



Attachment I

Land Use and Planning Assessment

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to life*

Melbourne Airport Jet Pipeline Project

Land Use and Planning Assessment

Viva Energy Australia

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Executive summary

The Land Use and Planning Assessment has been completed to support the development of a new pipeline under the *Pipelines Act 2005 (Vic)*.

This assessment has concluded that it is unlikely that the Project will create significant or long-term impact on existing or proposed land uses.

Temporary construction impacts are anticipated over a period of 12 months, particularly in locations involving trenching construction methodology.

Post construction, the land would be generally returned to its previous use, with an easement of 7 to 10 m required to protect the pipeline for operational and maintenance requirements. Excavating or erecting permanent structures or buildings within the easement would be prohibited in accordance with the *Pipelines Act 2005*. However, as most of the pipeline route is located in the road reserve, the Project is unlikely to constrain future development.

1 Introduction

The Land Use and Planning Assessment has been completed to support the development of a new pipeline under the *Pipelines Act 2005* (Vic). The Melbourne Jet Fuel Pipeline Project (the Project) proposes a new pipeline to form a direct connection between the jet fuel storage infrastructure at Melbourne Airport to the existing Altona to Somerton pipeline that follows the southern boundary of Tullamarine (located south of the Western Ring Road (M80)).

The purpose of this assessment is to identify the current and future land uses within the study area and assess the impact of the Project on those land uses. This will include:

- providing an overview of the legislation, policy and guidelines relevant to the Project
- providing an overview of the existing and future land uses within the study area
- assessing the land use impacts of the construction and operation of the Project.

1.1 Assumptions and limitations

The following assumptions and limitations apply to this document:

- This assessment has been prepared based on publicly available information only
- Planning permit applications lodged within the last three years (August 2019 to August 2022) were publicly available and reviewed for land within the Moonee Valley and Brimbank local government areas. The Hume City Council planning department website only displays planning permits that are currently on advertising. Permit applications on advertising at the time of writing (25 July to 5 August 2022) were reviewed to inform this assessment. On 24 February 2023 the Landchecker website was used to refresh the planning permit register and provide an updated list of all permit applications for the three council areas between August 2022 and September 2023.
- No consultation has been undertaken with key stakeholders and landowners, in preparing this report. Viva Energy Australia has and will be undertaking consultation throughout the development and construction of the Project.
- The assessment does not include a detailed discussion of the approvals required to facilitate the Project.
- Consideration of planning controls, planning permit applications and strategic documents has been undertaken by reviewing publicly accessible data on 1 August 2022, the information is current as of that date.

2 Project description

The Project proposes the construction and operation of a new pipeline to form a direct connection between the jet fuel storage infrastructure at Melbourne Airport and the existing Altona to Somerton pipeline that follows the southern boundary of Tullamarine (located south of the Western Ring Road (M80)).

The pipeline would commence at a section of the Altona to Somerton pipeline located south of the Western Ring Road (M80) (near the Airport Drive exit) and link into the existing Melbourne Airport joint user hydrant installation (JUHI) facility (located at Marker Road, Tullamarine). Figure 2-1 shows the proposed pipeline alignment.



Figure 2-1 Melbourne Airport Jet Pipeline Project location (Source: ESRI)

2.1 Project components

The Project comprises the following key operational components:

- A new pipeline approximately 6.7 km in length and fully buried for its entire length to a minimum depth of 1200 mm below ground level (bgl) with a 7 to 10 m permanent final easement.
- Pig launcher and receiver sites located at each end of the pipeline. These are used to launch instruments during initial commissioning of the pipeline to clear any debris or water and during operation to record any defects in the pipe.
- An impressed current cathodic protection system (ICCP) to protect the pipe. The ICCP is a system which comprises anode beds and power supply.
- Inlet and outlet metering stations which provides flow analysis for the leak detection system.

2.2 The pipeline

The proposed pipeline comprises approximately 6.7 km of buried jet fuel pipeline. The pipeline will be buried for its entire length to a minimum depth of 1200 mm below ground level. At a minimum, pipeline marker signs will be installed along the pipeline route at each change of direction, at fence lines, at foreign service crossings, and both sides of road and creek crossings.

The Project will require a 20 m wide construction corridor (Right of Way (ROW)) (where feasible) and a final easement of 7-10 m as provided for under the *Pipelines Act 2005* (Vic) for operation.

2.3 Construction

2.3.1 Construction areas

Before construction can commence, work areas will be set up. Work areas include the construction right of way (ROW), Horizontal directional drilling (HDD) entry and exit sites, temporary lay down areas for equipment, construction material stockpiles. The following section outlines the types of construction areas required for the Project.

- Right of way (ROW)
 - The construction area will, where feasible, comprise a 20 m wide ROW corridor along the pipeline alignment. The activities and facilities within the ROW would include access tracks and heavy vehicle and machinery turn around areas. The construction ROW will be clearly identified and fenced off where required to prevent unauthorised access into the construction corridor.
- HDD and thrust boring entry/exit locations
 - HDD and thrust boring will require construction areas of approximately 70 m by 70 m for exit locations and 70 m by 90 m for entry locations. These broader construction areas will also provide for the site offices and temporary laydown areas.
 - Activities and facilities at the HDD and thrust boring entry location sites include truck access and movements, site offices and facilities, pipe stringing, storage, power pack, generators, drilling mud pump, spoil stockpiling and plant movements required to load and remove excess spoil.
 - Activities and facilities at the HDD and thrust boring exit location sites include truck access and movements, site offices and facilities, storage, HDD drill rod storage, a winch, and a winch power pack.
- Temporary laydown and material stockpiling areas
 - Material excavated during construction of the pipeline is expected to be either stockpiled on the side of the trench or stockpiled within the HDD and thrust boring entry/exit locations.
 - Laydown and pipe stockpiling locations will need an area of approximately 120 m by 65 m. Pipe will be stacked in ten 2 m high and 5 m wide bundles, with each bundle containing 40 lengths of 18 m pipe.

2.3.2 Construction methods

The Project will use a combination of HDD, thrust boring and open cut trenching as the primary construction methods used to install the pipeline. The following section outlines the proposed construction methods for the Project.

- Open cut trenching
 - Trenching is anticipated to be required for approximately 2.8 km of the alignment. It will be completed using specialised rotary trenching machines and/or excavators to dig a 1 m wide trench to a minimum depth of 1.2 m. If rock is encountered during trenching, a rock breaking process such as the use of rock saws/hammers and/or blasting may be required to excavate the trench.
- HDD
 - HDD is a trenchless construction method used in more complex or environmentally sensitive areas. Specialist operators drill a hole beneath the surface at a shallow angle, and then pull a welded length of pipe through the hole without disturbing the surface. These operations are carefully planned, are highly engineered and undertaken to minimise disturbance to properties and roads in environmentally sensitive areas or to address construction issues.
 - HDD requires the excavation of an exit pit, approximately 3m x 3m x 3m, on the opposite side to where the drilling rig is set up to contain drilling fluids used in the drilling process. A smaller entry pit approximately half the size of the exit pit is excavated on the drilling rig side. These pits will be located in the larger HDD entry and exist site locations.

- Thrust boring
 - Thrust boring is another trenchless construction method that involves simultaneously jacking a pipe horizontally through the ground while removing the soil by rotating auger. Thrust boring is ideal for developed areas, protected areas, and other crossings where excavations are either undesirable or unfeasible, such as underneath main roads.

2.4 Operation

When commissioned, the pipeline would be owned and maintained by Viva Energy Australia Pty Ltd. A final easement of 7 to 10 m will be required for operational and maintenance requirements of the pipeline. Following the reinstatement of land as part of the pipeline construction, the land would be generally returned to its previous use. Excavating or erecting permanent structures or buildings over the underground pipeline would be prohibited in accordance with the *Pipelines Act 2005 (Vic)* and pursuant to easement agreements with landowners.

The Project has been designed with an operational life of 40 years. When in operation, instruments (metal loss detection tools) will be used to record any defects in the pipe (wall thickness reduction or other defects such as dents caused by third party interference). This will occur initially every 10 years and then as the pipeline ages it may be necessary to run the metal loss detection tool ever 5 years.

3 Legislation, policy and guidelines

The legislation, policy and guidelines relevant to the Project is summarised in Table 3-1.

Table 3-1 Legislation, policy and guidelines

Legislation, standards or guidelines	Description	Relevance
<i>Pipelines Act 2005 (Vic)</i>	The <i>Pipelines Act 2005 (Vic)</i> is the primary Act governing the construction and operation of pipelines in Victoria.	A Licence to Construct and Operate will be required and will need to be approved by the Minister for Planning.
<i>Planning and Environment Act 1978 (Vic)</i>	The <i>Planning and Environment Act 1978 (Vic)</i> (P&E Act) is 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.	Approval under the P&E Act is not required for a pipeline that requires a licence under the <i>Pipelines Act 2005 (Vic)</i> . The planning schemes have been reviewed as they provide information on the existing and future land uses for an area. A pipeline license under the <i>Pipeline Act 2005</i> must consider the current and future land uses and shown in the planning schemes.
<i>Airports Act 1996</i>	The <i>Airport Act 1996</i> (Airports Act) establishes the regulatory arrangements that apply to all privatised Federal airports.	The Airports Act dictates the uses and development that requires approval and the required approval pathway for works on airport land. A Building Activity Consent and building permit from the Airport Building Controller is required for the Project.

Legislation, standards or guidelines	Description	Relevance
Australian Standard AS2885 Pipelines – Gas and liquid petroleum.	Australian Standard AS2885 Pipelines – Gas and liquid petroleum establishes requirements for the safe design, construction, inspection, testing, operation and maintenance of a land or a submarine pipeline. These requirements are necessary for the protection of the general public, the operating personnel, and the environment, as well as the protection of the pipeline against accidental damage.	AS2885 requires proponents to consider the existing and future land uses along the proposed pipeline and use this information to inform the location and design of the pipeline.
Melbourne Airport Master Plan 2018, Melbourne Airport 2018	The Melbourne Airport Master Plan 2018 was prepared by Australia Pacific Airports (Melbourne) Pty Ltd (APAM) and was approved by the Commonwealth Minister for Infrastructure, Transport and Regional Development in February 2019. The Master Plan is strategic document detailing the planning initiatives for the airport site under the Airports Act.	The Master Plan provides an overall plan for the existing and future land uses for the Melbourne Airport land. An assessment against this document is required for any approval under the Airports Act.
Melbourne Airport Preliminary Draft Master Plan 2022	The preliminary draft Major Development Plan was on formal public exhibition from 1 February until 16 May 2022.	Once approved, the 2022 Master Plan will be new the masterplan under the Airports Act.

