

# Chapter 17

## Land use



This chapter discusses the potential land use and planning impacts associated with the construction and operation of the Gas Import Jetty and Pipeline Project (the Project). This chapter is based on the impact assessment presented in EES Technical Report L: *Land use impact assessment*.

### 17.1 Overview

The construction and operation of the Project has the potential to impact the function of existing and future land uses and land use policies.

Land use impacts can occur:

- when a new use or development has an adverse effect on the use, form, function, amenity or appearance of the existing land use, its environment and/or the character of a place or location
- where a change in an existing use or development now or in the future may have an impact on an introduced and now established project.

The Project is located across three municipal areas and traverses a mix of land use typologies. The construction phase of the Pipeline Works and the Gas Import Jetty Works may result in temporary land use changes as well as access or amenity impacts that are inconsistent with existing land uses. Construction of the Gas Import Jetty Works would change the built form at Crib Point and its operation would change the land use. Operation of the pipeline would result in the acquisition of land and easement constraints which have the potential to impact future land uses. Understanding these potential impacts has informed the implementation of appropriate mitigation measures to manage impacts on land uses during construction and operation of the Project.

### 17.1.1 Planning approval mechanism for the Project

The *Pipelines Act 2005* (Vic) exempts pipelines from the requirement for approval under the *Planning and Environment Act 1987* (Vic) where a Pipeline Licence is issued. However, the *Pipelines Act 2005* does not apply to a pipeline which is wholly within a port. The Pipeline Works, which are in part located outside the port area, will be subject to a Pipeline Licence under the *Pipelines Act 2005*. As the Gas Import Jetty Works would be entirely located within declared Port of Hastings land, the gas piping on the jetty and Crib Point Receiving Facility cannot be licensed under the *Pipelines Act 2005*. This means the exemption from approval under the *Planning and Environment Act 1987* is not applicable.

The Gas Import Jetty Works (including the floating storage and regasification unit (FSRU)) will require planning approval under the Mornington Peninsula Planning Scheme.

To facilitate and provide for a co-ordinated and integrated planning process, draft Planning Scheme Amendment (PSA) has been prepared for the Gas Import Jetty Works including the FSRU. The draft PSA will seek to extend the Port Zone and apply the Specific Controls Overlay to the Gas Import Jetty Works (including the FSRU), allowing for the application of an Incorporated Document to the site under the Mornington Peninsula Planning Scheme and in accordance with the *Planning and Environment Act 1987*. The Incorporated Document will permit the use and development of land for a Liquefied Natural Gas Import Facility (innominate land use including Wharf and Utility Installation land uses).

See **Chapter 5** Key approvals and assessment framework for further information regarding approval requirements under the *Planning and Environment Act 1987*.

## 17.2 EES evaluation objective

The scoping requirements for the EES set out the following relevant draft evaluation objective:

**Social, economic, amenity and land use – To minimise potential adverse social, economic, amenity and land use effects at local and regional scales.**

To assess potential impacts of the Project on existing and future land use, a land use impact assessment was undertaken.

## 17.3 Methodology

The approach adopted for the land use impact assessment involved the following key tasks:

- desktop assessment and baseline data review of:
  - the planning framework which applies to the Project including relevant state and local government strategic planning policy, planning policy (Planning Policy Framework (PPF) and Local Planning Policy Framework (LPPF) contained in the relevant planning schemes, planning controls (zones, overlays and particular provisions) and other strategic and land use plans
  - aerial imagery
  - current strategic planning work and future planning scheme amendments
  - characterisation of current land uses and landholders, as well as the existing conditions of affected land parcels
- site visit and stakeholder consultation comprising
  - site investigations conducted in December 2018 and May 2019 to confirm existing land uses and development at a high-level along the pipeline alignment
  - consultation with Mornington Peninsula Shire, City of Casey, Cardinia Shire Council, the Port of Hastings Development Authority and VicRoads
- a risk assessment as described in **Chapter 5** Key approvals and assessment framework comprising the assignment of consequence and likelihood ratings to inform the impact assessment and development of additional mitigation measures
- assessment of land use impacts during construction and operation of the Project, including changes in the built form
- discussion of mitigation measures in response to the land use impact assessment.

## 17.4 Study area

For the purpose of this assessment, and to reflect the information analysed in the impact assessment, a 200-metre catchment either side of the pipeline alignment and a 500-metre catchment around the Crib Point Receiving Facility and the Pakenham Delivery Facility was identified as the study area. These buffers are considered appropriate as they allow for the analysis of land uses immediately abutting the Project, as well as the broader scope of land uses potentially impacted by construction and operation of the Project. It is noted that by their very nature, land use planning boundaries are not always explicit or finite and so the subsequent assessment reflects this. The study area is shown in Figure 17-1.

## 17.5 Existing conditions

The Project is located across three municipal areas, as shown in Figure 17-1, and is subject to the provisions of each local planning scheme:

- Mornington Peninsula Planning Scheme
- Casey Planning Scheme
- Cardinia Planning Scheme.

Each component of the Project and the corresponding existing land uses within each of the relevant local government areas are shown in Table 17-1.

The three local planning schemes are discussed below with reference to the sections of relevance to the Project. Several other key relevant planning policies and guidelines such as the South East Growth Corridor Plan by Victoria Planning Authority, the Hastings Town Centre Structure Plan and the Western Port Green Wedge Management Plan are further discussed in EES Technical Report L: Land use impact assessment.



◀ **Figure 17-1:**  
Land use study area

**Table 17-1:** Project components and existing conditions in each local government area

| Local government area      | Project components   | Extent  | Existing land uses  |
|----------------------------|--|---|---|
| Mornington Peninsula Shire | FSRU, Crib Point Receiving Facility, Pipeline and Mainline valve 1 (MLV1)          | Crib Point to South Boundary Road East, Pearcedale                      | <ul style="list-style-type: none"> <li>• Urban areas</li> <li>• Resort towns</li> <li>• Tourism development</li> <li>• Industrial and port operations</li> <li>• Rural land including hobby farms and agribusinesses</li> <li>• Public park and conservation</li> </ul> |
| City of Casey              | Pipeline   | South Boundary Road East, Pearcedale to Tooradin Station Road, Tooradin | <ul style="list-style-type: none"> <li>• Urban areas</li> <li>• Agricultural industries</li> </ul>  |
| Cardinia Shire             | Pipeline, MLV2, Pakenham Delivery Facility and End of Line Scraper Station (EOLSS) | Tooradin Station Road, Tooradin to north of Princes Highway, Pakenham   | <ul style="list-style-type: none"> <li>• Rural and horticultural land including food manufacturing, agriculture and meat product manufacturing</li> </ul>   |

### 17.5.1 Victoria Planning Provisions

The Planning Policy Framework (PPF) is a key element of the Victorian Planning Provisions and comprises general principles for land use and development of land and outlines specific policies in relation to environment, economic development, infrastructure, and particular uses. The PPF is the same in all Victorian Planning Schemes and regard must be given to these provisions when considering development projects. As such, consideration was given to the PPF, in particular, the elements outlined below in the planning, siting and design phases of the Project. The Project had regard for the intent of the PPF with the objective of minimising impacts on key areas such as landscape, environment, amenity, high quality agricultural land, transport and safety. It also conforms with PPF provisions related to economic development and development of port related infrastructure.

- Clause 11 (Settlement)
  - Clauses 11.01-1R (Green wedges – Metropolitan Melbourne)
  - Clause 11.02-1s (Supply of urban land)
  - Clause 11.03-1R (Activity Centres – Metropolitan Melbourne)
  - Clause 11.03-5S (Distinctive areas and landscapes)
- Clause 12 (Environmental and Landscape Values)
- Clause 13 – Environmental Risks and Amenity
  - Clause 13.02-1S (Bushfire Planning)
  - Clause 13.07-1S (Land Use Compatibility)
  - Clause 13.07-2S (Major Hazard Facilities)
- Clause 14 (Natural Resource Management)
- Clause 15 (Built Environment and Heritage)
- Clause 17 (Economic Development)
- Clause 18 (Transport)
  - Clause 18.03-1S (Planning for Ports)
  - Clause 18.02-2S (Planning for Port Environs)
- Clause 19 (Infrastructure)

The PPF clauses are further discussed in EES Technical Report L: Land use impact assessment.

## 17.5.2 Mornington Peninsula Planning Scheme

### Gas Import Jetty Works

Local planning policy within the Mornington Peninsula Planning Scheme recognises that the Mornington Peninsula is not a designated Urban Growth Area. The limitation of urban development within the Peninsula is consistent with state policies for the peninsula, which emphasises environmental and landscape conservation, recreational values and the potential of Western Port for deep water port activities. State policy requires that planning for the Hastings port area should have regard to the Statement of Planning Policy No 1 - Western Port, which emphasises to the need to protect the environment of Western Port as well as to facilitate its development. The policy states that any port development is to be undertaken in accordance with the Hastings Port Industrial Area Land Use Structure Plan.

Victoria Planning Provisions at Clause 11.03-5S (Distinctive Areas and Landscapes) seeks to protect and enhance the valued attributes of identified distinctive areas and landscapes. It is policy to consider the Mornington Peninsula Planning Scheme, which outlines the importance of recognising, maintaining and enhancing the special values of the Mornington Peninsula.

