



SOCIAL IMPACT ASSESSMENT

WAURN PONDS TRAIN MAINTENANCE AND STABLING FACILITY

**Prepared for AECOM on behalf of RPV
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Contents

1	INTRODUCTION	1
1.1	INTRODUCTION.....	1
1.2	APPROACH TO THE SIA	1
1.3	METHODOLOGY.....	1
1.4	LIMITATIONS.....	4
2	PROJECT DESCRIPTION	5
2.1	BACKGROUND	5
2.2	THE SITE AND SURROUNDS	5
2.3	PROJECT DESCRIPTION	8
2.4	CONSTRUCTION PHASE	15
2.5	OPERATIONAL PHASE.....	15
3	SOCIAL CONTEXT	17
3.1	INTRODUCTION.....	19
3.2	LEGISLATIVE AND POLICY CONTEXT.....	19
3.3	POPULATION CHARACTERISTICS AND TRENDS	26
3.4	COMMUNITY RESOURCES	30
3.5	REACTION TO THE PROPOSAL	31
3.6	SUMMARY	35
4	IMPACT ASSESSMENT.....	37
4.1	INTRODUCTION.....	37
4.2	THE TRANSPORT NETWORK	39
4.3	DWELLINGS - ACCOMMODATION AND AMENITY	41
4.4	FARMING	45
4.5	COMMUNITY FACILITIES AND OPEN SPACE.....	49
5	CONCLUSION	50
6	REFERENCES	51

1 Introduction

1.1 Introduction

Public Place was engaged by AECOM on behalf of Rail Projects Victoria (RPV) to prepare a Social Impact Assessment (SIA) relating to the proposed Waurm Ponds Train Maintenance and Stabling Facility.

The proposal site is located at 255 Reservoir Road, Waurm Ponds and is zoned Farming Zone (FZ). In order to facilitate development of the proposed facility, an incorporated document is proposed to be inserted into the Greater Geelong and Surf Coast Shire Planning Schemes and the proposal site acquired.

1.2 Approach to the SIA

This SIA was compiled following the well-established procedural steps of SIA and makes use of data collected using a variety of research methods to establish existing conditions and assess potential effects and impacts. The report is structured to present the information in a number of parts as indicated:

- Scoping – Define the scope of the study and develop an SIA methodology (Section 1).
- Profiling - Outline the existing social conditions and policy context. Identify the key social receptors and community resources (Sections 2 and 3).
- Prediction and Evaluation - Assess likely social changes/effects associated with the proposal and evaluate the impact of the predicted changes for the key social receptors (Section 4).
- Mitigation - Propose measures to mitigate identified impacts (Section 4).

1.3 Methodology

1.3.1 Background

SIA is a social research process to identify social changes or effects likely to be caused by planned interventions such as infrastructure developments, and assess the impact of these changes for individuals and social groups. In SIA, a distinction is drawn between changes or effects and impacts as follows:

- A social change or effect is an objectively verifiable modification to the project area caused by the project.

- Social impacts comprise the experience (positive or negative) of a social change or effect by specific individuals or groups (social receptors).

Social impacts are distinct from social changes/effects as different individuals and groups experience change differently depending on their circumstances (Van Schooten *et al.*, 2003).

1.3.2 Scope of the SIA

Positive social impacts associated with transport infrastructure projects typically arise due to improved safety, connectivity and capacity for network users. Transport infrastructure projects also cause three main types of physical change with the potential to generate negative social impacts: land acquisition; land severance; and alterations to amenity (principally visual and acoustic amenity).

Technical assessments of potential changes to the acoustic and visual environment and the viability of local farming enterprises, have been undertaken by other specialists. The SIA draws on this work and considers predicted amenity changes along with potential acquisition and severance, as mechanisms with potential to generate social impacts. The possibility that the Project may cause other types of change with the potential to cause impacts was also considered.