4 Methodology

The preparation of this impact assessment included the following tasks:

- Establishing the existing conditions of the land, including:
 - Reviewing the relevant legislation, policy and guidelines that impact land use
 - Reviewing the planning zones and overlays and strategic planning documents for the state land
 - Reviewing the planning scheme amendments and planning permits within the state land
 - Reviewing the relevant Airport Master Plan for the Commonwealth land.
- Assessing the impact of the Project on the land use and future land use, including:
 - Identification and assessment of Project activities that may impact land use
 - Understanding the temporary and permanent land use changes as a result of the operation and construction of the Project.

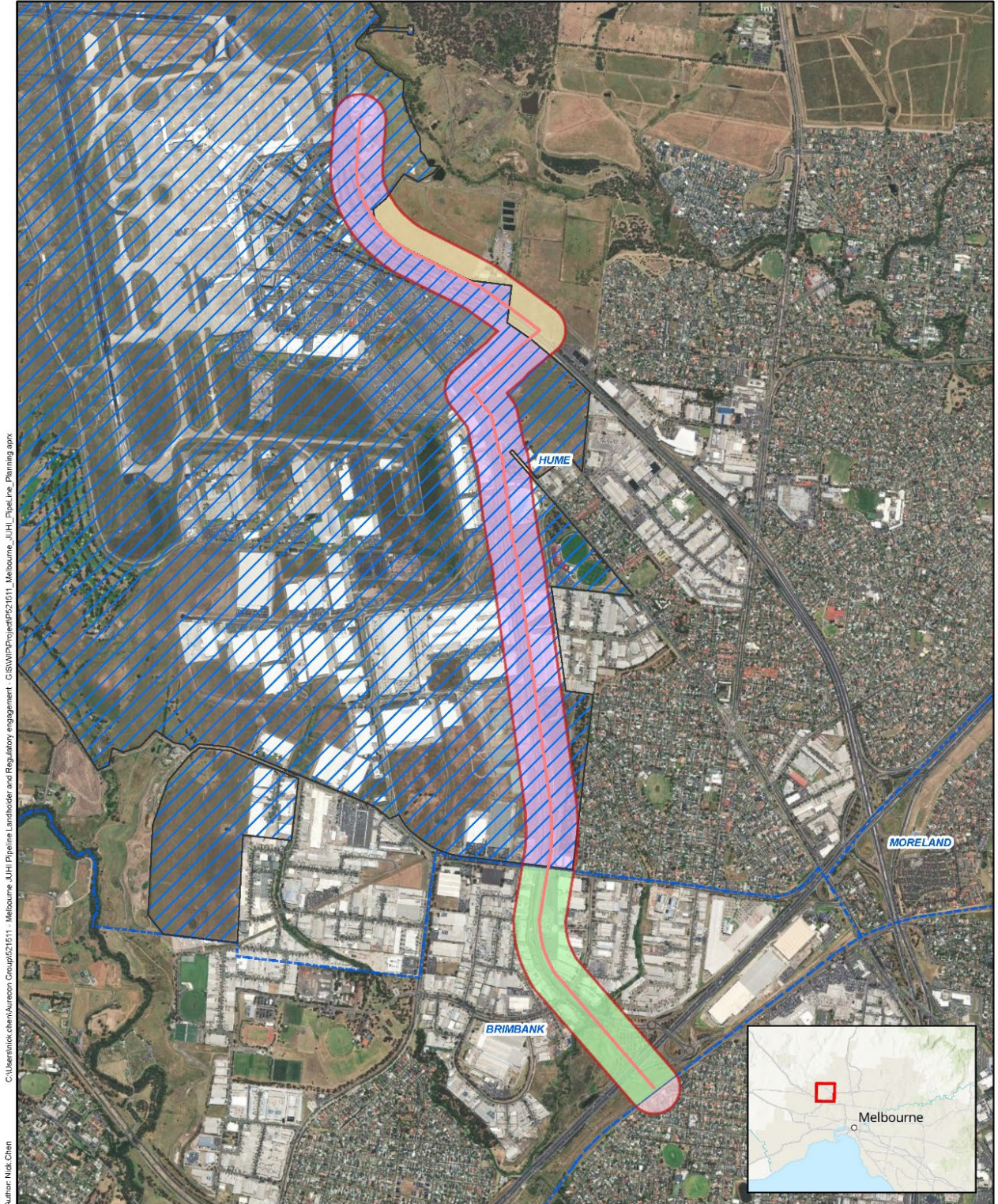
4.1 Study area

The land around the pipeline where the existing and future land uses must be considered under the *Pipelines Act 2005* and is referred to as the Measurement Length (ML). The ML is determined primarily by the Maximum Allowable Operating Pressure (MAOP), the pipeline diameter and the fluid being transferred through the pipeline. The ML is the area of consequence in the extremely unlikely event of a full loss of containment (full bore rupture) plus the fuel being ignited. The ML for the Project is effectively a buffer 150 metres either side of the pipeline and will be used as the Study Area for this assessment as shown in Figure 4-1.

The Study Area has been broken into sections based on the Local Government Areas and the Commonwealth Land, the Project infrastructure relevant to each section of the Study Area has been summarised in Table 4-1.

Table 4-1 Project infrastructure in study area sections

Study Area Section	Local Government Area	Project infrastructure within the area
Section 1 - Land south east of the Albion-Jacana freight line	Moonee Valley	No Project infrastructure in the section, only the ML extends into this area.
Section 2 - Land between Albion-Jacana freight line and Sharps Road	Brimbank	<p>The following Project elements are located in this section:</p> <ul style="list-style-type: none"> ▪ Pipeline ▪ Inlet/outlet station ▪ Pig launcher ▪ Tie in pit ▪ HDD pit work area entry and exit points ▪ Temporary access tracks ▪ Additional workspace ▪ Culvert <p>The ML is also included in this section.</p>
Section 3 - Commonwealth land between Sharps Road and the Tullamarine Freeway, along the Tullamarine Freeway, a small section of land north of the Tullamarine Freeway and land around the JUHI facility.	Commonwealth Land (Melbourne Airport and surrounding business park)	<p>The following project elements are located in this section:</p> <ul style="list-style-type: none"> ▪ Pipeline ▪ Pig launcher/receiver ▪ HDD pit work area entry and exit points ▪ Additional workspace ▪ Thrust bore work area ▪ Thrust bore equipment <p>The ML is also included in this section.</p>
Section 4 – land north of Tullamarine Freeway	Hume	<p>The following project elements are located in this section:</p> <ul style="list-style-type: none"> ▪ Pipeline ▪ HDD pit work area exit point ▪ Additional workspace <p>The ML is also included in this section.</p>



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Legend

- | | |
|---|--------------------|
| MJP Pipeline | Study Area Section |
| Pipeline Corridor | Section 1 |
| Measurement Length (150m buffer from alignment) | Section 2 |
| Commonwealth Land | Section 3 |
| Local Government Area Solid | Section 4 |

Source:
ESRI Basemap, Vicmap (2022), Aurecon (2022)

Date: 8/09/2022

Version: 4



A3 scale: 1:22,000
0 500 1,000 Metres

Job No: 521511
Coordinate System: GDA 1994 MGA Zone 55

Melbourne Jet Pipeline

Map 1: Land Use Planning Study Area

Figure 4-1 Study area

5 Existing conditions

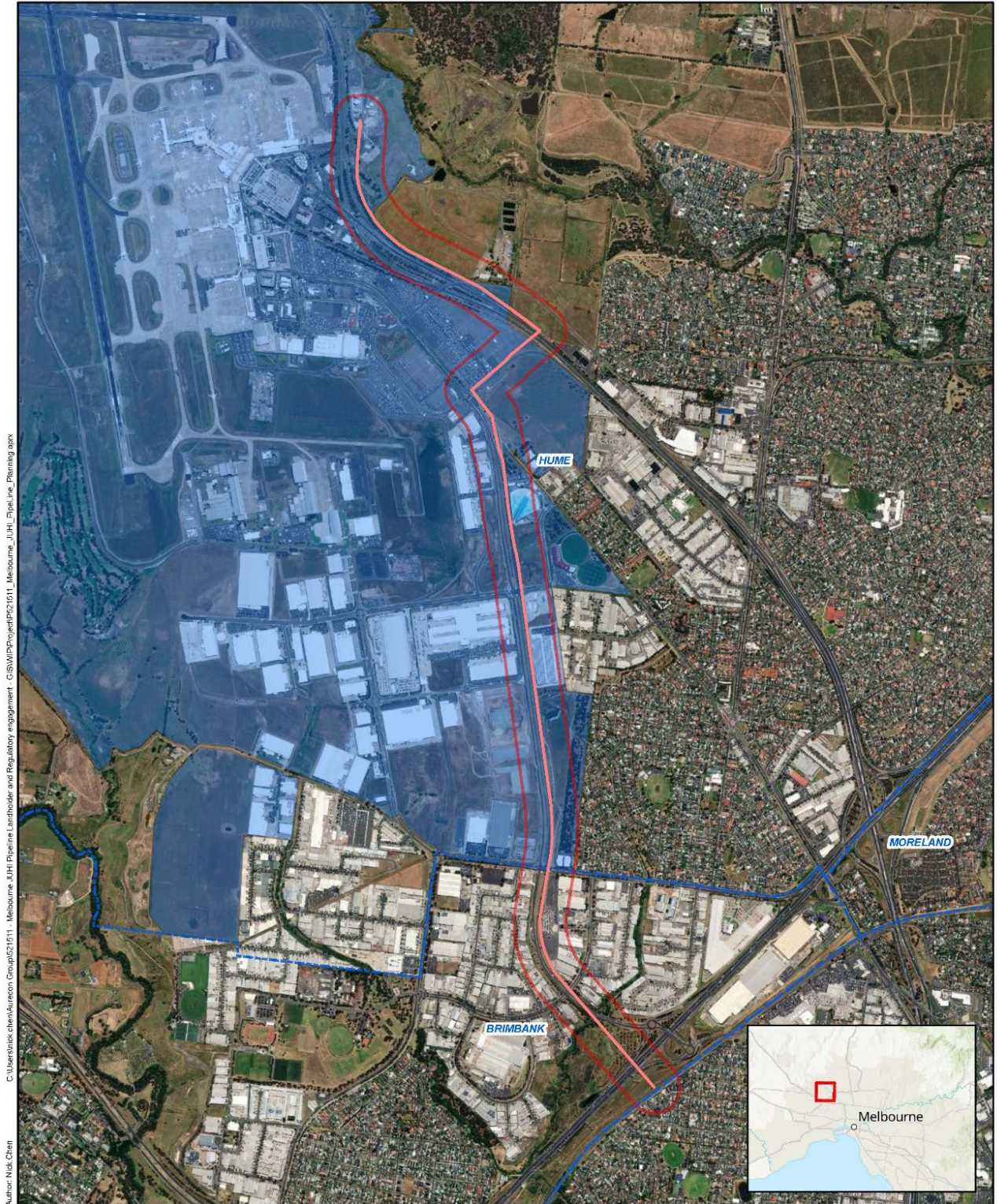
Existing conditions for the Project are provided to demonstrate the current land uses and the known proposed developments. To understand the existing land use within the Study Area, this section:

- outlines the planning controls including zones, overlays and strategic planning studies relevant to land governed by the P&E Act
- reviews relevant legislation, policy and guidelines that impact land use
- describes relevant planning scheme amendment and proposed or approved planning permits
- describes the development plans of Melbourne Airport set out in the Melbourne Airport Master Plan 2018.