Clause 21.03-2 (A Shared Vision) of the Mornington Peninsula Planning Scheme is underpinned by environmental sustainability, where social needs, ecological care and economic development are balanced and integrated. Strategic challenges and opportunities include:

- coastal management
- care of conservation places including Western Port and adequate protection of the bay
- supporting agricultural use consistent with maintaining areas with a low population density
- providing a separation between incompatible uses, but realising the potential for further port and port-related development
- management of the port land resource
- establishment of the infrastructure necessary to support port-related uses and avoid land use conflicts.

Clause 21.04 (Mornington Peninsula Strategic Framework Plan) identifies Crib Point where the Gas Import Jetty Works are proposed as an area allocated to Major Industrial Shipping. The Strategic Framework Plan also identifies various land uses along the Crib Point and Hastings coast including townships, agriculture and rural conservation areas as well as port and port-related uses.

Clause 21.06 provides detail to the Strategic Framework Plan, recognising the port and port-related development and ensuring urban development does not restrict appropriate port-related activities. This includes the provision of appropriate buffers/separation between residential areas and incompatible land uses such as land designated for port-related development. Crib Point is identified within this clause as being an area requiring a restructure overlay to reduce the environmental impact of dwellings and other development in an area of old and inappropriate subdivision. No overlays of this kind currently affect the Project Area within Mornington Peninsula Shire.

The Port of Hastings is recognised as having an important role in the Victorian economy under Clause 21.10 (Managing Port Area Development). Planning needs to find balance with regards to economic advantages while ensuring the protection of the environment. A key objective is *'to protect the long-term value of Western Port for selected port and industrial purposes that depend upon or gain significant economic advantage from proximity to natural deep-water channels'*.

In addition, a number of Mornington Peninsula Shire strategic policies that are not included in its planning scheme need to be considered as part of the assessment of these works. These policies include the Biodiversity Conservation Plan 2019, the draft Climate Emergency Action Plan and Economic Development Strategy.



## Pipeline Works

In addition to the above-mentioned local planning policies set out in the Mornington Peninsula Planning Scheme, the Pipeline Works are subject to additional policies included within this planning scheme. The following additional matters of local policy are considered relevant to the Pipeline Works.

Clause 21.07 (Guiding Future Township Development) is relevant to the Pipeline Works, as land use within this region includes urban, rural and industrial areas. Clause 21.07 seeks to consider housing and integrated local area planning, local area character, activity centres and industrial areas in guiding the planning of townships. It also seeks to ensure appropriate development of industrial areas. In addition, Clause 21.09 (Planning for Rural Areas) includes objectives to conserve environmental values, support agriculture and primary production, as well as to maintain and enhance the landscape, cultural and recreational values.

Clause 22.14 (Mornington Peninsula Land Units) applies to all land within the Environmental Significance Overlay (ESO) (Schedule 1 – 16 inclusive). Environmental Significance Overlays are focused on ensuring that development of land does not affect identified environmental values and qualities of particular areas. Specific guidelines are given around sustainable land use and development, stream protection and stormwater management, protection of vegetation and maintaining landscapes and recreational values. Schedule 1, 4, 5 and 18 to the ESO within the Mornington Peninsula municipality relate to specific environmental values (such as the Westernport Hinterland and wetlands) and apply to sections of land located within the Pipeline Works area.

## 17.5.3 Casey Planning Scheme

The City of Casey is one of the fastest growing municipalities in Australia and is characterised by a diverse environment that extends from the Dandenong Ranges to the shores of Western Port. The municipality straddles metropolitan Melbourne and country Victoria. Casey is experiencing rapid growth in all areas, including housing and industry, and has a number of Urban Growth Areas.

Clause 21.02-4 (Strategic Framework Plan) of the Casey Planning Scheme identifies key strategic directions for future land use planning and development, including the long-term protection of green wedge land from urban growth pressures and the protection of environmental conservation areas.

Clause 21.04 (Environment) aims to protect biological diversity and to improve Casey's built and natural environments through ecologically sustainable land use and development practices. Relevant strategies relate to protecting biodiversity and significant landscapes and minimising land use conflicts with regards to air quality and noise amenity. Clause 22.05 (Stormwater Policy) seeks to implement best practice procedures to maintain and enhance stormwater quality being discharged into Western Port.

Clause 21.08 (Local Area Approach) identifies and supports the character of Casey's local areas, including Casey Farm and Casey Coast. Clause 21.12 describes Casey Coast as an area on the shores of Western Port with international significance, noted for its biodiversity and wide range of habitats for coastal plants and animals. Clause 21.13 describes the Casey Farm local area as a unique, diverse mix of quality farm land with intensive agricultural activity, large-lot rural-residential and village living, with mixed rural pursuits, as well as genuine rural activities and businesses.



### What is green wedge land?

Green wedge land is considered to be the non-urban areas of metropolitan Melbourne that lie outside the Urban Growth Boundary. There are 12 designated green wedge areas across 17 municipalities which form a ring around the city.

Green wedge areas contain a mix of agriculture and low-density activities. About one-third of total green wedge area is public land, including national parks, other parks, reserves and protected water catchments.

### 17.5.4 Cardinia Planning Scheme

Cardinia Shire is located on the fringe of metropolitan Melbourne with urban and rural areas. It has a variety of landforms including the Koo Wee Rup Swamp and Western Port in the southern part of the shire, along with high quality agricultural land of state significance. The majority of the population live in the towns of Beaconsfield, Officer and Pakenham which will accommodate the majority of future residential and commercial growth in the municipality.

Key issues of relevance to the Project that are listed under Clause 210.1 (Cardinia Shire Key Issues and Strategic Vision) of the Cardinia Planning Scheme include environment, economic and infrastructure. Clause 21.02 (Environment) outlines strategies in relation to environmental management, and Clause 21.04 (Economic Development) identifies a number of strategies focused on maintaining agriculture as a sustainable economic activity. Clause 21.03 seeks to direct settlement and housing to Urban Growth Areas within Cardinia Shire. Clause 21.05 (Infrastructure) supports the construction of physical infrastructure to support economic development in Cardinia.

Clause 22.05 (Western Port Green Wedge Policy) applies to all land within Cardinia Shire's portion of the Western Port Green Wedge. Each Green Wedge precinct has a vision. Proposed development must demonstrate how the Project responds to the Cardinia Western Port Green Wedge vision and to the precinct visions and future directions. *Precinct 1: Agriculture, horticulture and soil based food production* should particularly be considered as the Pipeline Works would traverse through this precinct. Key aspects of the vision for Precinct 1 are:

- Precinct 1 will be the hub of agriculture, horticulture and soil-based food production within the Cardinia Western Port Green Wedge
- land within the Special Use Zone – Schedule 1 (SUZ1) part of Precinct 1 will be prioritised for soil-based agricultural and horticultural use and soil based food production
- it will integrate biodiversity and agricultural outcomes by recognising ecosystem services which can improve agricultural efficiency
- opportunities for linking the community with the local agricultural and horticultural industry will be identified and promoted to help establish food-based tourism within the precinct.

The Pipeline Works would also traverse part of *Precinct 3: Railway*, which seeks to provide a sensitive transition from urban townships to green wedge land by limiting intensification of residential land uses.

Other key policies and guidelines of relevance to the Project, such as the Pakenham East Precinct Structure Plan and the Agriculture Victoria Strategy, are outlined in EES Technical Report L: *Land use impact assessment*.

### 17.5.5 Land use

Based on the assessment of policies, strategies, planning controls and the site visits, land use typologies across the length of the Project Area were developed to assist in the determination of potential impacts. The land use typologies identified within the study area are outlined in **Table 17-2**.