1.3.3 Research Tasks and Data Sources

A number of research tasks and data sources were relied on to inform the SIA:

- A site visit (undertaken November 2017);
- Review of relevant State and local planning and social policies;
- Analysis of spatial data sets and documents which describe the location and character of community facilities and open space near the proposal site;
- Analysis of relevant Census data and population forecasts;
- Analysis of written feedback on the proposal provided by owners and occupiers of land in the 'notification area' (see Figure 2-1) with regard to the proposed facility. A copy of the letters and accompanying information sent by PTV inviting written feedback (mailed on 25 September 2017) can be found at Appendix 1.
- An interview with the owners-occupiers of the one directly affected property (255 Reservoir Road).
- The Concept Plan and Project Description provided by RPV (refer Section 2).

1.3.4 Assessment of Significance

The significance of social impacts has been assessed considering the magnitude of social changes or effects likely to generate impacts and the sensitivity of social receptors to these changes. Following Rowan (2009):

- **Magnitude** - is an objective consideration and is equivalent for all social receptors. Magnitude is considered in terms of: intensity of the change; duration; scale (spatial extent and/or number of social receptors affected), and reversibility.
- **Sensitivity** - the capacity of particular receptors to cope with/benefit from a predicted change. Sensitivity is inherently subjective.

Table 1-1 was used to guide the description and assessment of magnitude and sensitivity. The factors contributing to significance do so in a different way depending on the circumstances of the project and the type impact in question, and therefore cannot be ascribed standard weightings. As a result, significance ratings are a matter of professional judgement in each case.

Table 1-1 Assessing the Significance of Social Impacts

Significance	Sensitivity	Magnitude			
		Intensity	Duration	Extent	Permanency
Extremely Negative/Positive	Change is considered unacceptable/necessary. Receptors have little to no capacity and means to cope with/without changes.	Very large change relative to baseline conditions. Change is (in)consistent with relevant policies and/or regulatory standards.	Greater than 10 years	State-wide community	Permanent
Negative/Positive	Change is considered detrimental/highly beneficial. Receptors have limited capacity and means to cope with/without changes.	Large change relative to baseline conditions. Change is somewhat (in)consistent with relevant policies and/or regulatory standards.	5-10 Years	Regional community	Largely permanent
Moderately Negative/Positive	Change is undesirable/beneficial for social receptors. Receptors have some capacity and means to cope with/without changes	Moderate change relative to baseline conditions. Change is consistent with relevant policies and/or regulatory standards.	2-5 years	Local community	Some important aspects are permanent
Minor Negative/Positive	Change is somewhat acceptable/desirable. Receptors have capacity and means to cope with/without changes	Slight change relative to baseline conditions. Change is consistent with relevant policies and/or regulatory standards.	6 months to 2 years	Part of a local community	In most important respects can be reversed
Negligible	Change is neither desired or resisted by social receptors	Little to no change relative to baseline conditions	Less than 6 months	Small number of individuals	Can be fully reversed

Source: Adapted from Rowan (2009)

1.4 Limitations

The research tasks undertaken have provided a range of data to inform this assessment. Notwithstanding, there will be further community engagement as part of the relevant approval process, which may potentially raise issues and concerns not discussed in this report.

2 Project Description

2.1 Background

The Melbourne-Geelong-Warrnambool rail corridor connects the communities of South Western Victoria, Geelong and Werribee with metropolitan Melbourne. Waurn Ponds is expected to be the outer terminus for the commuter service to Melbourne for the foreseeable future.

Demand for regional rail passenger services has increased on the rail corridor in past years and further substantial growth is projected for coming years. To accommodate this growth, PTV has steadily increased its fleet of VLocity Diesel Multiple Unit (DMU) carriages from 58 cars in early 2007 to 198 cars at the end of 2017. As a result, existing train maintenance and stabling facilities at West Melbourne and Ballarat East are at capacity and a new facility is required to respond to recent increases in demand and that projected for the future. The 2015-16 State Budget therefore committed \$115 million for a Train Stabling and Maintenance Facility. This facility is proposed to be located in Waurn Ponds.