The P&E Act provides for planning schemes that apply to local government areas and set out how land may be used and developed. The P&E Act only applies to land within the Study Area that is not Commonwealth owned (see Figure 5-1). Sections 5.1 to 5.6 outline the relevant planning controls, strategic planning policy and any existing planning permit applications for the land outside that owned by the Commonwealth.

The Commonwealth owned land includes Melbourne Airport and the Melbourne Airport Business Park is subject to a planning framework under the Airports Act. Section 5.7 outlines the plan for the existing and future land uses for the Commonwealth land as defined in the Melbourne Airport Master Plan 2018.

The following sections review and outline the relevant planning controls as they relate to land use in the Study Area in the Moonee Valley, Brimbank and Hume local government areas.



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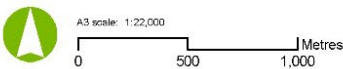
Author: Nick Chen

Legend

- MJP Pipeline
- Pipeline Corridor
- Measurement Length (150m buffer from alignment)
- Commonwealth Land
- Local Government Area Solid

Source:
ESRI Basemap, Vicmap (2022), Aurecon (2022)

Date: 9/09/2022 Version: 3



Job No: 521511
Coordinate System: GDA 1994 MGA Zone 55

Melbourne Jet Pipeline

Map 1: Land Use Planning Study Area

Figure 5-1 Commonwealth land

5.1 Planning control - zones

Planning zones control the type of uses allowed on land and they provide guidance on the preferred uses in an area, Table 5-1 and Figure 5-2 show the zones and description of the land use within the Study Area.

Table 5-1 Planning zones

Section	Zones	Land Use Description
Moonee Valley Planning Scheme		
Section 1 - Land south east of the Albion-Jacana freight line	<ul style="list-style-type: none"> ▪ General Residential Zone – Schedule 1 (R1Z) ▪ Transport Zone – Schedule 1 - State transport infrastructure (TRZ1) 	This section of land includes the residential suburb of Airport West and the Albion-Jacana freight line rail corridor.
Brimbank Planning Scheme		
Section 2 - Land between Albion-Jacana freight line and Sharps Road	<ul style="list-style-type: none"> ▪ Industrial 1 Zone (IN1Z) ▪ Public Use Zone – Schedule 1 - Service & Utility (PUZ1) ▪ Public Park and Recreation Zone (PPRZ) ▪ Transport Zone – Schedule 2 - Principal road network (TRZ2) 	<p>A large industrial area in Tullamarine is the dominant land use in this section, along with the major roads of the Western Ring Road and Airport Drive.</p> <p>The Steele Creek tributary and reserve runs through the industrial area and under Airport drive.</p>
Hume Planning Scheme		
Section 4 – land north of Tullamarine Freeway	<ul style="list-style-type: none"> ▪ Transport Zone – Schedule 2 - Principal road network (TRZ2) ▪ Industrial 3 Zone (IN3Z) ▪ Farming Zone Schedule 3 (FZ3) 	A large area of this section is open fields that include the Cleanaway Tullamarine Solid Waste Depot.

5.2 Planning control - overlays

Planning overlays provide controls for specialised land features or design intent, Table 5-2 and Figure 5-3 show the current overlays within the Study Area and how they relate to the existing land use.

Table 5-2 Planning overlays

Section	Overlays	Land Use Relevance
Moonee Valley Planning Scheme		
Section 1 - Land south east of the Albion-Jacana freight line	<ul style="list-style-type: none"> Development Contributions Plan Overlay Schedule 6 – Moonee Valley Development Contributions Plan September 2020 (DCPO6) 	The DCPO6 sets out the financial contributions required from new developments identifying land where increased development is planned.
Brimbank Planning Scheme		
Section 2 - Land between Albion-Jacana freight line and Sharps Road	<ul style="list-style-type: none"> Environmental Significance Overlay Schedule 6 - Sites of Known Biological Significance (ESO6) Development Contributions Plan Overlay Schedule 6 – Brimbank Development Contributions Plan (DCPO2) 	<p>ESO6 seeks to protect an area of biological significance as identified in the Brimbank City Council Natural Heritage Strategy 1997.</p> <p>The DCPO6 sets out the financial contributions required from new developments identifying land where increased development is planned.</p>
Hume Planning Scheme		
Section 4 – land north of Tullamarine Freeway	<ul style="list-style-type: none"> Melbourne Airport Environs Overlay Schedule 1 (MAEO1) Melbourne Airport Environs Overlay Schedule 2 (MAEO2) Development Plan Overlay Schedule 10 - Western Avenue Development Plan (DPO10) Environmental Audit Overlay (EAO) 	<p>The MAEO1 and MAEO2 ensures proposed development is compatible with the operation of Melbourne Airport in accordance with the Airport Master Plan and considering safe air navigation for aircraft approaching and departing the airfield.</p> <p>The EAO identifies potentially contaminated land.</p> <p>The DPO10 indicates a development is proposed that requires a plan to be created to regulate the form and conditions of future use.</p>

* A Special Building Overlay (SBO) applies to the Commonwealth Land in Section 3. The planning scheme do not apply however this land has been identified by Melbourne Water as subject to flooding during a 1 in 100 year storm event.

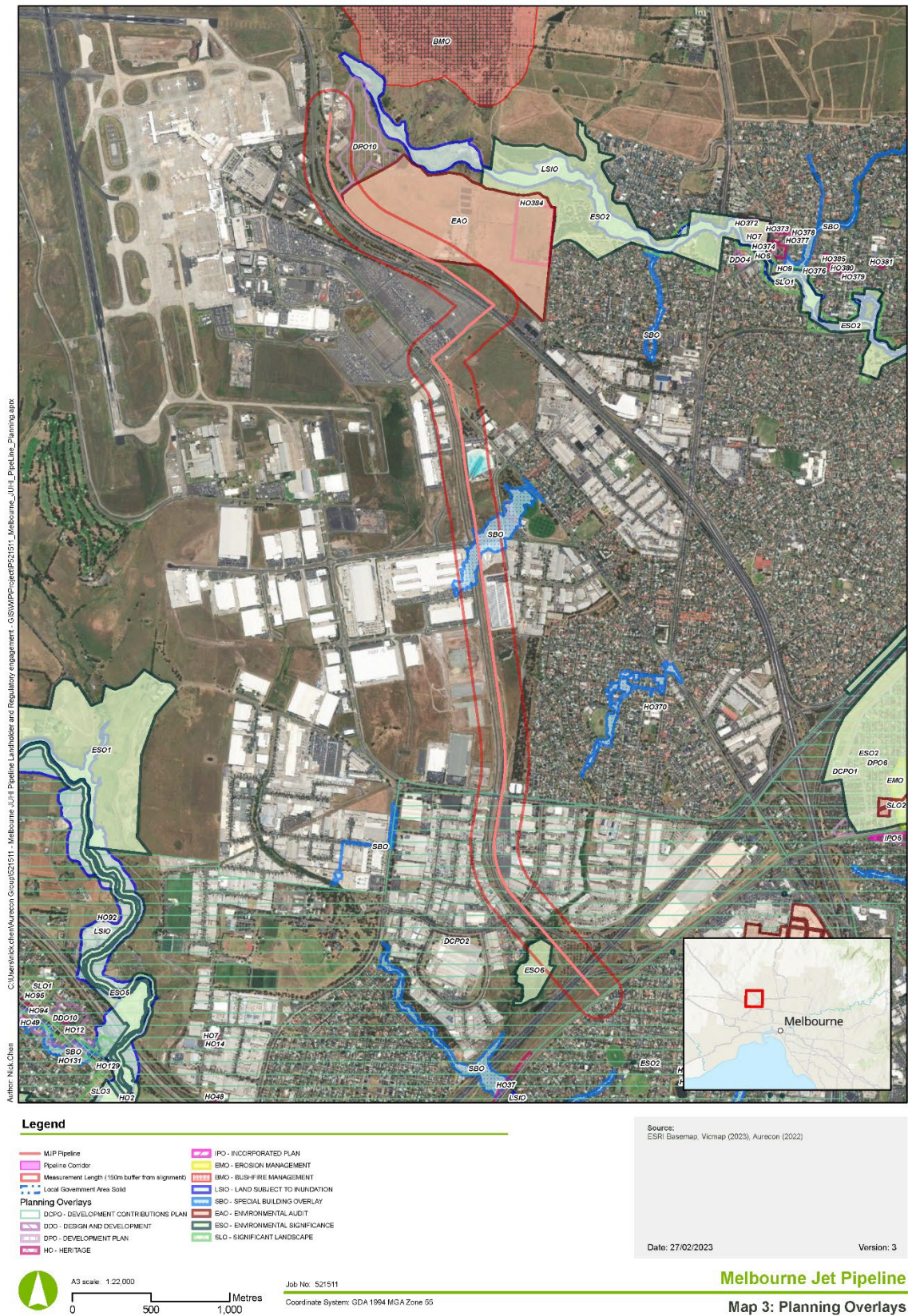


Figure 5-3 Planning overlays

5.3 Proposed development

The assessment identified current and existing planning permit applications for within the Study Area, as well as recent planning scheme amendments to identify any proposed development that may impact on the feasibility of the Project or surrounding land use changes. No precinct structure plans apply to the Study Area. The findings are shown in Table 5-3.