**Table 17-2:** Land use typologies throughout the Project Area

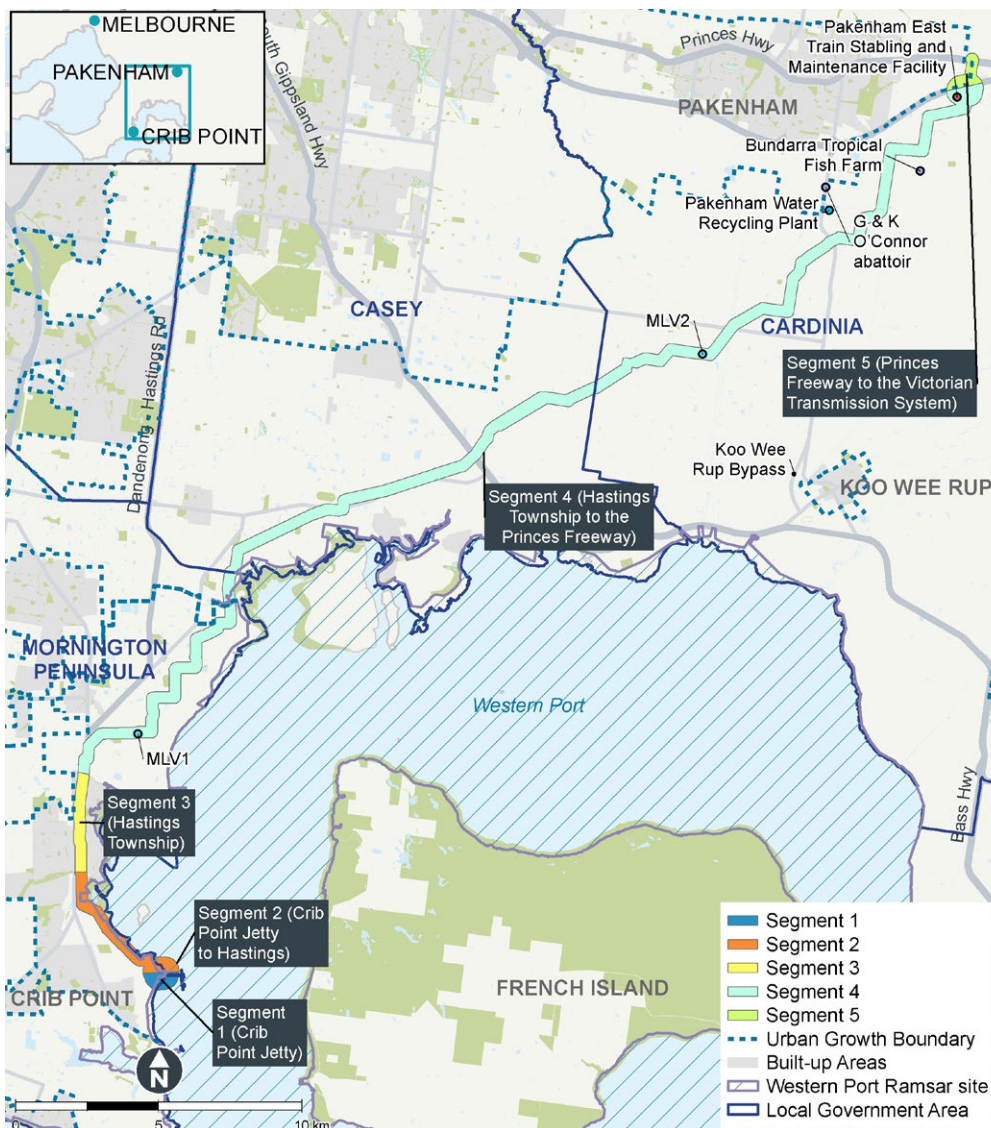
| Typology                                   | Context development of typology   | Applicable Project component           |
|--|---|--|
| Utilities and Infrastructure               | Public land uses comprising community services and public infrastructure. Public land uses generally include local government services (i.e. government/municipal offices and facilities, depots and transfer stations) and public utilities. It is noted there are some utilities in easements on private land which may not be characterised primarily as a utilities and infrastructure land use typology.   | Pipeline Works                         |
| Residential                                | Established urban residential development comprising conventional or urban multi-dwelling development or attached single dwellings. Dwellings identified within this typology are generally characterised by their location within established urban areas, such as at Crib Point, Hastings or Pakenham, and benefit from convenient access to community and commercial services. Land uses can also include schools and other community uses normally found in residential areas.  | Pipeline Works                         |
| Rural/Low Density Residential              | Rural/low density residential land uses are distinguished by larger lot sizes exceeding a typical subdivision pattern, comprising a single detached dwelling supported by landscaped areas or ancillary hobby farming activity. This typology is also characterised by its colocation with or proximity to agricultural land-uses outside of Urban Growth Areas or established urban centres or townships.  | Pipeline Works                         |
| Parkland/ Bushland/ Conservation/ Reserves | Comprises a range of green spaces with varying degrees of public access and varying policy designations. Parkland constitutes areas set aside by local Council for sport and passive or active recreation, pocket infill parks and the like. Bushland comprises vegetated areas which may feature native vegetation yet are not designated as protected areas, while Conservation and Reserve areas denote a high level of policy protection reflecting a particular conservation or ecological significance. These categories of green space are grouped within this typology as they equally garner a high degree of sensitivity in terms of the Project. | Gas Import Jetty Works/ Pipeline Works |
| Special Use – Food Production              | A specific land use comprising the production and processing of food products. Facilities are high-output and require adequate buffers to compensate for high amenity impacts.  | Pipeline Works                         |
| Agricultural                               | A range of land-dependant production-based land uses as outlined below:<br>General Farming: farming of grains or other low-intensity products.<br>Intensive Agriculture: high-input farming generally associated with food-based products (excluding grains) and horticulture.<br>Grazing: livestock management requiring access to land for feeding.<br>Equine: farm land reserved for horse husbandry and training.   | Pipeline Works                         |
| Light Industrial/ Specialise Commercial    | Comprises light manufacturing or repair industries with ancillary retail components and bulky goods retailing. This typology is typically clustered around key transport arteries within established urban areas, or at the fringe of townships.  | Pipeline Works                         |
| Road and Rail                              | Established or planned transport corridors comprising road and rail reserves.   | Pipeline Works                         |
| Port/Port related                          | Land set aside for existing and planned industrial or utility-based development associated with commercial port operations, including resource management and distribution.   | Gas Import Jetty Works/ Pipeline Works |



### 17.5.6 Land use segments

To assess the potential land use impacts from the construction and operation of the Project, the study area was separated into segments. Impacts on land uses generally and on specific land uses were considered. The five segments within the study area are shown in **Figure 17-2** and comprise:

- Segment 1: Crib Point Jetty
- Segment 2: Crib Point Jetty to Hastings township
- Segment 3: Hastings township
- Segment 4: Hastings township to the Princes Freeway
- Segment 5: Princes Freeway to the Victorian Transmission System.



◀ **Figure 17-2:**  
Land use segments

### Segment 1 – Crib Point Jetty

Segment 1 comprises the full extent of the jetty and its immediate surroundings, including the jetty pipe and Crib Point Receiving Facility, as well as the Victorian Maritime Centre building. The extent of Segment 1 is shown in **Figure 17-3**.

Crib Point Jetty currently facilitates the delivery of petroleum products via United Petroleum vessels which moor at Berth 1 to deliver crude oil to the Western Altona Geelong (WAG) Pipeline. The Crib Point Jetty is located on Crown Allotments 89C and 2085, Parish of Bittern which is unreserved Crown land. The Port of Hastings Development Authority (PoHDA) has a lease over the jetty under the Land Act 1958. The lease is administered by the Department of Environment, Land, Water and Planning (DELWP).

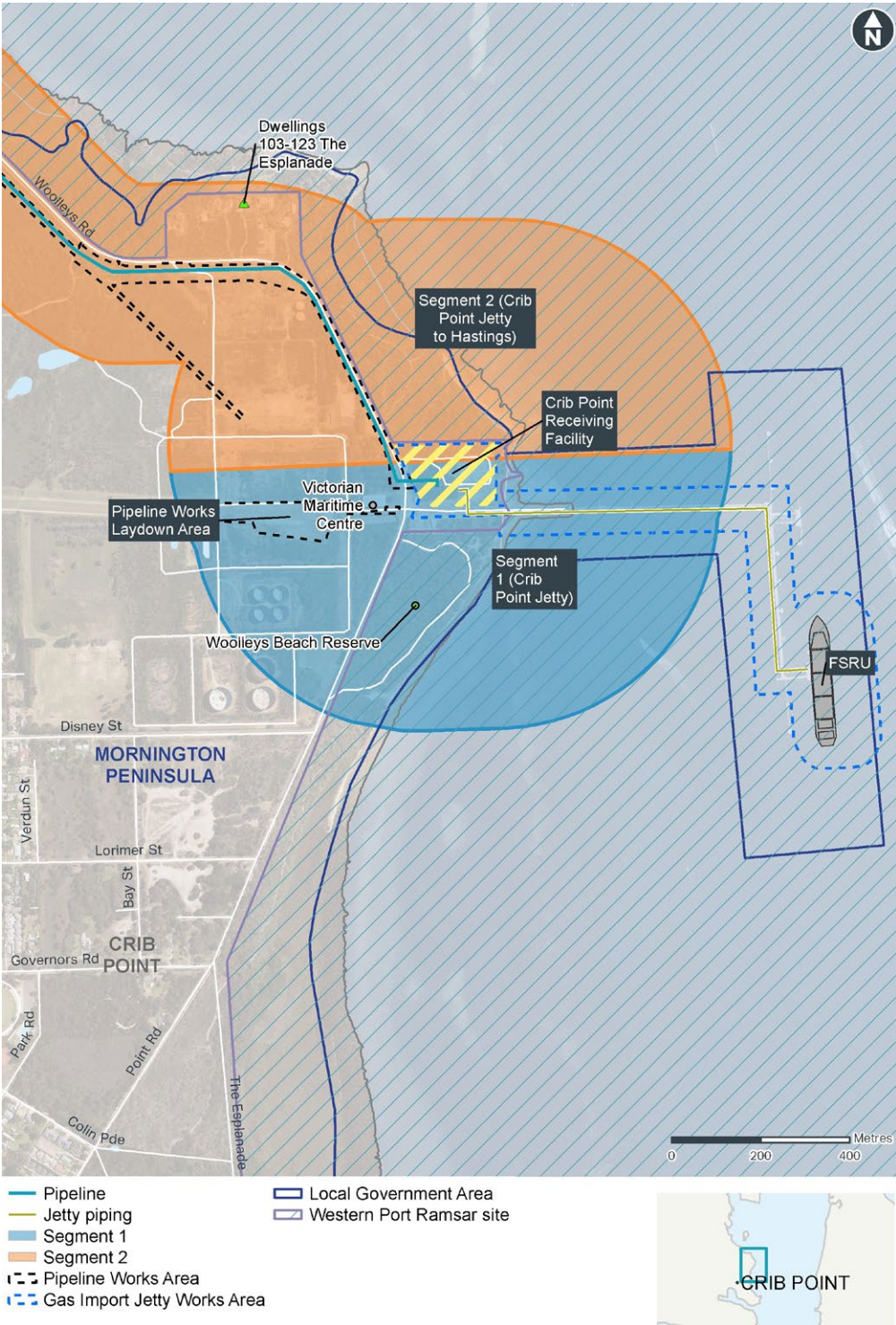
Land to the west of The Esplanade within the Special Use Zone (SUZ) is also reserved for port-related facilities, utilities and equipment storage. This land is closed to public access. Located opposite the Crib Point Jetty at 220 The Esplanade, the Victorian Maritime Centre is a community museum within an established heritage building (Heritage Overlay (HO) 240). To the south of the jetty, Woolleys Beach Reserve provides recreation and leisure opportunities for the local community and tourists and includes the historic site Woolleys Cool Room (HO322). It is noted the western end of the jetty and land between the jetty and The Esplanade is freehold land owned by the PoHDA. Part of this area is included in the Western Port Ramsar site (see **Figure 17-3**).