The proposed Waurn Ponds facility would accommodate trains of maximum potential length of up to approximately 250 metres, which would arrive in quick succession (e.g. at 10 minute intervals) and need to pass through servicing facilities without causing queueing back onto the main running line. These requirements necessitate development of the proposed facility on a large land holding that is either roughly rectangular or triangular in shape.

2.2 The Site and Surrounds

The proposal site comprises part of the 'Cromer' farm, located at 255 Reservoir Road, Mount Duneed. The site is located approximately three kilometres from the south western extent of the Geelong urban area (see Figure 2-1). The township of Moriac is located approximately six kilometres further to the west.

The subject land is currently zoned for farming and the land and its surrounds has a rural character. Land to the north east of the subject land is zoned Special Use Zone (SUZ) and has been developed as a quarry and cement works (Boral). Land immediately to the east is also zoned (SUZ), but is currently used for rural purposes.

The directly affected property ('Cromer') currently accommodates a family owned and operated wool farming business. The farm has been developed to include a farmhouse and farm infrastructure to north of the proposed facility and rural land and an additional dwelling to the south (located in Bogans Lane close to Mt Duneed Road). Farm paddocks are

connected to the dwelling and infrastructure by a central unsealed track which currently crosses the existing rail line at grade.

The subject land forms part of a larger land holding which includes land owned to the south of Mt Duneed Road (a third dwelling is located on this land) and land leased to the east of Bogans Lane.

2.3 Consultation Area

The City of Greater Geelong was consulted to discuss an appropriate area to consult with local residents regarding the proposed facility. The Council indicated that the area marked in blue on Figure 2-1 would ordinarily be the 'notification area', and thus would represent an appropriate area within which to consult with residents for the purpose of the SIA.