Table 5-3 Proposed developments

Type	Local Government Area	Address	Details
Planning Scheme Amendment	Hume	140-204 Western Avenue, 47-67 Wright Street and 69-99 Wright Street, Westmeadows	<ul style="list-style-type: none"> In 2009 and 2010 two rezoning applications were sought, these included the adjoining landfill. Neither were supported by Hume City Council due to contamination concerns. In 2013 the Transpacific Industries Group requested Hume City Council prepare planning scheme amendment C160 to rezone the land from Farming Zone – Schedule 3 to Commercial Zone - Schedule 2. In May 2014 Hume City Council chose to abandon the rezoning. In 2015 the Transpacific Industries Group requested Hume City Council prepare planning scheme amendment C202 to rezone the land from Farming Zone – Schedule 3 to Comprehensive Development Zone – Schedule 6 and remove the EAO overlay. In June 2016 Hume City Council chose to abandon the rezoning. In 2021 the MAB Corporation Ltd Pty requested Hume City Council prepare planning scheme amendment C250 to rezone the land from Farming Zone – Schedule 3 (FZ3) to approximately 10 hectares of General Residential Zone – Schedule 1 (GRZ1) and approximately 16 hectares of Industrial 3 Zone (INZ3). In March 2022 Hume City Council chose to abandon the rezoning. It should be noted the Council planners recommended the PSA is approved however the Councillors refused it. The main issues raised were environmental concerns regarding groundwater and general contamination risks and traffic impacts.
Planning Permit (P24297)	Hume	133-141 Western Avenue, Westmeadows, Vic 3049	On 22 June 2022 a planning permit application was lodged for the development of sixty (60) warehouses and offices, carparking and associated works. The application is still under consideration.
Planning Permit (MV/203/2021)	Moonee Valley	204 Parer Road, AIRPORT WEST VIC 3042	On 26 March 2021 a planning permit application was lodged for the construction of two dwellings at 204 Parer Road, Airport West. This would increase the housing density at this location as the current property is a single dwelling. The permit has been approved.
Planning Permit (MV/643/2022)	Moonee Valley	204 Parer Road, AIRPORT WEST VIC 3042	On 20 September 2022 a planning permit application was lodged for a two-lot subdivision, this is a result of the planning permit application above for two dwellings. The application is still under consideration.
Planning Permit (MV/570/2020)	Moonee Valley	200 Parer Road, Airport West Vic 3042	On 28 August 2020 a planning permit application was lodged for the construction of two dwellings at 200 Parer Road, Airport West. This would increase the housing density at this location as the current property is a single dwelling. The permit has been approved.

Planning Permit (MV/225/2022)	Moonee Valley	159 Parer Road, Airport West Vic 3042	On 26 April 2022 a planning permit application was lodged for the construction of three double storey dwellings. This would increase the housing density in this location as the current development is a single dwelling. The Council reporting has commenced for the application however no permit has been issued yet.
Planning Permit (P621/2019)	Brimbank	30 Tullamarine Park Rd, Tullamarine	On 25 October 2019 a planning permit application was lodged to use part of the land for retail uses. This would increase the visitors to the premises. A planning permit was issued for the new use.
Planning Permit (P202/2018)	Brimbank	36 Tullamarine Park Rd, Tullamarine	On 09 April 2018 a planning permit application was lodged to use the land for a car wash. A permit has been issued for the premise.
Planning Permit (P192/2022)	Brimbank	1/25 Tullamarine Park Rd, Tullamarine 2/25 Tullamarine Park Rd, Tullamarine 4/25 Tullamarine Park Rd, Tullamarine 5/25 Tullamarine Park Rd, Tullamarine	On 22 April 2022 a planning permit application was lodged for a café, warehouse and self-storage facility. The planning permit is still under consideration.
Planning Permit (P563/2022)	Brimbank	4 Saligna Drive, Tullamarine Vic 3043	On 14 October 2022 a planning permit application was lodged to use the land for an education training centre. The planning permit application is still under consideration.
Clause 52.36 Approval	Brimbank, Moonee Valley and Maribyrnong	N/A	In August 2022, Melbourne Airport Rail (now referred to as SRL Airport) gained planning approval using Clause 52.36 (Rail Projects) of the Planning Schemes. This new planning provision was introduced into the Victoria Planning Provisions to deliver rail projects on behalf of Rail Projects Victoria. The project area for SRL Airport intercepts the Project and consultation with Rail Projects Victoria (RPV) is required. As a result of this approval, the redundant planning controls were removed by Planning Scheme Amendment GC207.

5.4 Planning Policy Framework

The Planning Policy Framework (PPF) is state-wide planning policy that is embedded into the planning schemes. The PPF is used to uphold the objectives of planning and should be considered during the approval process for proposed development. The PPF is included in Clauses 10 to 19 of the planning schemes and contains policies relating to settlement, environment, natural resource management, built environment, housing, economic development, transport and infrastructure. A review of the Project against the PPF has been included in Appendix A.

5.5 Local Planning Policy

Local Planning Policies are individual policies that relate to each Local Government Area (LGA), they contain details on the desired land use within an LGA and highlight the key planning constraints. A review of the Project against the Local Planning Policy for Brimbank and Hume has been included in Appendix B. The Project has not been assessed against the Moonee Valley Local Planning Policy as no Project infrastructure will be located in this LGA.

5.6 Melbourne Industrial and Commercial Land Use Plan

The Melbourne Industrial and Commercial Land Use Plan (Victorian Government, 2020) is a government strategy to protect Melbourne's industrial and commercial areas from to ensure we have long-term business and employment opportunities through these land uses. As shown in Figure 5-4 the Tullamarine industrial area is a regionally significant industrial area. This area is an established industrial area with very little vacant industrial land supply. The Tullamarine area is closely located to the Melbourne Airport therefore limiting certain land uses and making it suitable industrial land.

Melbourne Industrial and Commercial Land Use Plan

Map 6: Western Region Industrial Land

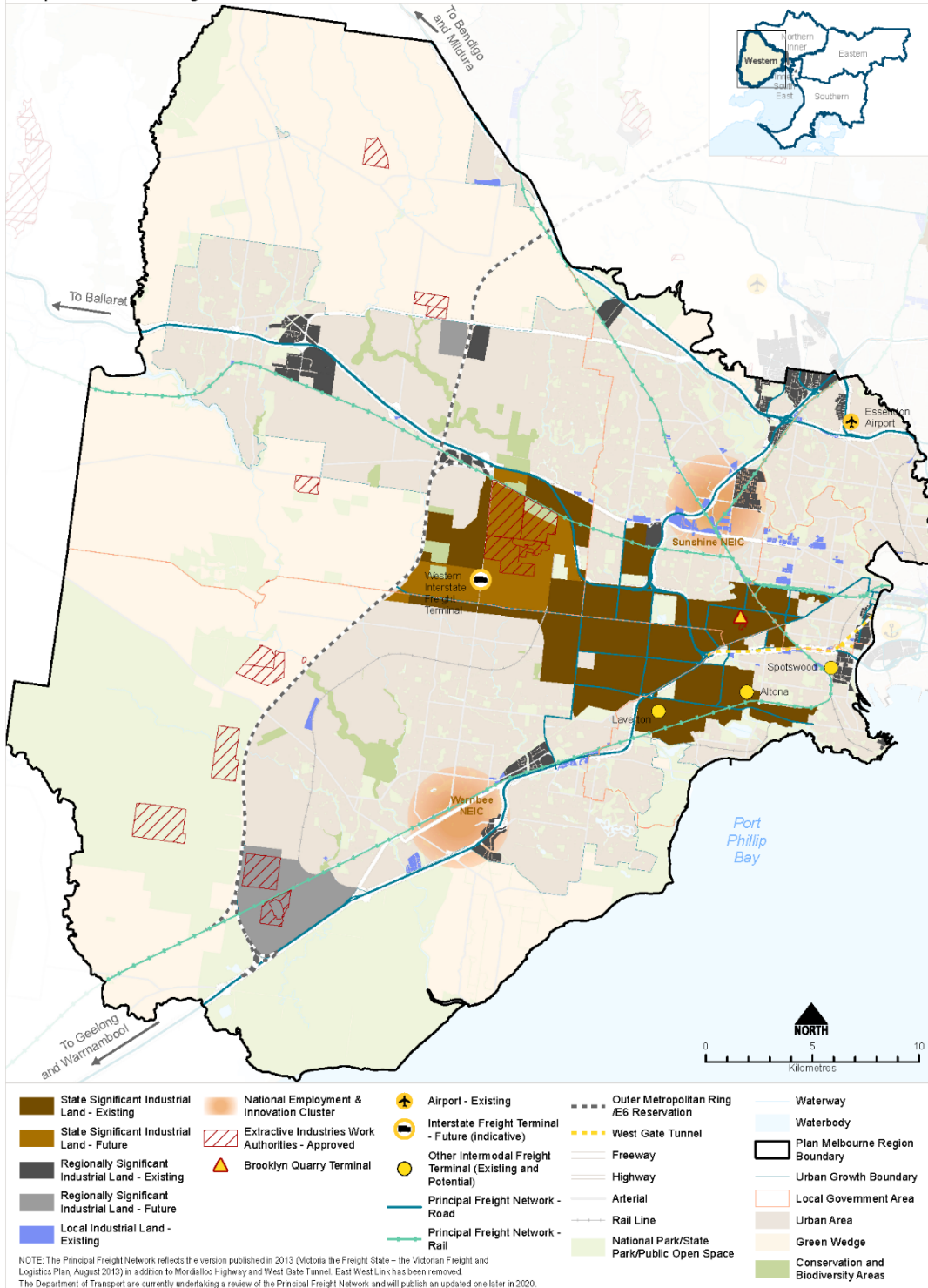


Figure 5-4 Western Region Industrial Land (Victorian Government, 2020)

5.7 Commonwealth land

As shown in Figure 4-1, section 3 of the Study Area is Commonwealth land located between Sharps Road and the Tullamarine Freeway, along the Tullamarine Freeway, north of the Tullamarine Freeway and around the JUHI facility. This section includes Melbourne Airport and the Melbourne Airport Master Plan. Melbourne Airport Master Plan 2018 provides an overview of the existing and future land uses for the Melbourne Airport land. An overview of the master plan how it relates to the Project Area is described in the sections below.

5.7.1 Zoning Plan for Melbourne Airport

The Melbourne Airport Master Plan 2018 acts as the strategic document to guide development within Melbourne Airport. The plan provides for planning zones similar to those found within the planning schemes in order to mimic the state provisions. The Study Area is located within the Activity Centre Zone and the Road Zone 1 as shown in Figure 5-5. The purpose of the Activity Centre Zone is to establish activity centres that allow for development and community activity. The Road Zone 1 represents the area of the Tullamarine Freeway within the APAM boundary.