Relevant planning controls under the Mornington Peninsula Planning Scheme applied within Segment 1 are summarised in **Table 17-3**. See Appendix A and B of EES Technical Report L: *Land use impact assessment for mapping of the planning controls*.

**Table 17-3:** Segment 1 planning controls

| Planning control   | Application  |
|--|--|
| Port Zone (PZ)   | The PZ applies to the Crib Point Jetty facilities east of The Esplanade.   |
| Public Use Zone – Schedule 7 (PUZ7)                      | The PUZ7 (Other public use) affects Woolleys Beach Reserve immediately south of the Crib Point Jetty and extends along the coastline eventually on either side of The Esplanade to Crib Point and HMAS Cerberus further south. Additionally, a narrow portion of land at the shoreline east of the Crib Point Jetty falls within the PUZ7. |
| Special Use Zone - Schedule 1 (Port related uses) (SUZ1) | A broad extent of land extending west and north of The Esplanade, including the Victorian Maritime Centre is located within the SUZ1.  |
| Road Zone – Category 2 (RDZ2)                            | The RDZ2 is applied to The Esplanade.  |
| Bushfire Management Overlay (BMO)                        | The BMO is applied to this entire segment with the exception of the Jetty Infrastructure that extends beyond the shoreline.  |
| Heritage Overlay (HO240)                                 | A Heritage Overlay is applied to the existing Victorian Maritime Centre (HO240) at 220–350 The Esplanade. This building gains heritage significance from its original use as the BP Refinery Administration Building and is listed on the Victorian Heritage Register (Ref No H1016).  |
| Heritage Overlay (HO322)                                 | Heritage Overlay 322 applies to the Woolleys Cool Room at Woolleys Beach to the south of the Crib Point Jetty.   |
| Land Subject to Inundation Overlay (LSIO)                | The LSIO is applied to coastal land within the Segment 1 catchment.  |
| Public Acquisition Overlay – Schedule 4 (PAO4)           | The PAO4 provides the statutory basis of acquisition of land fringing the Crib Point township within the PUZ7. Land can be acquired by the Department of Finance for port services and access corridor works.  |





◀ **Figure 17-3:**  
Segment 1 –  
Crib Point Jetty

### Segment 2 – Crib Point Jetty to Hastings township

Segment 2 comprises land between Segment 1 and Hastings township, which is primarily agricultural land, nature reserves, road reserves and pockets of low-density residential development. The extent of Segment 2 is shown in **Figure 17-4**.

The prevailing land uses policy within this segment promotes these existing land uses, balanced with the future development of port-related activity in proximity to the Crib Point Jetty. The application of overlays reiterates this intent by protecting significant vegetation and preserving environmental assets.

Key features within this segment include:

- road reserves at The Esplanade and Woolleys Road
- Western Port Coastal Reserve
- Warringine Park
- residential development at 1–6 Seaglades Lane and 103–123 The Esplanade
- historical site Jack's Tanning Pit (HO324), located off Woolleys Road
- Western Port Ramsar site.

Relevant planning controls under the Mornington Peninsula Planning Scheme applied within Segment 2 are summarised in **Table 17-4**. See Appendix A and B of EES Technical Report L: *Land use impact assessment for mapping of the planning controls*.

**Table 17-4:** Segment 2 planning controls

| Planning control   | Application   |
|--|---|
| Special Use Zone – Schedule 1 (SUZ1) (Port Related Uses) | The SUZ1 is applied to land west of the pipeline alignment between Segment 1 and 4 Seaglades Lane to the north.   |
| Farming Zone (FZ)  | The FZ is applied to lots west of the pipeline alignment north of the SUZ1, including 1–6 Seaglades Lane. Additional land within the FZ is located south of Reid Parade.  |
| Public Conservation and Resource Zone (PCRZ)             | The PCRZ is applied to nature reserve land north of Crib Point, including land within the Western Port Coastal Reserve and Warringine Park.   |
| Low Density Residential Zone (LDRZ)                      | Residential lots abutting the Western Port Coastal Reserve and fronting The Esplanade are located within the Low Density Residential Zone. These properties include 103–123 The Esplanade.  |
| General Residential Zone – Schedule 1 (GRZ1)             | The GRZ1 is applied to land south of Reid Parade including residential properties and a small section of the Warringine Creek Streamside Reserve.   |
| Public Use Zone – Schedule 4 (PUZ4)                      | Land within the existing rail corridor west of the pipeline alignment is zoned PUZ4 (Transport).  |
| Road Zone – Category 2 (RDZ2)                            | The RDZ2 is applied to The Esplanade and Woolleys Road.   |
| Bushfire Management Overlay (BMO)                        | The BMO is applied to most land within this segment.  |
| Design and Development Overlay – Schedule 6 (DDO6)       | The DDO6 (Low Density – Landscape) is applied to 103–123 The Esplanade.   |
| Heritage Overlay (HO324)                                 | A Heritage Overlay is applied to Jack's Tanning Pit (HO324) east of the pipeline alignment within the Western Port Coastal Reserve. This site is not listed on the Victorian Heritage Register.                                   |
| Land Subject to Inundation Overlay (LSIO)                | The LSIO is applied to coastal land within the Segment 2 catchment, including land within the pipeline alignment.   |
| Environmental Significance Overlay (ESO)                 | The ESO is applied to 103–123 The Esplanade, 1–6 Seaglades Lane and to the northern portion of Warringine Park. ESOs within this Segment include the ESO5 – Westernport Hinterland and the ESO28 – Mornington Peninsula Bushland. |
| Vegetation Protection Overlay – Schedule 1 (VPO1)        | Land located north of Woolleys Road is affected by the VPO1, including 103–123 The Esplanade.   |





◀ **Figure 17-4:**  
Segment 2 –  
Crib Point Jetty to  
Hastings township



### Segment 3 – Hastings township

Segment 3 comprises the township of Hastings between Reid Parade to the south and Graydens Road to the north. The pipeline alignment is located within the existing Stony Point rail corridor. The extent of Segment 3 is shown in **Figure 17-5**.

Land uses within proximity to the pipeline alignment include residential, light industrial/commercial developments, as well as community services and facilities. Reid Parade comprises detached single dwellings which transition to light industrial/specialised commercial development west of the rail line. Between Reid Parade and Autumn Court, and from High Street to Hodgins Road, the rail corridor abuts the light industrial/specialised commercial tenancies. Further along the western side of the rail corridor, north of 76 Reid Parade, land is currently vacant and zoned for light industrial development.

West of the rail corridor between Autumn Court and High Street, and east of the rail corridor between Reid Parade and Hodgins Road, the rail corridor abuts predominantly detached single dwelling residential development. North of Hodgins Street, the eastern side of the rail corridor passes Hastings Primary School. The rail corridor is flanked on the east and west sides by Hastings Park, including land used for community services and facilities (Hastings Community Hub and Hastings Park). Further north the rail corridor resumes the pattern of residential development to its east and light and heavier industrial/commercial activity to its west through to Graydens Road.

Key sites of interest within Hastings include:

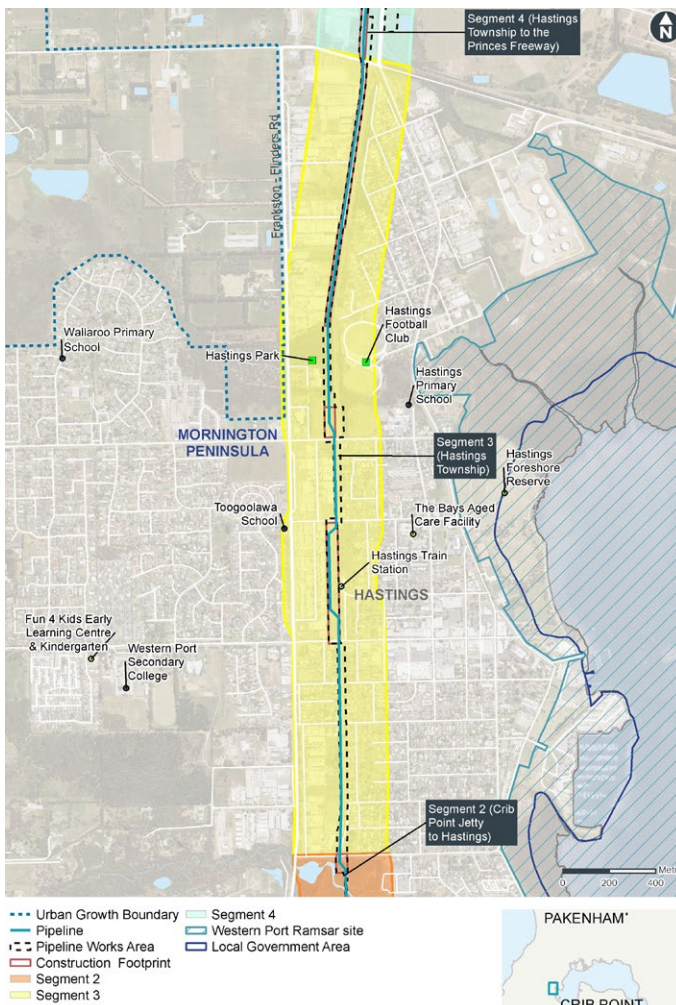
- Hastings Primary School – located on the northern side of Hodgins Road
- Wallaroo Primary School – located north of Hodgins Road in the townships north-west
- Western Port Secondary College – located approximately 800 metres west of Frankston–Flinders Road on High Street
- Hastings Park – located north of the Hodgins Road and Frankston–Flinders Road intersection, and includes the Hastings Community Hub and Hastings Football Club
- Hastings Foreshore Reserve – a coastal recreation area providing a buffer between the eastern beaches and the township.