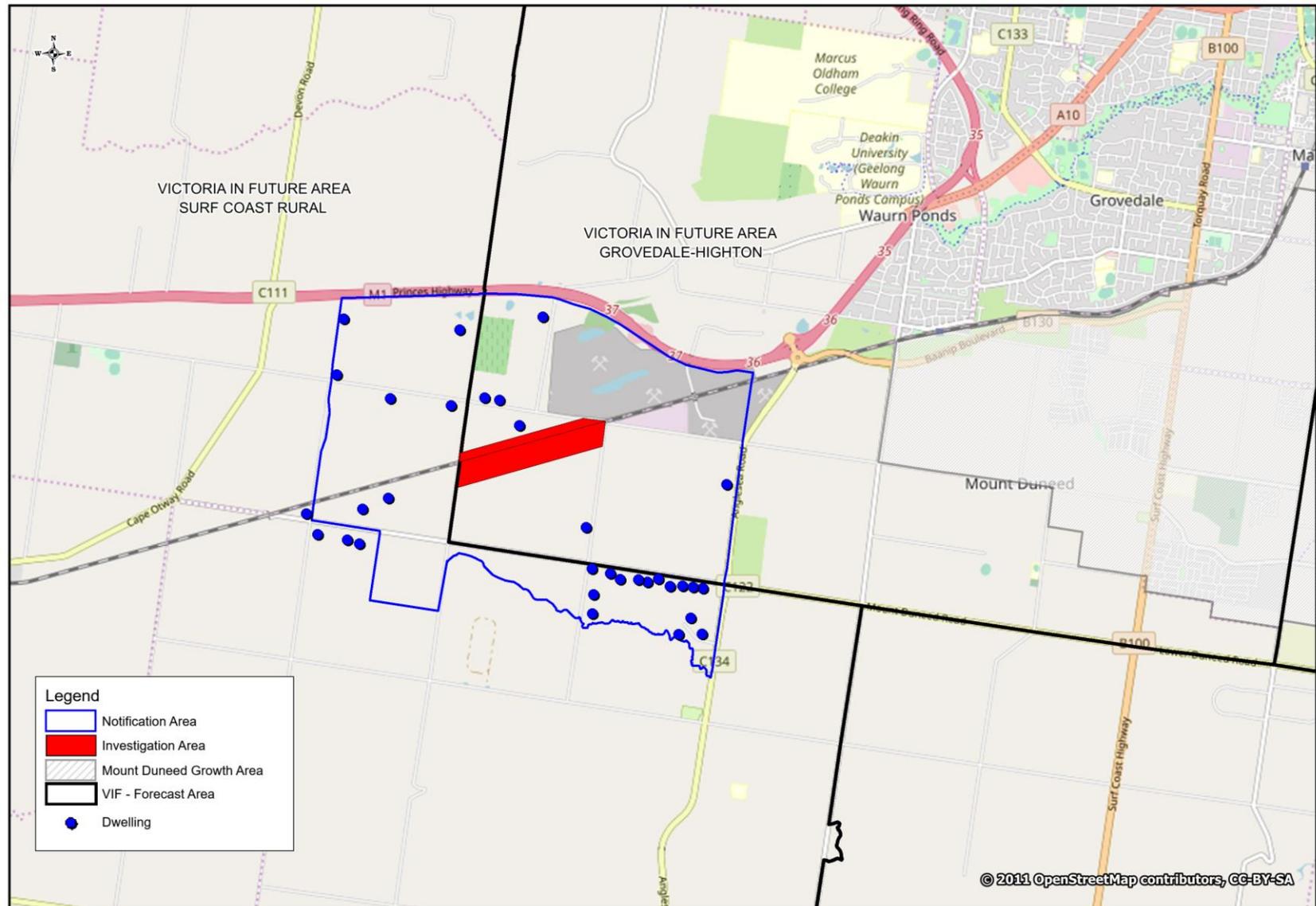


Figure 2-1: Location Map

2.4 Project Description

2.4.1 Land Requirements

Project Land – All areas of land required within the Site for the purposes of the Project:

- At 255 Reservoir Road:
 - 350 metres south of the rail corridor between Pettavel Road and Bogans Lane.

Wider Project Land – All land that the Project requires for the delivery of ancillary infrastructure and associated construction activity:

- At 255 Reservoir Road:
 - Approximately 50 metres north of the rail corridor between Pettavel Road and Reservoir Road/Bogans Lane. It is anticipated that only a small portion of this wider project land will be required, subject to the determination of the ultimate location of the occupational crossing as part of Stage 2 of the project.
- Surrounding 255 Reservoir Road:
 - Within the existing rail corridor for approximately 3040 metres west and for 3550 metres east of Bogans Lane inclusive;
 - Within the Bogans Lane road reservation, 500 metres south of Reservoir Road;
 - Within the Pettavel Road road reservation, 170 metres north of the rail corridor and 480 metres south of the rail corridor;
 - Within the Reservoir Road road reservation, 800 metres east of, and including its intersection with Bogans Lane.

Figure 1 shows the regional context of the Project Land and Wider Project Land. Figure 2 shows the above Project Land and Wider Project Land in closer detail.

