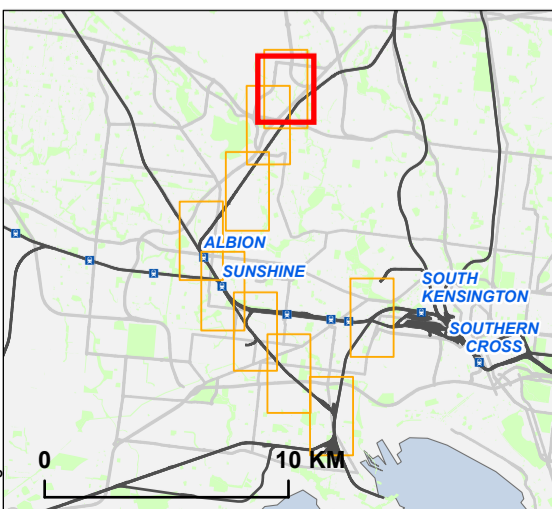
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Map 9 of 9

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**Melbourne Airport Rail Project Wide**

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