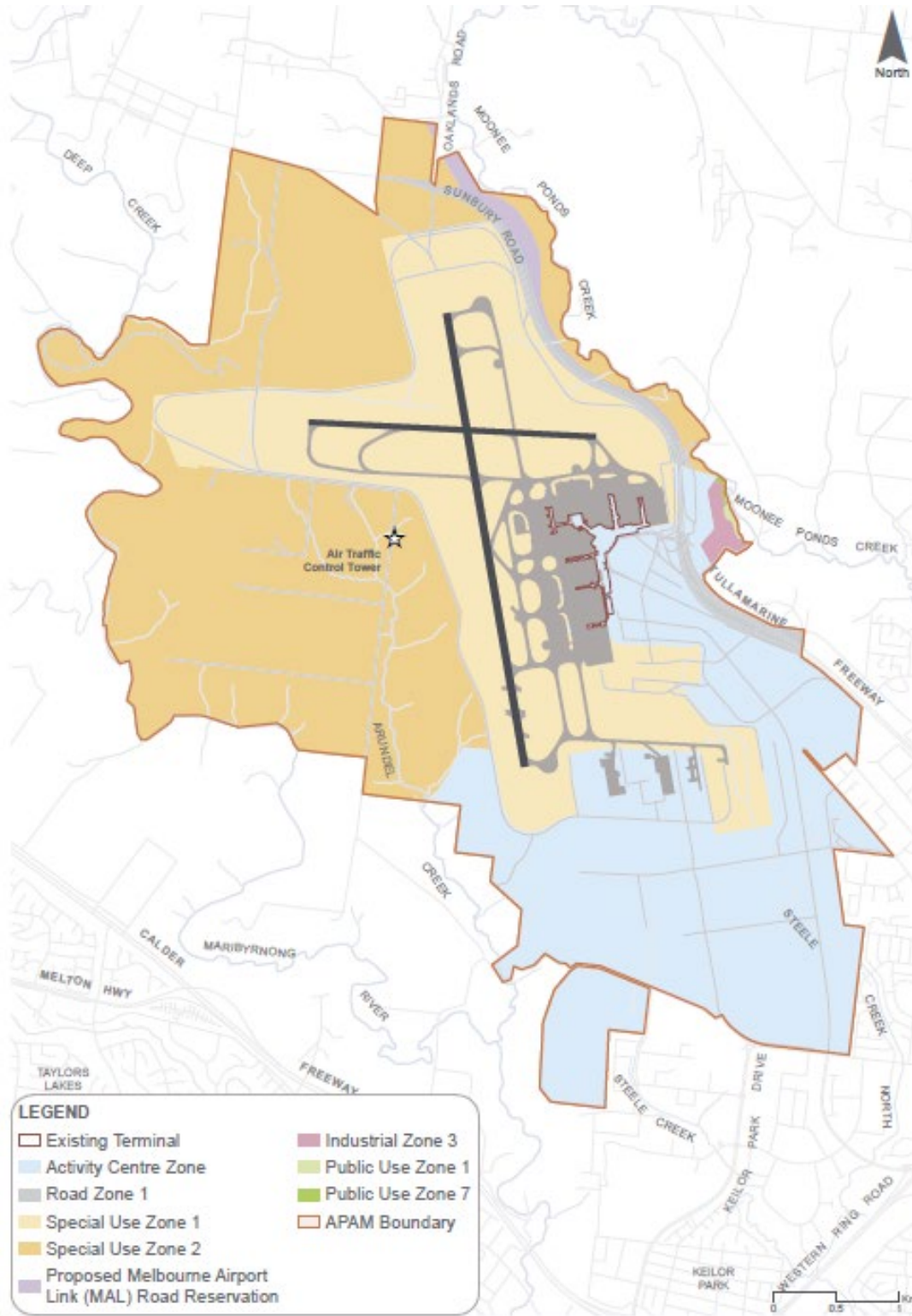


Figure 5-5 Zoning Plan for Melbourne Airport (Source: Melbourne Airport)

5.7.2 Overlay Plan for Melbourne Airport

The Melbourne Airport Master Plan 2018 includes overlay controls to highlight environmental constraints and limit development in these locations, as shown in Figure 5-6. The Study Area is not affected by any overlays.

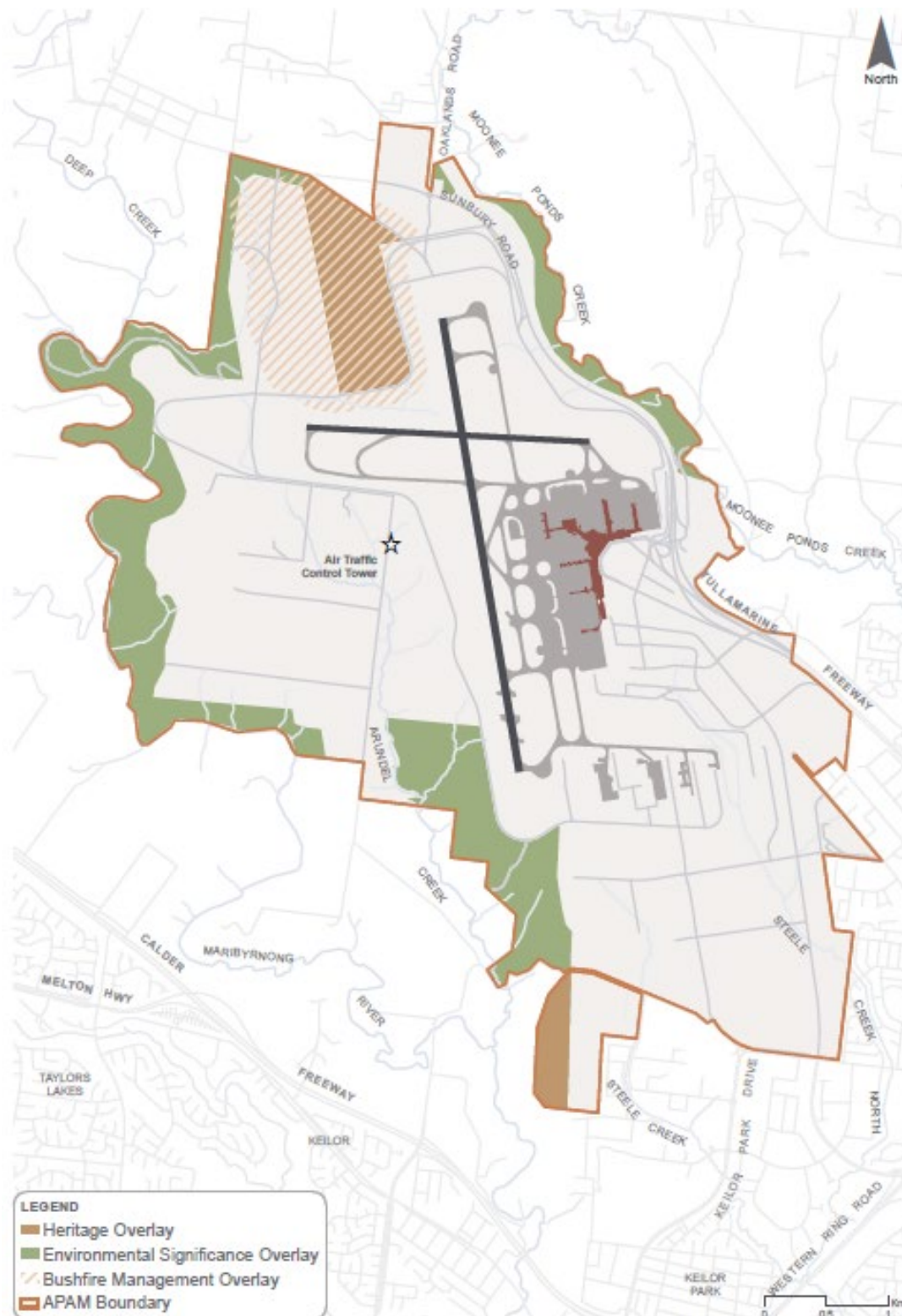


Figure 5-6 Overlay Plan for Melbourne Airport (Source: Melbourne Airport)

5.7.3 Existing Melbourne Airport Site Plan

The Project is mostly located on land without a nominated land use in the Melbourne Airport Master Plan 2018, with the exception of the aviation support/maintenance area when the Project enters the JUHI facility

(as shown in Figure 5-7). The Study Area also intercepts the business park, conservation, recreation and water management area, carparking and APAM free hold land.

URBNSURF Melbourne, Creative Garden Early Learning Tullamarine and the Joey Club Melbourne - Childcare Centre are other sensitive land uses need to be considered by the Project. URBNSURF Melbourne is an outdoor recreational facility and attracts large numbers of people. Joey Club Melbourne and Creative Garden Early Learning Tullamarine are childcare centres and are considered a sensitive land use.