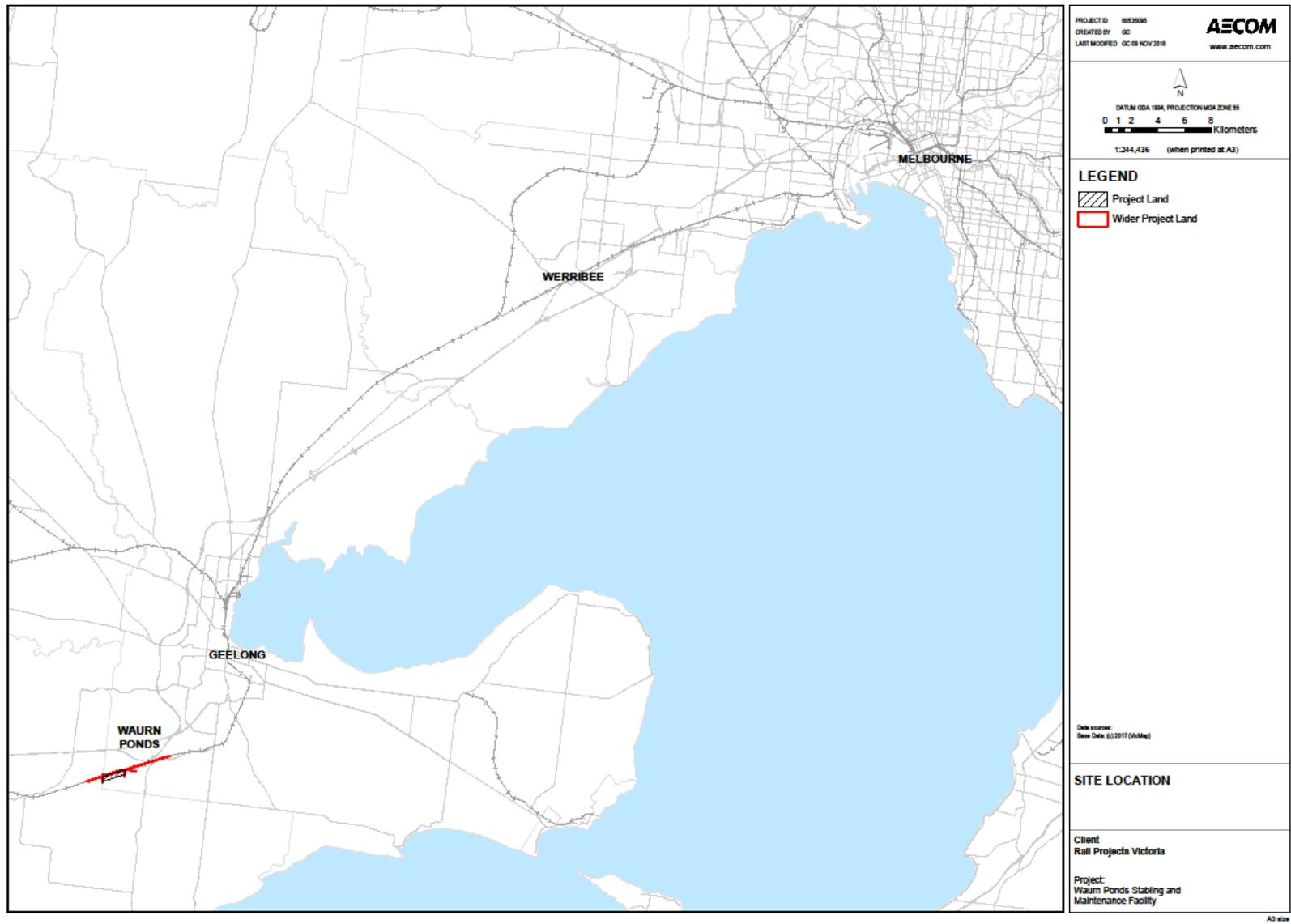


Figure 2-2: Regional Context Map

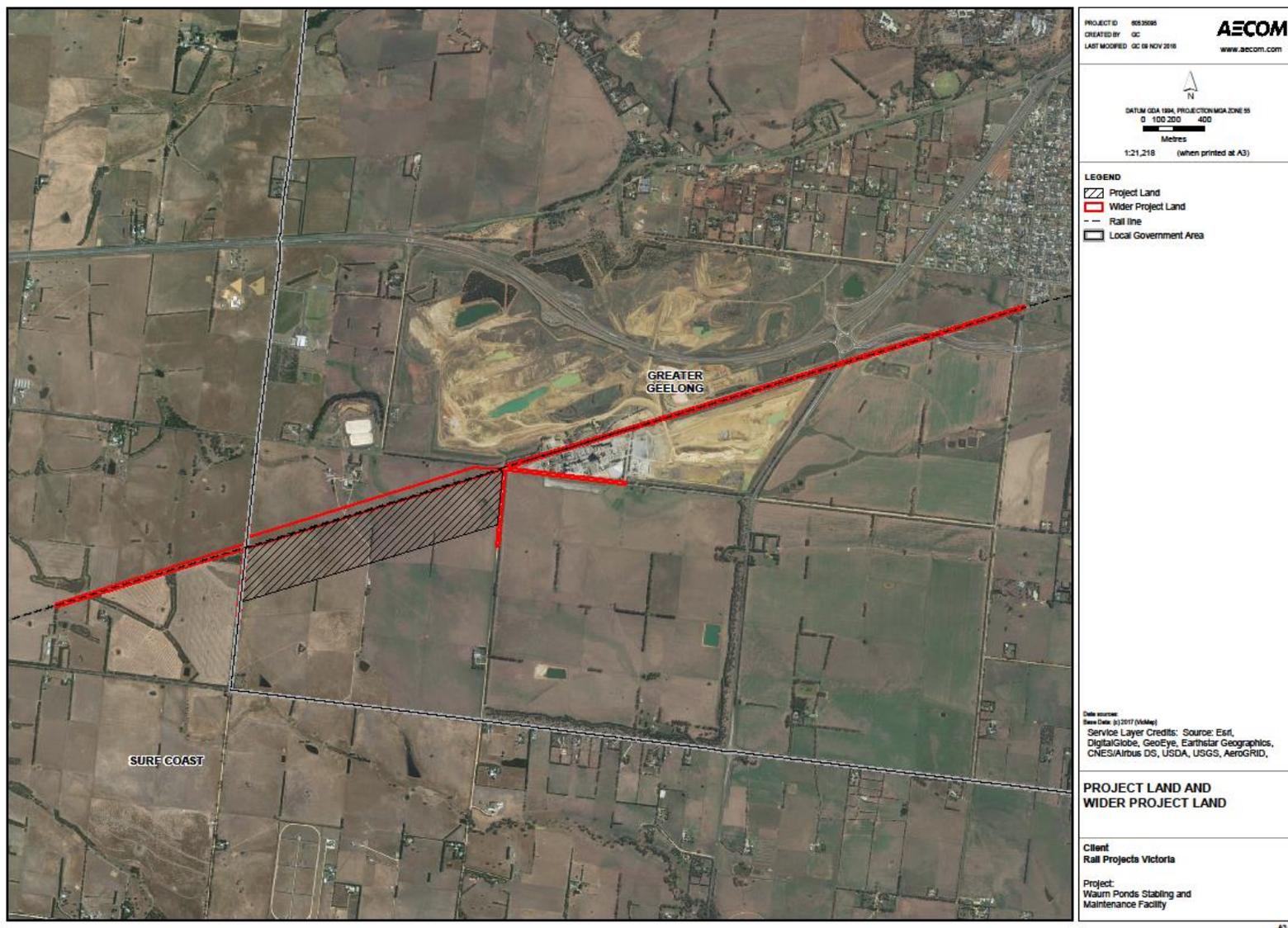


Figure 2-3: Project Land and Wider Project Land

2.4.2 Staged Delivery

It is proposed to deliver the Project in stages:

- Stage 1 is funded and is expected to be delivered by 2021;
- Delivery of the balance of the Facility (referred to in this report as Stage 2) is subject to further Government decision making in relation to the funding and procurement of new trains to service the Geelong Line and broader regional rail network and associated stabling and maintenance requirements. The timing for delivery of Stage 2 is unknown at this time. Stage 2 may be delivered in one or more stages depending on the outcome of this decision making.

Figure 2-2 presents the Concept Design for the Project. The Concept Design is indicative only and may be subject to change through the detailed design process.

2.4.3 Stage 1 Infrastructure

Stage 1 is anticipated to deliver a train stabling facility with the capacity to stable 6 trains. It is anticipated that the facility will primarily cater for VLocity/DMU trains, however, it is proposed to have capacity to cater for 3 locomotive trains in the short-term while locomotives continue to be phased out of the V/Line fleet. The facility would be located south of the existing railway corridor, directly east of the existing farm laneway at the centre of the Site, and west of Bogans Lane. The Stage 1 facility would occupy an area of approximately 11 hectares, and would be in the order of 1030 metres long, 150 metres wide at its widest section and 100 metres wide at its most narrow point.