Relevant planning controls under the Mornington Peninsula Planning Scheme applied within Segment 3 are summarised in **Table 17-5**.

**Table 17-5:** Segment 3 planning controls

| Planning control                             | Application   |
|--|---|
| Industrial 3 Zone (IN3Z)                     | The IN3Z is generally applied to properties. Light industrial and specialised commercial properties adjacent to Frankston–Flinders Road at the eastern and western sides of the road between Reid Parade and Autumn Court and the eastern sides of the road between High Street and Hodgins Road and Hastings Leisure Centre Reserve and Graydens Road.               |
| General Residential Zone – Schedule 1 (GRZ1) | The GRZ1 is applied to generally all residential properties throughout Hastings, including residential properties abutting the rail reserve.  |
| Commercial 2 Zone (C2Z)                      | Established specialised commercial sites and some existing residential dwellings adjacent to Frankston–Flinders Road are located within the C2Z. The extent of the C2Z includes the western side of Frankston–Flinders Road between Pound Road two properties north of High Street, and land at the north-eastern corner of Frankston–Flinders Road and Hodgins Road. |
| Green Wedge Zone – Schedule 2 (GWZ2)         | Properties on the western side of Frankston–Flinders Road between Hodgins Road and Graydens Road are located within the GWZ2.   |
| Road Zone – Category 1 (RDZ1)                | The RDZ1 is applied to Flinders–Frankston Road.   |
| Road Zone – Category 2 (RDZ2)                | The RDZ2 is applied to High Street and Hodgins Road.  |
| Public Use Zone – Schedule 2 (PUZ2)          | Schools within Hastings are typically zoned PUZ2 (Education).   |
| Public Use Zone – Schedule 4 (PUZ4)          | Land within the existing rail corridor west of the pipeline alignment is zoned PUZ4 (Transport).  |

| Planning control                                   | Application   |
|--|---|
| Public Use Zone – Schedule 7 (PUZ7)                | Hastings Police Station, west of the rail corridor, is zoned PUZ7 (Other public use).   |
| Public Park and Recreation Zone (PPRZ)             | Hastings Leisure Centre Reserve, Tyabb North Sports Ground and Thomas Barclay Oval, and various other parks, are located within the PPRZ.   |
| Bushfire Management Overlay (BMO)                  | The BMO is applied to properties at the south of Hastings, close to Warringine Park.  |
| Development Plan Overlay – Schedule 7 (DPO7)       | The DPO7 applies to land south-west of Hastings, referred to as North Bittern, which falls within the Project's 200-metre study area.   |
| Restructure Overlay – Schedule 5 (RO5)             | The RO5 is applied to 2116–2128 Frankston–Flinders Road and seeks to prevent further subdivision of these lots while encouraging consolidation to increase lot size.                              |
| Heritage Overlay (HO293)                           | The Heritage Overlay is applied to Hastings State School, including its trees and Memorial Gateway at 10 Hodgins Road, Hastings.  |
| Design and Development Overlay – Schedule 1 (DDO1) | DDO1 guides built form outcomes for buildings north of Hastings Park and west of the rail corridor.   |
| Vegetation Protection Overlay – Schedule 1 (VPO1)  | The VPO1 applies to land north of Hastings Park and west of the rail corridor (as per the extent of the DDO1 listed above). The VPO1 seeks to protect significant vegetation within the township. |
| Environmental Significance Overlay (ESO4)          | The ESO4 is applied to land including Frankston–Flinders Road, an area which forms part of the catchment of the Warringine Creek, and other streams and waterways discharging to Westernport Bay. |



◀ Figure 17-5: Segment 3 – Hastings township

### Segment 4 – Hastings township to the Princes Freeway

Segment 4 comprises the pipeline alignment extending from Graydens Road, Hastings to its intersection with the Princes Freeway, east of Pakenham to the north-east. Land within segment 4 is predominantly used for agricultural activity. The extent of Segment 4 is shown in **Figure 17-6**.

Land between Graydens Road and Denham Road is used for grazing and fodder cropping. Additional grazing and fodder production land is located further north-east, before the pipeline passes through land currently used for equine agistment. Between Pikes Road and Whitneys Road the pipeline alignment runs through an area of more intensive agriculture. Further along the alignment beyond Pike Road to Manks Road, land uses include larger properties set aside for grazing and mixed farming and some rural residential development on smaller lots. Beyond Manks Road, land uses comprise almost entirely of grazing and mixed farming properties until the point where the alignment intersects with the West Dalmore Drain. At this point, land use consists of rural residential development on smaller subdivided lots.

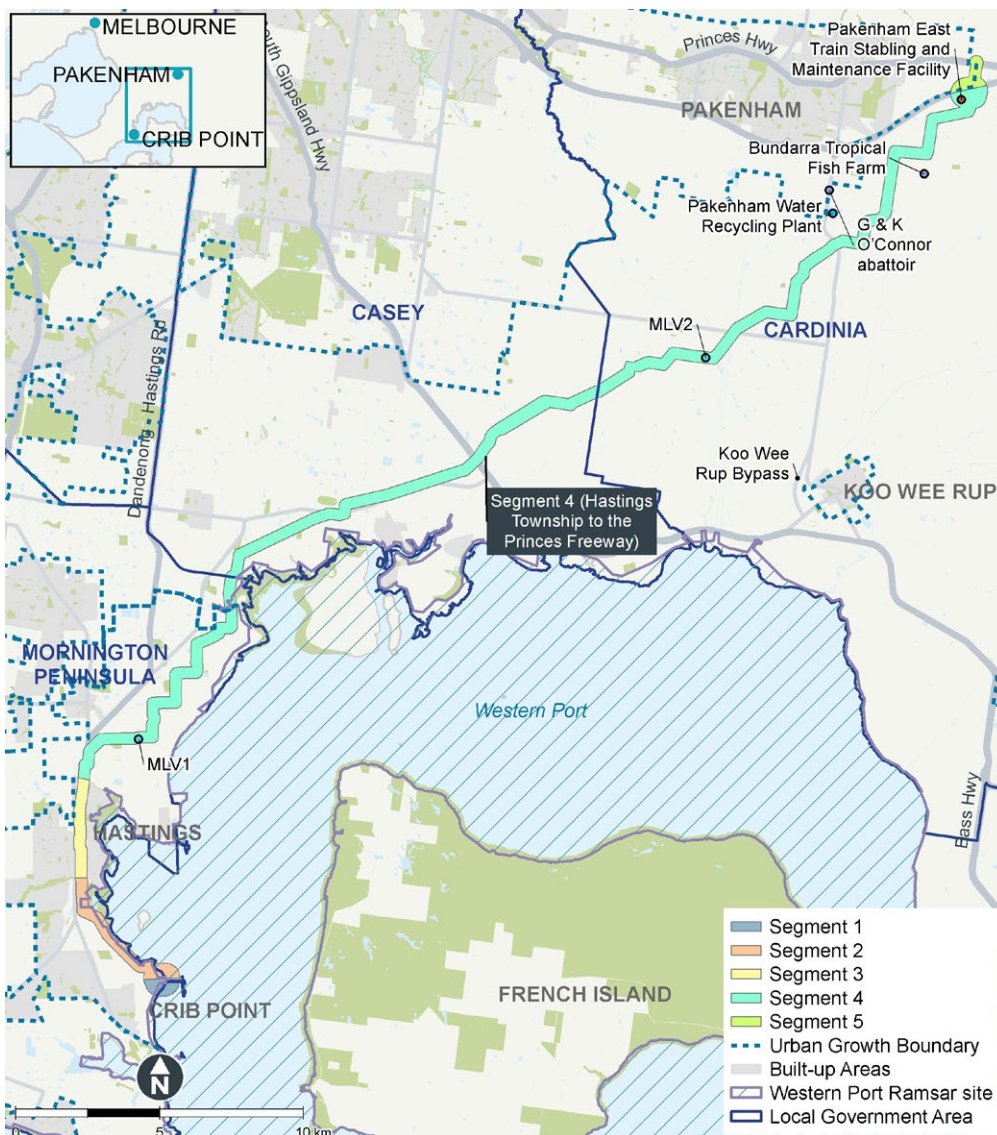
Rural residential development then becomes interspersed with grazing and mixed farming up until the alignment passes the G & K O'Connor abattoir on Koo Wee Rup Road, Pakenham. Past the abattoir, the pipeline alignment runs alongside land associated with the Pakenham Water Recycling Plant and continues through predominantly agricultural land used for livestock, grazing and mixed farming. The alignment then passes the Pakenham East rail depot before passing under the Princes Freeway, and reaching the Pakenham Receiving Facility. The Pakenham Delivery Facility would be located adjacent to the Pakenham East rail depot on land currently owned by the Public Transport Development Authority.