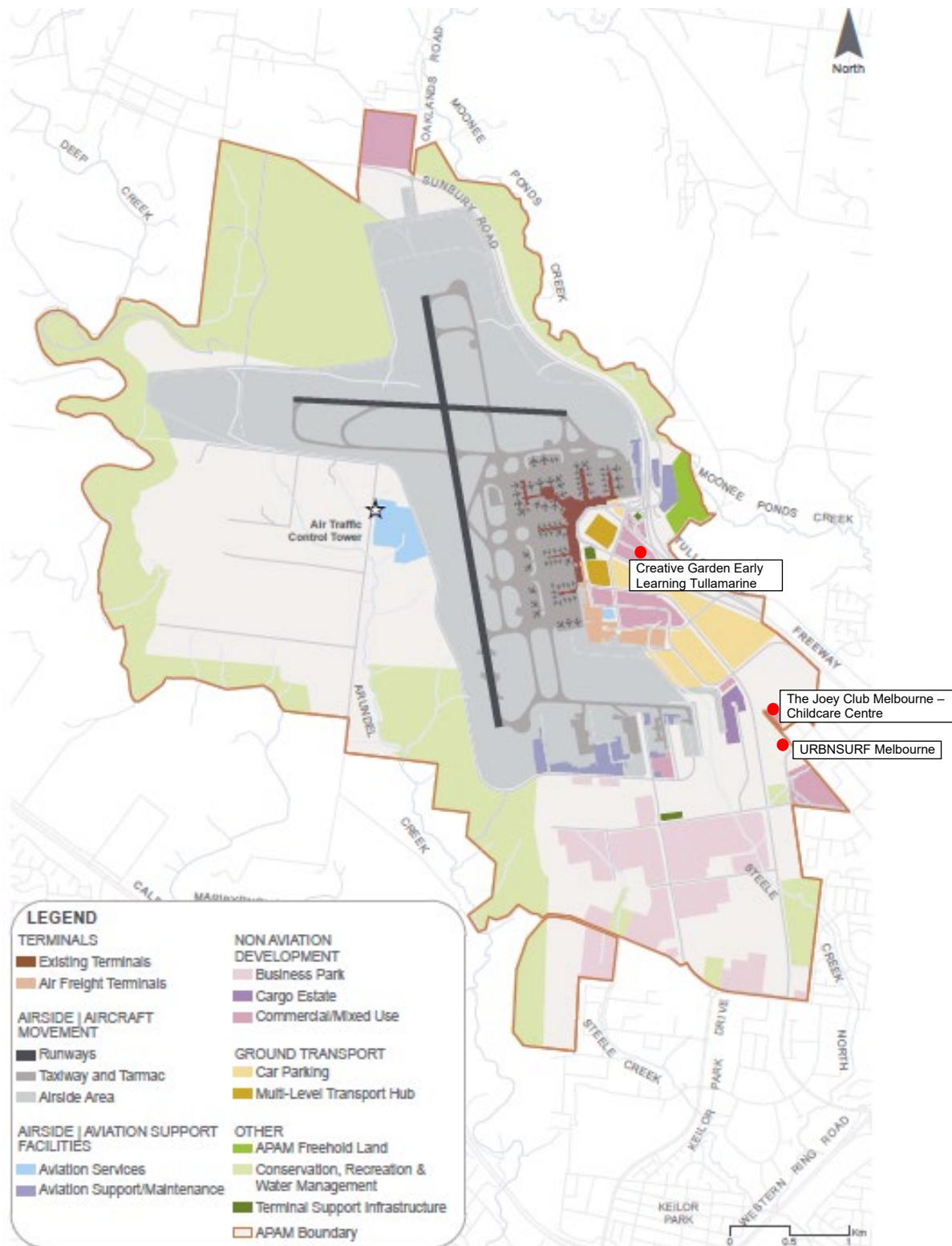


Figure 5-7 Existing Melbourne Airport Site Plan (Source: Melbourne Airport)

5.7.4 2023 Development Concept Plan for Melbourne Airport

The 2023 Development Concept Plan is the five-year plan for Melbourne Airport land use development as shown in Figure 5-8. The Business Park in the south of the Study Area will continue to expand with the commercial and mixed-use area also expanding. The cargo estate (large storage facility) will also be expanded and is expected to extend into the Study Area. The APAM freehold land in the north of the Study Area is expected to be used as an aviation support and maintenance facility by 2023.

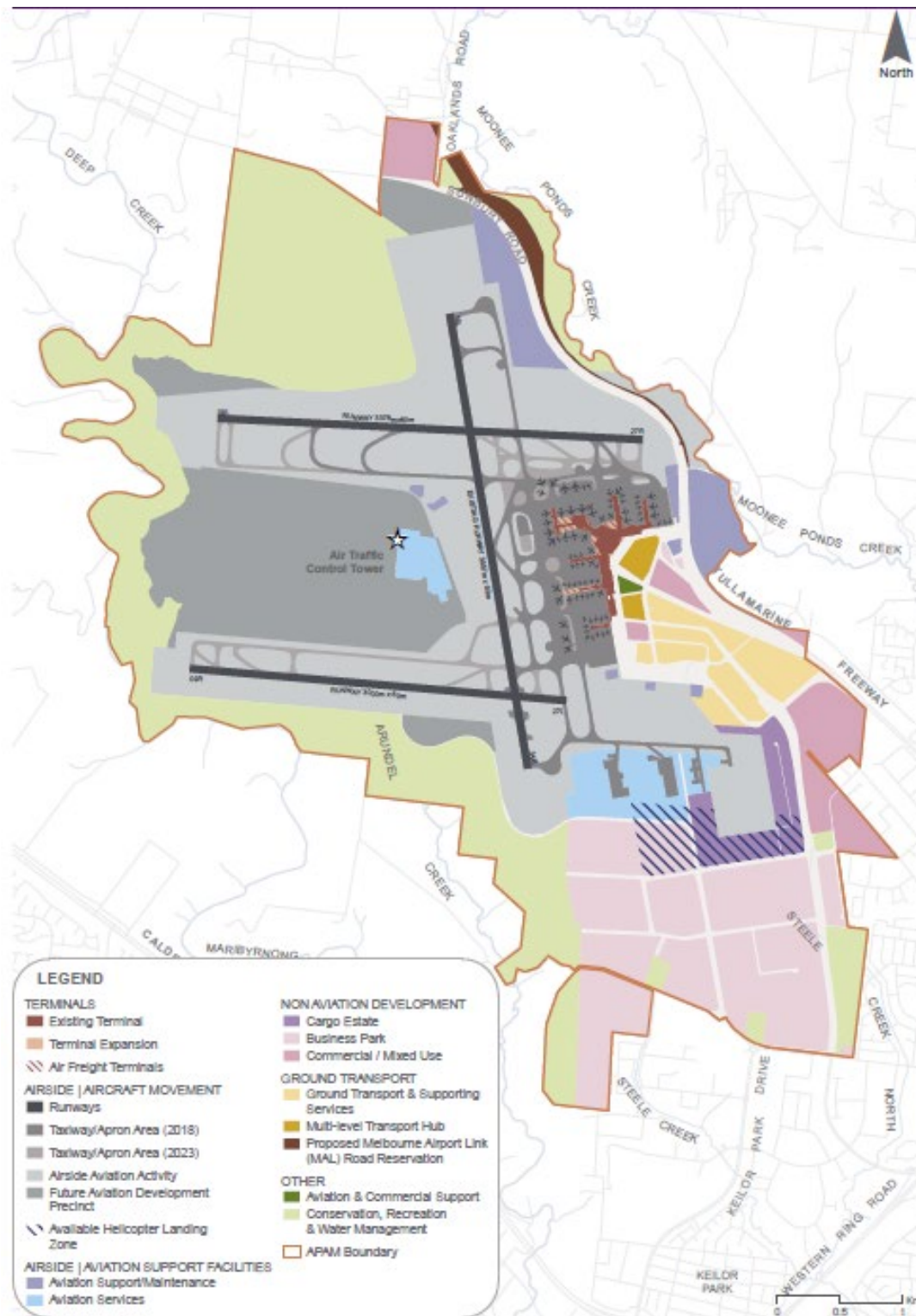


Figure 5-8 Development Concept Plan for Melbourne Airport (Source: Melbourne Airport)

5.7.5 2038 Development Concept Plan for Melbourne Airport

The 2038 Development Concept Plan is a 20-year land use plan for Melbourne Airport and is shown in Figure 5-9. A section of the cargo area is expected to be developed into the business park by 2038 however no other major land use changes are expected in the Study Area. The Airport Rail Link is also expected to be in operation by 2038 and is located within the Study Area.

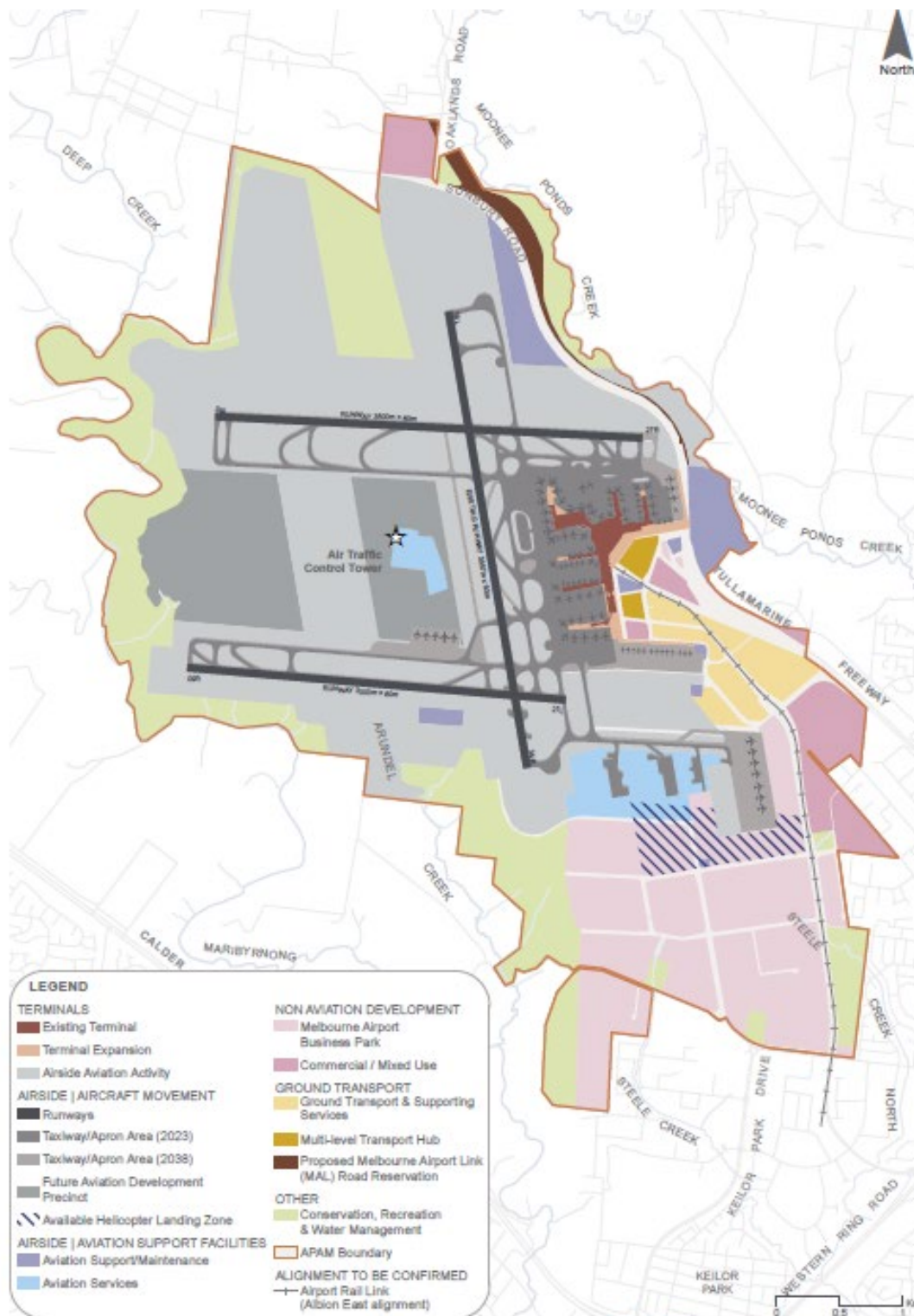


Figure 5-9 2038 Development Concept Plan for Melbourne Airport (Source: Melbourne Airport)

5.7.6 Long Term Development Concept Plan for Melbourne Airport

The Long Term Development Concept Plan demonstrates Melbourne Airport's long-term vision for the airport and is shown in Figure 5-10. A small section of the previously proposed commercial use will change to be

used for aviation and commercial support however no other land use changes within the Study Area are proposed in the long term.