Stage 1 is anticipated to comprise:

Initial site development

- Land acquisition for the entire footprint of Stage 1 and Stage 2;
- On-site mobilisation;
- Connections to key services (electricity, water, sewerage, drainage, communications, etc.);
- Security fencing and entrance/exit gates around the perimeter of the stabling roads and Stage 1 facilities;
- Earthworks to support initial facilities and trackwork;
- Landscaping;

- Road access from Bogans Lane;
- Power and dam infrastructure works resulting from the acquisition of farmland for the facility site;
- Modified stock crossing and vehicular access to the adjacent leasehold farm property (i.e. the Boral owned land to the east);
- It is expected that the existing level crossing that serves the central farm laneway will remain in operation at its current location, potentially with some modifications as required by V/Line.

Track layout

- Six stabling roads, comprising four single ended and two double ended stabling roads;
- One single entry/exit train access point from existing rail corridor towards the eastern end of the site, just west of Bogans Lane.

Servicing facilities

- Fuelling facilities on four stabling roads;
- Power, toilet extraction and water replenishment equipment, footpaths and yard lighting provided on all of the stabling roads.

Ancillary facilities

- Upgrades to the existing signalling system within the rail corridor;
- Waste compound for rubbish and hard waste;
- Bunded fuelling area;
- Water storage and supply for stabling sidings;
- Drainage systems, including water sensitive urban design (WSUD) and the modification or relocation of farm dams;
- Telecommunications;
- Asphalt footpaths;
- CCTV to cover stabling sidings area;
- Driver and cleaner's amenities;

- Formed and sealed access roadways, with capacity to allow for B-double truck access and turnaround;
- Car parking for drivers, visitors and cleaners.

2.4.4 Stage 2

As stated above, Stage 2 is subject to further Government decision making. However, it is anticipated that Stage 2 will increase the stabling capacity of the Facility to 26 trains and will introduce a train maintenance facility. Based on an indicative concept design, the Stage 2 facility is anticipated to occupy an area of approximately 46 hectares, and be in the order of 1720 metres long, 320 metres wide at its widest section and 160 metres wide at its narrowest.

Stage 2 is anticipated to comprise:

Site development

- Security fencing and entrance/exit gates around the perimeter of the Stage 2 facility;
- Earthworks to support expansion of facilities and trackwork;
- Landscaping;
- A rerouting of the farm laneway to cross the rail corridor in proximity to the Pettavel Road boundary of the Site.

Rail facilities

- Two access points from existing rail corridor, one towards the eastern end of the site and one towards the western end of the site;
- Stabling roads for up to 26 trains;
- Bio-wash facilities;
- Train wash facilities;
- A maintenance facility with 5 maintenance roads.

Servicing facilities

- Expansion of fuel and water facilities;
- A substation;
- Expansion of staff facilities;

- One gatehouse along the entry road.

Ancillary facilities may include the following:

- Drainage systems, including WSUD and the modification or relocation of farm dams;
- Telecommunications;
- Internal/external access arrangements;
- Utility protection and installation;
- Signalling infrastructure;
- Emergency access via Pettavel Road.

2.5 Construction Phase

2.5.1 Construction Activities

Key construction activities anticipated for the Project include:

Stage	Construction activities
Stage 1	
Site Development	<ul style="list-style-type: none"> ▪ On-site mobilisation; ▪ Connections to key services (electricity, water, sewerage, drainage, communications); ▪ Security fencing and entrance/exit gates; ▪ Earthworks to support initial facilities and trackwork; ▪ Road access from Bogans Lane; ▪ Initially required internal roads; and ▪ Security and safety facilities.
Works	<ul style="list-style-type: none"> ▪ Construction of internal roads, footpaths, car parking and associated sealing; ▪ Construction of new rail tracks and associated signalling systems; ▪ Construction of fuelling facilities; ▪ Reinstatement and landscaping; ▪ Installation of utility infrastructure; ▪ Bulk earthworks; and ▪ Construction of ancillary buildings and services.
Stage 2	
	<ul style="list-style-type: none"> ▪ Construction of train maintenance building and internal fit out; ▪ Construction of additional tracks and connections; ▪ Modifications to the fuelling facility; ▪ Automated train wash plant and bio-wash; ▪ Extension of stabling sidings; ▪ Expansion of staff amenities and training facilities; ▪ Provision of train cleaners store and amenities building; ▪ Expansion of staff car parking; ▪ Provision of train crew administration facilities.