Relevant planning controls applied within Segment 4 are summarised in **Table 17-6**.

**Table 17-6:** Segment 4 planning controls

| Planning controls                   | Municipality                    | Application   |
|-------------------------------------|---------------------------------|---|
| Green Wedge Zone (GWZ)              | Mornington<br>Cardinia<br>Casey | The GWZ is applied to lots set aside for the conservation of well-vegetated sites throughout the segment.   |
| Farming Zone (FZ)                   | Mornington                      | The FZ is applied to established sites accommodating cropping, grazing, mixed farming and intensive agriculture proximate to the pipeline corridor.   |
| Urban Growth Zone (UGZ)             | Cardinia                        | The UGZ is generally located around existing settlements.   |
| Low Density Residential Zone (LDRZ) | Mornington<br>Casey<br>Cardinia | The LDRZ is applied to areas around or within the study region's townships.   |
| Special Use Zone (SUZ)              | Mornington<br>Casey             | The SUZ1 is applied to generally all land adjacent to the pipeline alignment between Hastings and approximately Bungower Road and to land between Tooradin and Bunyip, facilitating port-related uses. The Tyabb Airfield is subject to the SUZ3, allowing for continued airport related uses. The SUZ7 protects the continued use of the G & K O'Connor abattoir as a 'South East Food Production, Export and Employment node' site. |
| Public Use Zone – Schedule 1 (PUZ1) | Mornington<br>Cardinia<br>Casey | The PUZ1 (Service and Utility) is applied to an existing pipeline infrastructure corridor, which the Project seeks to emulate with its alignment to the maximum extent possible.  |
| Rural Conservation Zone (RCZ)       | Casey                           | The RCZ is applied to land generally to the south of Baxter–Tooradin Road. The RCZ maintain the biodiversity of these ecologically sensitive areas and conserve the valued environment, landscapes and landforms.   |
| Road Zone Category 1 (RDZ1)         | Mornington<br>Cardinia<br>Casey | The RDZ1 applies to various roads including Baxter–Tooradin Road, Princes Highway and South Gippsland Highway. The RDZ1 identifies significant existing roads and land acquired for a significant proposed road.  |
| Bushfire Management Overlay (BMO)   | Mornington<br>Casey             | The BMO is applied broadly throughout this segment in heavily vegetated areas.  |

| Planning controls                                 | Municipality                    | Application  |
|---|---------------------------------|--|
| Land Subject to Inundation Overlay (LSIO)         | Mornington<br>Cardinia<br>Casey | The LSIO is applied to flood-prone areas throughout Segment 4.                             |
| Environmental Significance Overlay (ESO)          | Mornington<br>Cardinia          | The ESO is applied broadly throughout Segment 4.   |
| Vegetation Protection Overlay – Schedule 1 (VPO1) | Mornington                      | The VPO1 (Township Vegetation) is applied to areas at the perimeter of Hastings and Tyabb. |
| Significant Landscape Overlay – Schedule 2 (SLO2) | Casey                           | The SLO2 seeks to conserve native vegetation in the western port coast.                    |
| Public Conservation and Resource Zone (PCRZ)      | Mornington                      | The PCRZ is applied to nature reserve land east of Tyabb–Tooradin Road.                    |





**Segment 5 – Princes Freeway to the Victorian Transmission System**

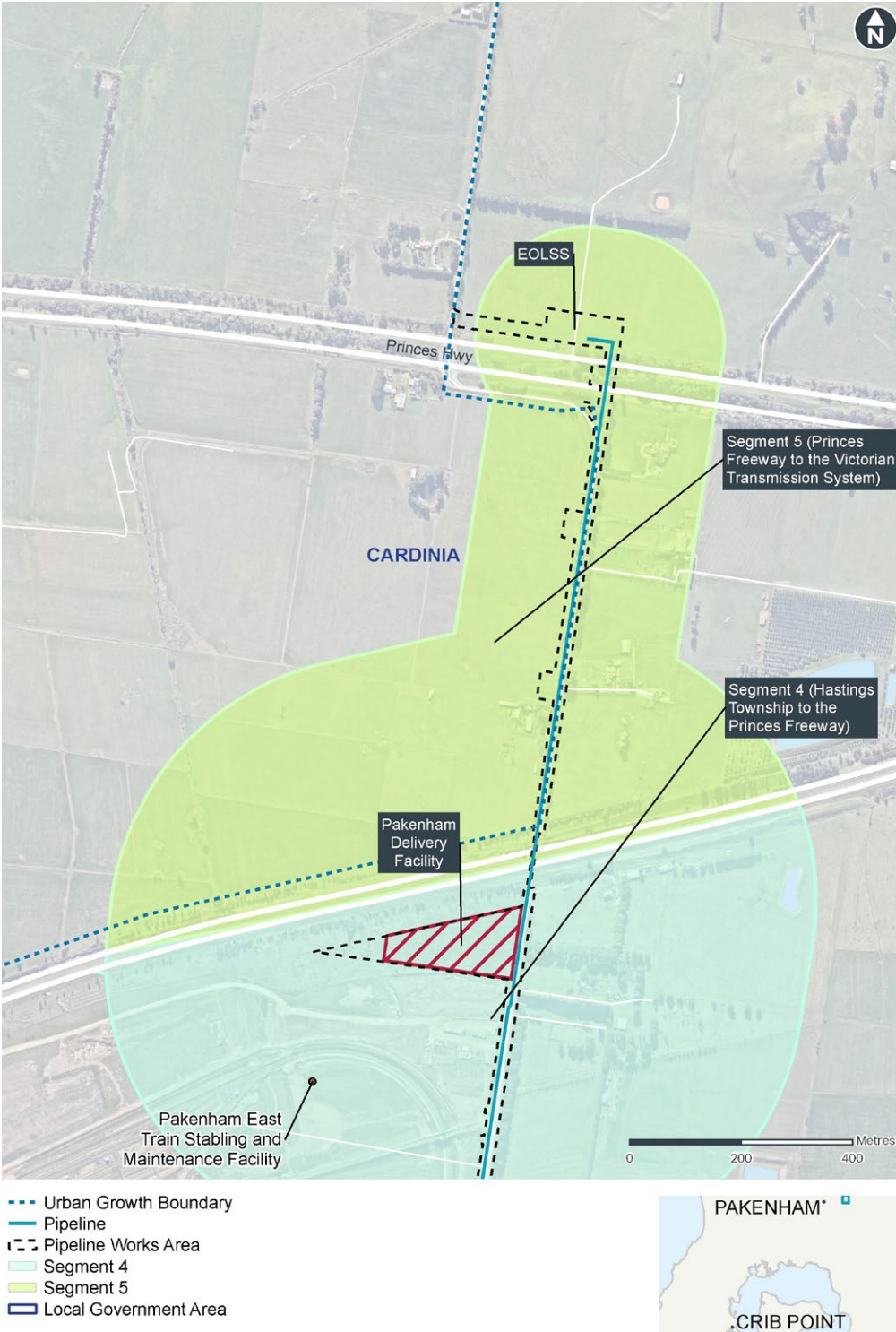
Segment 5 comprises the pipeline connection from the Pakenham Delivery Facility to the Victorian Transmission System, north of the Princes Highway. Within this segment, the Project would predominantly be located within established road reserves and within a private land holding at the terminus of the pipeline. All land within Segment 5 is zoned for agricultural land uses to minimise the extent of increased residential development. The extent of Segment 5 is shown in **Figure 17-7**.

Relevant planning controls applied within Segment 5 are summarised in **Table 17-7**.

**Table 17-7:** Segment 5 planning controls

| Planning controls                                      | Application  |
|--|--|
| Green Wedge Zone – Schedule 1 (GWZ)                    | Land located east of Mount Ararat South Road and Mount Ararat North Road is zoned GWZ1.  |
| Farming Zone   | Land located west of Mount Ararat South Road is zoned FZ, while land north of Princes Highway and east of Mount Ararat North Road is zoned FZ. |
| Road Zone – Category 1 (RDZ1)                          | The RDZ1 is applied to Princes Highway and Princes Freeway.  |
| Environmental Significance Overlay – Schedule 1 (ESO1) | The ESO1 is applied to land north of the Princes Highway.  |





## 17.6 Risk assessment

The risk assessment identified the risks associated with land use during construction and operation of the Project. This included consideration of the environmental, social, economic and health and safety consequences of each risk and their likelihood of occurring.

The land use risks associated with the construction of the Project (Risk ID LU1 and Risk ID LU2) were assigned an initial risk rating of low with the appropriate mitigation measures in place.

Operation of the Project would result in easement constraints and the acquisition of land for Mainline Valve (MLV) 1, MLV2 and the Pakenham Delivery Facility, which is expected to impact current or future land use. Subsequently, the risks associated with the operation of the Project (Risk ID LU3 and Risk ID LU4) are considered to be a medium rating for its impact on existing and future land use.