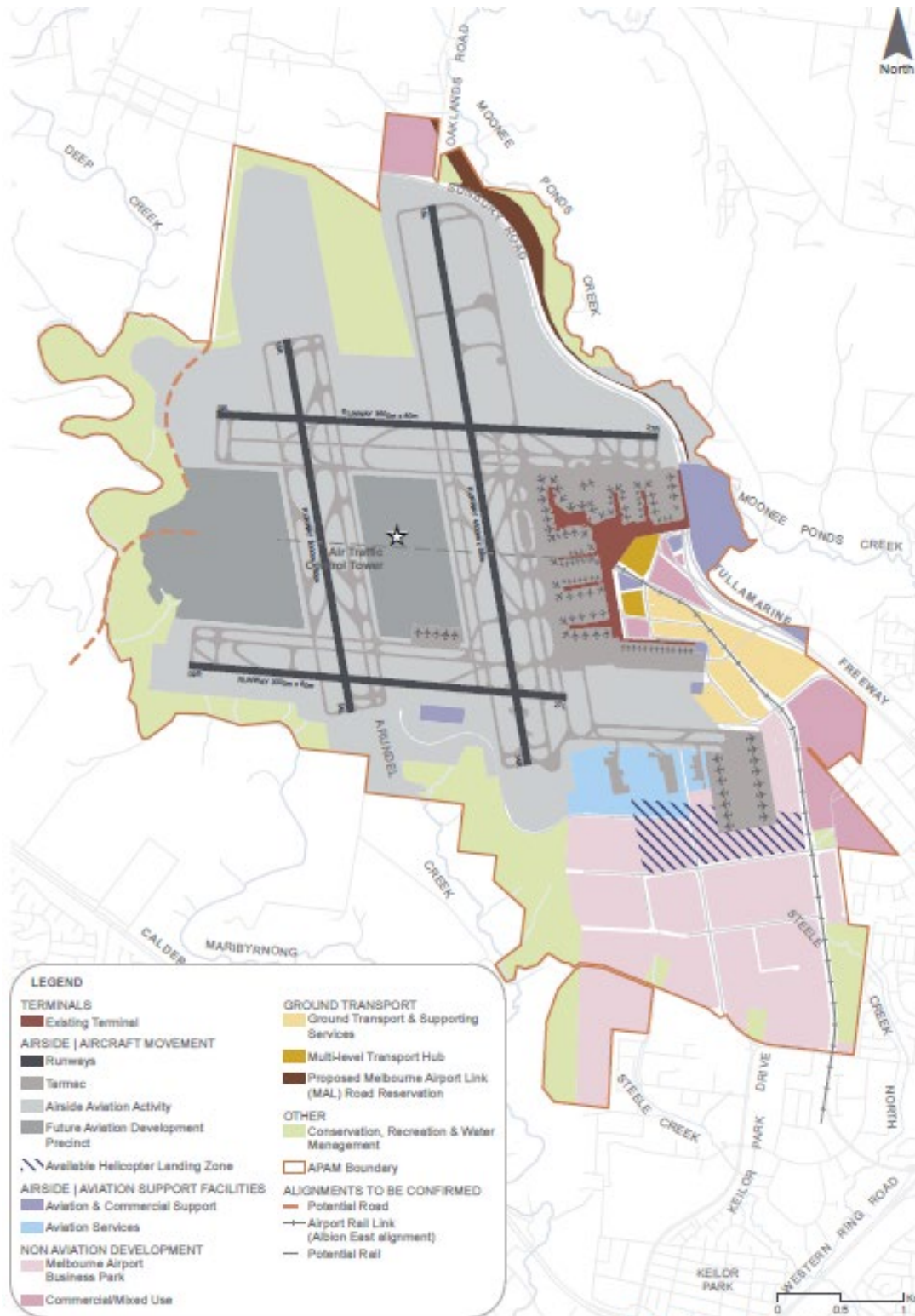


Figure 5-10 Long Term Development Concept Plan for Melbourne Airport (Source: Melbourne Airport)

5.7.7 Melbourne Industrial and Commercial

As mentioned above Melbourne Industrial and Commercial Land Use Plan (Victorian Government, 2020) aims to protect industrial land use and this policy also includes areas of Commonwealth Land including the Melbourne Airport Business Park. As shown in Figure 5-11 Melbourne Airport contains regionally significant established industrial land in the south corner of the Commonwealth Land. The Melbourne Airport will

continue to play an important role in providing for a range of aviation and non-aviation uses and is located near other existing industrial uses including the Tullamarine industrial land to the south.

Melbourne Industrial and Commercial Land Use Plan

Map 8: Northern Region Industrial Land

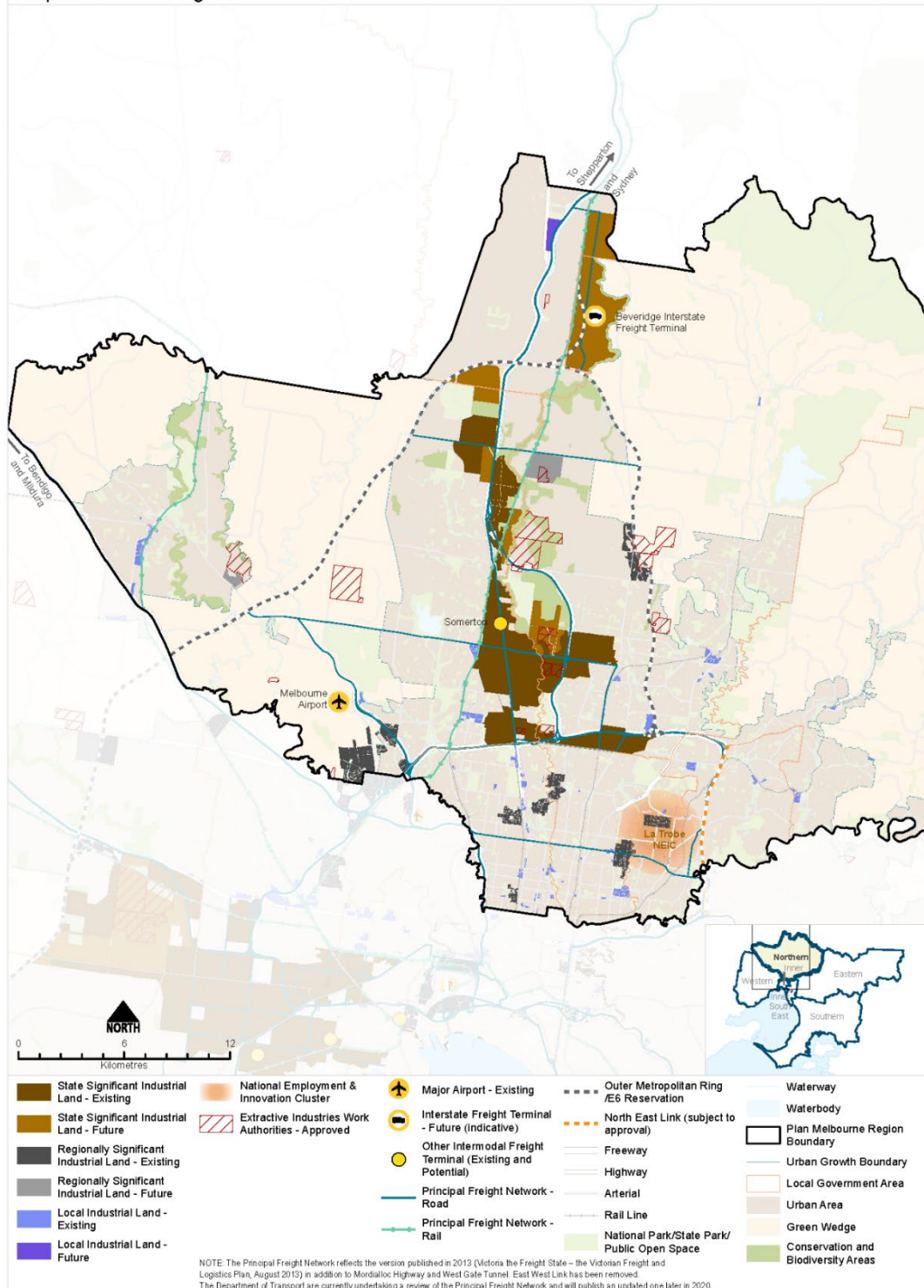


Figure 5-11 Northern Region Industrial Land (Victorian Government, 2020)

5.7.8 Preliminary Draft Master Plan 2022

In early 2022, Melbourne Airport released the Preliminary Draft Master Plan 2022 for public comment. As the Preliminary Draft Master Plan 2022 is yet to be formally approved, the Melbourne Airport Master Plan 2018 is the plan that the Project needs to be assessed against.

A review of the differences between the 2022 and 2018 Master Plans has been included in Table 5-4 below.

Table 5-4 Preliminary Draft Master Plan 2022

Key themes	Master Plan 2018	Preliminary Draft Master Plan 2022
Five-year Development Concept Plan for Melbourne Airport	The Business Park in the south of the Study Area will continue to expand with the commercial and mixed-use area also expanding. The cargo estate (large storage facility) will also be expanded and is expected to extend into the Study Area. The APAM freehold land in the north of the Study Area is expected to be used as an aviation support and maintenance facility by 2023.	<p>The 2027 development concept plan is similar to the 5-year plan provided in the 2018 Master Plan. Minor changes are planned, including:</p> <ul style="list-style-type: none"> ▪ The cargo estate is no longer within the plan, this area is now part of the Melbourne Business Park. ▪ The commercial and mixed-use area mentioned in 2018 Master Plan no longer exists and it is now part of the Melbourne Airport City land. The Melbourne Airport City land is planned to allow combatable mixed land uses development that will support the airport’s long-term financial sustainability. <p>APAM freehold is still planned to be used for aviation support and maintenance facilities.</p>
20 year Development Concept Plan for Melbourne Airport	<p>A section of the cargo area is expected to be developed into the business park by 2038 however no other major land use changes are expected in the Study Area.</p> <p>The Airport Rail Link is also expected to be in operation by 2038 and is located within the Study Area.</p>	<p>The cargo estate is no longer within the plan, this area is now part of the Melbourne Business Park.</p> <p>The commercial and mixed-use area mentioned in 2018 Master Plan no longer exists and it is now part of the Melbourne Airport City land.</p> <p>The Airport Rail Link is expected to be in operation by 2042 and is located within the Study Area.</p>
Long-Term Development Concept Plan for Melbourne Airport	A small section of the previously proposed commercial use will change to be used for aviation and commercial support however no other land use changes within the Study Area are proposed in the long term.	The small section of land proposed to change to aviation and commercial support in the 2018 plan has not been proposed to change in the 2022 Master Plan.
Provision for Aviation Fuel Facilities	The following wording is used in the 2018 Master Plan: <i>To facilitate the supply of the additional fuel, upgrades to pipelines and increased tanker capacities are likely to be required.</i>	<p>The following wording is proposed in the 2022 Master Plan: <i>In addition to on-site storage enhancements, an additional fuel pipeline is being considered in order to increase the fuel farm’s supply capacity and reduce reliance on tanker truck distribution.</i></p> <p>This additional wording provides additional justification and support for the Project.</p>

6 Assessment

Based on this assessment it is considered unlikely that the Project will create significant or long-term impact on existing or proposed land uses. Where the proposed constructed technique is via trenching, the likely impact on existing land uses is anticipated for a period of 12 months. A temporary ROW of 20 m will be required for this period. As outlined in Section 2.3.2 of this report, trenchless construction methods of HDD or thrust boring is proposed to avoid impacts to more complex or environmental sensitive areas. Trenchless construction methods avoid disturbance to existing land use, environmentally sensitive areas and roads during construction.

Post construction, the land would be generally returned to its previous use, with an easement of 7 to 10 m required to protect the pipeline for operational and maintenance requirements. Excavating or erecting permanent structures or buildings within the easement would be prohibited in accordance with the *Pipelines Act 2005* and pursuant to easement agreements with landowners.

The Project has been designed to respond to foreseeable land use changes and to limit impacts on the development potential of the Study Area. The development potential of the Study Area is already highly constrained due to its proximity to Melbourne Airport. Therefore, the Project is considered suitable in this location as it makes effective use of already constrained land.

As mentioned in Sections 5.6 and 5.7.7 the Project intercepts regionally significant industrial land within Melbourne Airport Business Park and the Tullamarine industrial area. The Project will not reduce industrial land however temporary disturbance may occur to industrial uses during construction.

The Joey Club Melbourne - Childcare Centre and Creative Garden Early Learning Tullamarine are the only two sensitive uses within the Study Area. Whilst located in the Study Area, it will not be directly impacted by the construction of the Project as the alignment and construction areas avoid this location. A Safety Management Study (SMS) should be undertaken, and the recommendations implemented to further protect and ensure this land use can safely continue.

The review of local planning controls has not identified the need or intent for an increase in residential density to occur within the Study Area. The planning permits reviewed only proposed an increase in housing density from single dwellings to two dwellings on single lots and the proposed PSA to rezone the land for residential development at 140-204 Western Avenue, which has been abandoned multiple times over the last 12 years.

The proposed jet fuel pipeline will be designed in accordance with Australian Standard AS2885 Pipelines – Gas and liquid petroleum to ensure it can safely be constructed and operate. Pipeline Location Classifications are used to ensure Projects are designed, constructed and operated safely in the context of the surrounding land uses. For the entire route, the Project's primary location class (as defined in AS2885.6) is Residential T1. The entire Project will be designed in accordance with the design standards for the T1 location class, even where the land has a lower population density and can be defined as a lower location classification, ensuring minimal risk to existing land uses and community.

Secondary Locations Classifications have also been utilised to respond to other constraints within the Study Area. Secondary Location Classifications respond to certain sensitive land uses and provides additional design and construction requirements on the section of pipeline where this sensitive land use is located. A SMS will be undertaken to ensure the Project is designed to safely be constructed and operate within secondary location class areas.

The Melbourne Airport Rail is proposed to be located within the Study Area however consultation with RPV, as the proponent, will ensure both projects can be constructed and operate with limited impacts.

The Project is supported by the relevant Planning Policy Framework and local planning policy as planning policy generally supports the development of pipeline infrastructure in Victoria. Impacts to land use and biodiversity during the construction and operation phases of the Project can be managed and mitigated through construction techniques and the preparation and implementation of Environment Management Plans.

Appendix A Planning Policy Framework Overview

Clause	Objectives and Strategies	Relevance
<p>Clause 11 Settlement</p>	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ Planning is to prevent environmental, human health and amenity problems created by siting incompatible land uses close together. ▪ Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services. 	<p>The Project supports sustainable development by providing a new jet fuel pipeline to the existing Melbourne Airport.</p> <p>The Project is in a suitable location and has been designed to be prevent harm.</p>
<p>Clause 11.03-5S Distinctive area and landscapes</p>	<p>Objective:</p> <ul style="list-style-type: none"> ▪ To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes. <p>Strategies:</p> <ul style="list-style-type: none"> ▪ Protect the identified key values and activities of these areas. ▪ Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas. 	<p>The Project intersects with a distinctive area and landscape of the Steele Creek Tributary Reserve.</p> <p>The Project has selected construction methods to avoid impacts to the natural landscape, where appropriate the secondary location classification of Environmental has been applied to the design, and alternative construction methods have been utilised to reduce impacts by boring rather than trenching.</p>
<p>Clause 12.01-1S Protection of biodiversity</p>	<p>Objective:</p> <ul style="list-style-type: none"> ▪ To protect and enhance Victoria's biodiversity. <p>Strategies:</p> <ul style="list-style-type: none"> ▪ Ensure that decision making takes into account the impacts of land use and development on Victoria's biodiversity, ▪ Avoid impacts of land use and development on important areas of biodiversity. 	<p>The Project has selected construction methods to avoid impacts to the natural landscape, where appropriate the secondary location classification of Environmental has been applied to the design.</p>
<p>Clause 13.07-1S Land use compatibility</p>	<p>Objective</p> <ul style="list-style-type: none"> ▪ To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts. <p>Strategies</p> <ul style="list-style-type: none"> ▪ Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses. ▪ Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures. 	<p>The Project has been designed in accordance with the latest version of Australian Standard (AS) AS2885 Pipelines - Gas and Liquid Petroleum.</p> <p>The pipeline has a primary location classification of T1 and therefore the whole pipeline has been designed to this standard.</p>

Clause	Objectives and Strategies	Relevance
15.03-1S Heritage conservation	<p>Objective</p> <ul style="list-style-type: none"> ▪ To ensure the conservation of places of heritage significance. <p>Strategies</p> <ul style="list-style-type: none"> ▪ Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme. ▪ Encourage appropriate development that respects places with identified heritage values. ▪ Retain those elements that contribute to the importance of the heritage place. 	A heritage assessment has been prepared to identify, assess and document heritage places.
15.03-2S Aboriginal cultural heritage	<p>Objective</p> <ul style="list-style-type: none"> ▪ To ensure the protection and conservation of places of Aboriginal cultural heritage significance. <p>Strategies</p> <ul style="list-style-type: none"> ▪ Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme. ▪ Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006. 	A Cultural Heritage Management Plan is being prepared for the Project that will identify, assess and document places of Aboriginal cultural heritage within the Study Area.
Clause 19.01-3S Pipeline infrastructure	<p>Objectives:</p> <ul style="list-style-type: none"> ▪ To ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment. <p>Strategies</p> <ul style="list-style-type: none"> ▪ Plan for the development of pipeline infrastructure subject to the <i>Pipelines Act 2005</i>. ▪ Recognise existing transmission-pressure gas pipelines in planning schemes and protect from further encroachment by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided. ▪ Plan new pipelines along routes with adequate buffers to residences, zoned residential land and other sensitive land uses and with minimal impacts on waterways, wetlands, flora and fauna, erosion prone areas and other environmentally sensitive sites. ▪ Provide for environmental management during construction and on-going operation of pipeline easements. 	<p>The Project has been designed in accordance with the latest version of Australian Standard (AS) AS2885 Pipelines - Gas and Liquid Petroleum</p> <p>The pipeline has a primary location classification of T1 and therefore the whole pipeline has been designed to this standard.</p> <p>Several secondary location classification have been applied along the route to ensure the design has taken the surrounding land uses and constraints into consideration.</p>

Appendix B Local Planning Policy

Clause	Objectives and Strategies	Relevance
Brimbank Planning Scheme		
Clause 21.09-1 (Industrial Precincts)	<p>Objectives</p> <ul style="list-style-type: none"> Strengthen and consolidate Brimbank's role as a location for transport, logistics and distribution, manufacturing, wholesale industries and resource recovery and recycling industries. To provide a buffer between industry and sensitive land uses. <p>Strategies</p> <ul style="list-style-type: none"> Maintain the viability and purpose of industrial areas by minimising land use conflicts and encroachment from non-industrial uses. 	<p>The Project will not reduce industrial land however temporary disturbance may occur to industrial uses during construction.</p> <p>The Project also is required to be located away from sensitive land uses therefore it is suitable to collocate the Project within industrial land.</p>
Clause 21.05-1 (Natural Assets)	<p>Objectives</p> <ul style="list-style-type: none"> To retain, protect and improve the natural and landscape environs along the Maribyrnong River, Kororoit Creek, Taylors Creek, Jones Creek, Steele Creek and Stony Creek escarpments and adjoining open space areas. To identify, protect and enhance the municipality's natural assets. <p>Strategies</p> <ul style="list-style-type: none"> To discourage development that undermines the environmental significance of Brimbank's remnant native grasslands, the sensitive areas north of the Calder Freeway, the Maribyrnong River, the Kororoit, Taylors, Jones, Jacksons, Steele and Stony Creeks and the Green Gully Valley, and other areas of comparable importance. Ensure the construction of buildings and works do not impact on the health and viability of areas of native vegetation or habitat value. 	<p>The Project has selected construction methods to avoid impacts to the natural landscape and native vegetation, where appropriate the secondary location classification of Environmental has been applied to the design.</p>
Hume Planning Scheme		
Clause 21.08-1 (Natural Heritage)	<p>Objectives</p> <ul style="list-style-type: none"> To protect, conserve and enhance natural heritage for biodiversity, amenity, and landscape character purposes <p>Strategies</p> <ul style="list-style-type: none"> Ensure development seeks to preserves the diversity and long term security of terrestrial and aquatic species and their environments. Ensure development seeks to retain native vegetation, including scattered indigenous trees. 	<p>The Project has selected construction methods to avoid impacts to the natural landscape, where appropriate the secondary location classification of Environmental has been applied to the design.</p>

Clause	Objectives and Strategies	Relevance
Clause 21.08-2 (Environmental Land Management)	<p>Objectives</p> <ul style="list-style-type: none"> ▪ To improve the land health of the natural environment. <p>Strategies</p> <ul style="list-style-type: none"> ▪ Ensure that potentially contaminated land is identified, and appropriately managed and remediated to a standard suitable for the intended use or development. 	Contaminated land testing has been undertaken and contaminated soil will be managed.

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