The identified land use, planning risks are outlined in **Table 17-8** and further discussed in **Section 17.8** (Construction impacts) and **Section 17.9** (Operation impacts) of this chapter. Mitigation measures are discussed in **Section 17.10** (Mitigation measures) as well as in **Chapter 25** Environmental Management Framework.

A complete risk register, including likelihood and consequences of each risk pathway, is provided in EES Attachment III: Environmental risk report.

**Table 17-8:** Risks – Land use and planning

| Risk ID             | Works area                                | Risk pathway   | Initial mitigation measures  | Initial risk rating | Additional mitigation measures                   | Residual risk rating |
|---------------------|---|--|--|---------------------|--|----------------------|
| <b>Construction</b> |   |  |  |                     |  |                      |
| LU1                 | Gas Import Jetty Works and Pipeline Works | The proposed construction activities result in temporary land use changes, access or amenity impacts that are inconsistent with existing land uses and policy (in the local or regional setting), or reasonably foreseeable future land use directions for public and private land.  | Minimise amenity impacts (see proposed noise, landscape and visual, air quality and agricultural mitigation measures). Consultation with affected stakeholders as per MM-SE01. | Low                 | No additional measures were considered necessary | Low                  |
| LU2                 | Gas Import Jetty Works and Pipeline Works | The location and siting of the Project results in land use changes, access or ongoing amenity impacts that are inconsistent with existing land uses and policy (in the local or regional setting), or reasonably foreseeable future land use directions for public and private land. | Minimise ongoing amenity impacts (see proposed noise, air and agricultural mitigation measures). Consultation with affected stakeholders as per MM-SE01.                       | Low                 | No additional measures were considered necessary | Low                  |
| <b>Operation</b>    |   |  |  |                     |  |                      |
| LU3                 | Pipeline Works                            | Easement constraints affect current or future land use.  | Compensation for affected parties as described in <b>Chapter 20</b> Agriculture (MM-AG03).   | Medium              | No additional measures were considered necessary | Medium               |
| LU4                 | Pipeline Works                            | Acquisition of land for MLV1 and MLV2 and Pakenham Delivery Facility impacts future land use.  | Compensation for affected parties as described in <b>Chapter 20</b> Agriculture (MM-AG03).   | Medium              | No additional measures were considered necessary | Medium               |

## 17.7 Impact assessment

For the impact assessment provided in **17.8** (Construction impacts) and **Section 17.9** (Operation impacts) below, the Project is considered in terms of the land use segments outlined in **Section 17.5** (Existing conditions).

The following technical specialist reports have been used to inform the assessment presented in the following sections:

- Technical Report G: Air quality impact assessment
- Technical Report H: Noise and vibration impact assessment
- Technical Report I: Landscape and visual impact assessment
- Technical Report M: Social impact assessment
- Technical Report O: Agriculture impact assessment

For the detailed impacts relating to air quality, noise and vibration, landscape and visual, social and agriculture, please see the above mentioned technical reports (and the associated EES chapters).

## 17.8 Construction impacts

The construction impacts outlined in **Table 17-9** relate to the risks identified above in **Section 17.6** (Risk ID LU1 and Risk ID LU2). Construction activities from the Project may result in potential land use impacts, including temporary land use changes, as well as access and amenity impacts that are inconsistent with existing land uses and policy (Risk ID LU1).

In addition, the location and siting of the Project may also lead to changes in land use, access and subsequently result in ongoing amenity impacts that are not consistent with existing land use and policy (Risk ID LU2). Mitigation measures developed in supporting EES technical reports would be implemented to minimise amenity impacts, in addition to consultation with affected stakeholders.

**Table 17-9:** Construction impacts across Segments 1 to 5 and the relevant land use typology

| Activity-based impact   | Relevant land use typology |
|---|----------------------------|
| <b>Segment 1 – Crib Point Jetty</b>   |                            |
| Access to the Victorian Maritime Centre would be maintained during construction. The centre currently operates from 10 am to 3 pm on weekends.  | Education/Community Use    |
| Potential amenity impacts on surrounding land uses, including noise, dust and vibration, would be managed in accordance with the Environmental Management Framework (EMF), the Pipeline Works Construction Environmental Management Plan (CEMP) and the Gas Import Jetty Works Environmental Management Plan (EMP).   | Education/Community Use    |
| Existing port operations would be temporarily interrupted to varying degrees, with access to the jetty potentially limited during this time. This is not expected to result in significant restrictions on existing land use for port-related purposes.   | Port-related industry      |
| Access around Crib Point Jetty and Woolleys Beach Reserve would be partially limited during construction, although only temporarily. It is not anticipated that construction activity would impact land uses within the Crib Point township due to the distance from the Project itself.  | Commercial Residential     |
| Construction equipment and infrastructure would be removed from the Crib Point construction site at the completion of works, reducing land use impacts over the long term, post-construction.   | Port-related industry      |
| <b>Segment 2 – Crib Point Jetty to Hastings township</b>  |                            |
| Pipeline construction would occur on private land at 33 Woolleys Road and 558 and 580 Stony Point Road. Construction activity would be temporary. Existing fencing at these properties would be reinstated and stock/horse proof fencing would be erected if necessary. Land would be remediated post construction.   | Mixed farming              |
| The Esplanade and Woolleys Road would experience some increased vehicle movements associated with workers and equipment/material deliveries.  | Utilities                  |
| Dwellings at 103 and 123 The Esplanade would experience a temporary reduction in residential amenity during construction due to noise, dust and traffic. This would be temporary with specified construction hours and disruptions would be managed.  | Rural living/Low density   |
| Potential impacts to Warringine Park are anticipated due to the widening of the existing pipeline easement (including noise impacts) however, no public walking tracks in the park would be traversed by the pipeline alignment. Alternative construction methods would be used in areas of high ecological significance to avoid excessive disturbance. Works would be managed in accordance with the Pipeline Works CEMP. | Reserve                    |

| Activity-based impact   | Relevant land use typology   |
|---|--|
| <b>Segment 3 – Hastings township</b>  |  |
| Construction would occur entirely within the existing rail corridor primarily via trenchless horizontal directional drilling (HDD) methods as this would preserve the sensitivity of the rail corridor's residential interfaces. Amenity impacts including dust and noise would be managed through mitigation measures contained in the Pipeline Works CEMP. Construction would not limit use of the existing rail corridor for a rail service delivery during construction.  | Utility<br>Residential<br>Light-Industrial/<br>Specialised Commercial  |
| Potential construction impacts to the operation of the rail line and train station within Hastings would be managed in accordance with the Pipeline Works CEMP.   | Utility  |
| Local residential roads, including Edward Court, Plymouth Street, Wallis Drive and Glendale Avenue would have temporarily limited vehicular access during construction of the pipeline in Hastings. Industrial businesses at 22 to 26 Kanowna Street relies on primary access via Kanowna Street which abuts the rail corridor. Access would be maintained during construction. Use impacts associated with construction in the rail corridor, as they relate to properties interfacing the corridor, would be managed in accordance with the Pipeline Works CEMP.  | Residential<br>Light-Industrial/<br>Specialised  |
| <b>Segment 4 – Hastings township to Princes Freeway</b>   |  |
| Sensitive areas including heavily vegetated areas, waterbodies, road crossings and at some property boundaries and local situations would be subject to trenchless HDD for the pipeline construction. This may result in temporary restrictions to land access, limited and temporary loss of production and capital improvement loss or damage in the short-term. Lesser impacts include disturbance, biosecurity, effects on draining and water supply and adequacy of rehabilitation. The Pipeline Works CEMP would serve as the primary means of avoiding and minimising, as far as practicable, the impacts on ongoing land use. | Utility<br>Parkland/Bushland<br>Cropping<br>Equine<br>Grazing<br>Intensive Agriculture<br>Mixed Farming<br>Rural Living/Low<br>Density Residential<br>Undeveloped/Vacant |
| Varying degrees of access is required to numerous private land holdings within this segment during construction. Permanent fencing would be reinstated post construction, while temporary fencing would be used during the construction timeframe if required.  | Cropping<br>Equine<br>Grazing<br>Intensive Agriculture<br>Mixed Farming<br>Rural Living/Low<br>Density Residential   |
| The Project would comprise trenching and backfill within this segment. In areas of intensive agriculture, rehabilitation would be undertaken post-construction in accordance with the Pipeline Works CEMP so that land is returned to its existing or an agreed use.  | Intensive Agriculture  |
| Land would be acquired and used for MLV construction and operation at 28 Denham Road, Hastings and 45 Bloomfield Lane, Cardinia. These properties are both used for beef grazing. Land required is a relatively small component of larger land holdings and located close to property boundaries, minimising impact on the continued use of the land for agricultural purposes.   | Mixed Farming<br>Intensive Agriculture   |
| The use of HDD would mitigate road closures where the pipeline intersects key roads including Koo Wee Rup Road, Bald Hill Road, Soldiers Road and Ballartos Road.   | Utility  |
| Construction proximate to the Pakenham Delivery Facility is not expected to impact on the nearby rail depot's ongoing operations. Minor amenity and traffic impacts on other nearby land may occur, and would be managed by the Pipeline Works CEMP.  | Utility  |
| <b>Segment 5 – Princes Freeway to the Victorian Transmission System</b>   |  |
| Vehicle access on Mount Ararat Road would be temporarily disrupted during trench and backfill works.  | Utility<br>Grazing   |
| Pipeline construction within Lot 1 on TP103656, on the northern side of Princes Highway, would comprise trenching and backfilling at the property's southern extremity. As this property is currently used for dairy cattle breeding and grazing, works may result in temporary restrictions to land access and limited loss of production. Activities would be managed in accordance with the Pipeline Works CEMP.   | Grazing  |

## 17.9 Operation impacts

Impacts on land uses within the study area as a result of the Project's operation are outlined in **Table 17-10**. Operation of the Project would result in easement constraints and the acquisition of land for Mainline Valve (MLV) 1, MLV2 and the Pakenham Delivery Facility, which is expected to impact current or future land use (Risk ID LU3 and Risk ID LU4). These risks have been assessed as having a minor consequence on existing and future land use. For this impact assessment, a minor consequence is considered a small impact where change only affects a limited number of land uses, and property acquisition or easement arrangements result in minor land use restriction or change.

The acquisition of land for MLV1, MLV2 and the Pakenham Delivery Facility is not expected to have a significant impact on current or future land use (Risk ID LU3). MLVs 1 and 2 would occupy land at 28 Denham Road, Hastings and 45 Bloomfield Lane, Cardinia.

An easement would be introduced across the pipeline alignment to allow occasional alignment inspection and servicing. In addition, this easement would limit the introduction of structures and significant vegetation (trees or vegetation with deeper root systems) over the easement, although cultivation and grazing would still be permissible. The impacts of this easement would not be significant given the location of the pipeline alignment and the nature of the land uses affected (Risk ID LU4). For example, the pipeline alignment would generally be located at property boundaries rather than traverse private properties and so limit the opportunity for the pipeline easement to impact future development and land use.



**Table 17-10:** Operation impacts across Segments 1 to 5 and the relevant land use typology

| Activity-based impact   | Relevant land use typology |
|---|----------------------------|
| <b>Segment 1 – Crib Point Jetty</b>   |                            |
| Trucks and utility vehicles may infrequently access the Crib Point Receiving Facility, such as during deliveries of odorant and nitrogen. These vehicle movements are anticipated to be consistent with typical road use in this vicinity. The Esplanade is not anticipated to be affected.   | Port-related industry      |
| Port-related operations at the Crib Point Jetty would be increased with the addition of the FSRU and associated Jetty Infrastructure. Increased activities would include gas storage activity and processing on the FSRU, gas treatment and transfer through the Crib Point Receiving Facility and gas transfer via the Jetty Pipeline. This is consistent with the existing use, the intent of relevant policy and the Port Zone.  | Port-related industry      |
| The FSRU would alter the visual landscape as viewed from nearby coastal areas and reserves. This is not expected to diminish the ability of surrounding areas to provide current levels of recreational and leisure value, particularly existing activities at the jetty.   | Port-related industry      |
| The possible future expansion of the Victorian Maritime Centre is unlikely to be impacted by operation of the Project. Its future context would be similar to its existing condition, located opposite ongoing port-related operations.   | Education/Community Use    |
| The township of Crib Point is not expected to be impacted during operation of the pipeline, except in rare instances emergency services vehicles may pass through.  | Commercial<br>Residential  |
| <b>Segment 2 – Crib Point Jetty to Hastings township</b>  |                            |
| Sporadic access to 30 Woolleys Road and 558 and 580 Stony Point Road may be required during the pipeline's operation for ongoing maintenance.   | Mixed farming              |
| Rehabilitation post-construction would see the pipeline right of way (ROW) restored with ground cover within six months of construction completion, including shallow-rooted vegetation where appropriate and grain and fibre crops in agricultural areas. No long-term impacts are expected to agricultural properties within this segment, as grazing and livestock management can recommence.  | Mixed farming<br>Reserve   |
| <b>Segment 3 – Hastings township</b>  |                            |
| The pipeline's location within the existing rail corridor would allow access for ongoing maintenance and monitoring.  | Utility                    |
| Rehabilitation post-construction would see the pipeline ROW restored within six months of construction completion. Shallow-rooted vegetation and grass would be re-established across the ROW where appropriate.  | Utility                    |
| <b>Segment 4 – Hastings township to Princes Freeway</b>   |                            |
| Gas pipeline maintenance during operations would lead to some additional generated traffic movements. These would be negligible in the context of background traffic volumes and the low intensity of maintenance activities.   | Utility                    |
| MLVs 1 and 2 would occupy land at 28 Denham Road, Hastings and 45 Bloomfield Lane, Cardinia once the Project was operating but would be decommissioned when the Project was completed. The acquisition of land for MLV1, MLV2 and the Pakenham Delivery Facility is not expected to have a significant impact on current or future land use (Risk ID LU3).  | Mixed farming              |
| The Pakenham Delivery Facility would be located adjacent to the Pakenham East rail depot on land currently owned by the Public Transport Development Authority. Amenity impacts may occur during operation, although these would be minor in the setting of the adjacent rail depot and freeway.  | Utility                    |
| <b>Segment 5 – Princes Freeway to the Victorian Transmission System</b>   |                            |
| Land north of the Princes Highway already contains the existing Longford – Dandenong Pipeline and Bunyip – Pakenham Pipeline. The Project's ongoing operation therefore does not represent a significant departure from existing conditions at the site as the new asset would be fully contained within the existing pipeline easement. The Project is not anticipated to impact on the highway's ongoing use as works would occur inside the existing pipeline easement. Access would be via a new access gate and track proposed off Mount Ararat North Road, avoiding impediments to Princes Highway. | Grazing                    |
| Access requirements for excavation associated with excavation for the EOLSS represents the primary change in existing conditions within this segment. The EOLSS for pipeline pigging (inspections) which would be carried out approximately 10 years after construction and then at a frequency determined by the first inspection, culminating in a low impact to existing and future land uses. During these events, excavation of the site to enable access to the buried EOLSS would be required.   | Grazing                    |

### 17.9.1 Foreseeable development

Future land use within Segment 1 is unlikely to be subjected to significant changes. The recognition and protection of port-related land in policy and zoning makes it unlikely that future land use would substantially change. However, the Victorian Maritime Centre could see an expansion with the potential relocation of the HMAS Otama to the site.

Land use in Segment 2 is also unlikely to change due to the proximity of Port of Hastings. It is noted that Council's Green Wedge Management Plan articulates a vision to retain the area for existing uses, rather than transitioning towards a future of lower density residential development.

It is noted that a business case is currently underway in relation to the electrification and duplication of the rail corridor within Segment 3 and is possible over time. In addition, land uses abutting the rail corridor would be expected to intensify over time in accordance with the Hastings Town Centre Structure Plan. The pipeline is expected to have negligible to no impacts to this foreseeable development given the alignment location within the existing Hastings rail corridor and adjacent to road infrastructure.

The majority of the land use in Segment 4 is agricultural, and likely to undergo long-term land use change driven by produce demand and viability as well as technological advancements. In response to this change, and the added pressure to accommodate growing populations, existing land uses may intensify with a future focus on higher yields to meet increasing demand. Given existing and emerging land use policy, the expansion of rural residential development between Hastings and Pakenham would be difficult to justify and considered unlikely. Any such growth would need to occur with regard to the priority of existing and future port, infrastructure and agricultural land uses in this segment.

In Segment 5, pressure to continue outward growth from Pakenham may be experienced over time. However, as current Precinct Structure Planning has reconciled similar potential impacts with regard to the existing Longford – Dandenong Pipeline and Bunyip – Pakenham Pipeline, it is likely that both uses could also carefully coexist with similar considerations in regard to this pipeline and the nature of any future development.

### 17.10 Mitigation measures

This impact assessment has considered the potential direct and indirect impacts of the construction and operation of the Project on residential, commercial, industrial and community facility land uses.

It has been determined that supporting EES technical reports and chapters provide sufficient mitigation measures to appropriately reduce the risk of the identified land use impacts. The supporting chapters include:

- **Chapter 12** *Air quality*
- **Chapter 13** *Noise and vibration*
- **Chapter 14** *Landscape and visual*
- **Chapter 20** *Agriculture*.

Therefore, this land use impact assessment does not introduce new mitigation measures.

## 17.11 Conclusion

The land use and planning impact assessment has identified the risks and potential impacts of the construction and operation of the Project on existing and future land uses. To assess the existing conditions and potential impacts of the Project, the study area was separated into five segments.

During construction, traffic and amenity impacts on existing land uses proximate to Crib Point Jetty and between the jetty and Hastings township would be minor and manageable. Construction within Hastings would occur predominantly within the existing rail corridor to minimise the anticipated amenity impacts. Existing agricultural and rural living land use typologies between Hastings and the Pakenham Delivery Facility would also experience minor amenity impacts, which would be managed during the construction phase.

The operation of the Project would result in minor impacts to existing and future land uses, where the pipeline easement would place constraints on existing and future land uses, and the acquisition of land for MLV1, MLV2 and the Pakenham Delivery Facility would be required. Neither of these are expected to have significant impacts given the location of the pipeline alignment, the limited number of land uses affected as well as the nature of the affected land uses. Overall, operational impacts would be minimal throughout most of the Project Area.

The Project would not result in unacceptable or long-term impacts to the existing composition of land uses within the Project Area and would not diminish the long-term vision for growth and land use planning in the broader Western Port region.

The risk assessment concluded that supporting EES technical reports provide sufficient mitigation measures to appropriately reduce the risk of land use impacts that would result from the Project.

In response to the social, economic, amenity and land use draft evaluation objective, impacts of the Project on land use have been assessed and mitigation measures have been identified to reduce or minimise these impacts.