Being grazed farmland, the site is already substantially cleared of vegetation. The exception is two areas of linear shelterbelt vegetation. Vegetation removal will be minimised to the extent practical and occur progressively throughout all activities.

2.5.2 Construction Operation

The construction duration is expected to be approximately 12 to 18 months for each stage of the Project, and subject to the Project requirements at the time. During each phase, the construction operating hours will be undertaken in accordance with the relevant protocols.

During the site preparation and construction phases, access to the site is anticipated to be provided via Bogans Lane for Stages 1 and 2. Alternative access may be possible from Pettavel Road for Stage 2.

Vehicle movements would be coordinated as required and advised by standard traffic management measures.

The preferred site access route during construction of the site is via the Geelong Ring Road. Alternatively, access to the site can be provided via Princes Highway.

2.5.3 Staff Numbers

During the construction phase it is expected that up to 100 personnel could be on-site at any one time.

2.6 Operational Phase

This section describes the expected operational activities.

Operational activities are subject to completion of the detailed design phase for each stage of the Project and confirmation of the operator's timetabling requirements.

2.6.1 Operation of Train Stabling and Maintenance Facilities

The Facilities are anticipated to operate 24 hours a day, seven days a week.

It is expected that trains will enter and exit the facility from turnouts constructed off the mainline. The layout of the track work would enable flexibility for the train operator and maintainers to minimise any potential conflicting train movements, and reduce the overall amount of shunting time onsite for the trains.

It is anticipated that trains will enter and exit the site during the day and night as required to serve the railway timetable. Trains may arrive/depart at 10 minute intervals during peak periods. The total number of train arrivals and departures per day is not yet known and will be subject to the operator's timetabling requirements.

It is assumed that up to 3 trains may be idling at any one point in time during Stage 1 operations. The total number of trains idling as part of Stage 2 is subject to future detailed design and operational requirements. These assumptions will be reviewed subject to the operator's timetabling requirements.

The overall operational concept for the Facility is to provide an efficient series progression for stabling, servicing and maintenance (if required) of trains from initial train arrival until its next scheduled departure into revenue service. Typical train movements would be entry

through the northern most fuelling roads, continuing through to the western most shunting neck. From here the train would head east into the stabling roads where it would reside prior to departure. If maintenance was required, trains would leave the stabling siding and enter the maintenance facility.

2.6.2 Staff numbers

It is anticipated that the Facility may accommodate 10 staff during Stage 1 of the Project and 40 staff during Stage 2, with the expectation that all staff will not be on site at any one time, and staff will work in shifts. An expected breakdown of shift allocation is as follows:

Table 2-1: Staff Numbers

Shift Time	Staff Percentage	Number of Staff Stage 1	Number of Staff Stage 2
Morning	40%	4	16
Afternoon	40%	4	16
Overnight	20%	2	8

2.6.3 Vehicle and Staff Access

The primary access point to the Facility would be located to the east from Bogans Lane. The preferred access route to the site from the Geelong Ring Road would be via Anglesea Road and Reservoir Road. Vehicles will be expected to exit the site the same way.

The primary access gate is to be utilised by staff and delivery vehicles to both enter and exit the facility. Visitors and administration office personnel would be directed to the relevant area and directed to the car park after checking-in, identification and registration at the primary access gate.

For Stage 2, emergency vehicle access could be provided at the western end of the site from Pettavel Road, where required. Appropriate internal access would also be provided for emergency vehicles to the maintenance workshop, stabling tracks and main parts of the Facility.

The internal road layout would be designed to limit the need to cross tracks within the site.

Adequate car parking spaces will be provided for both maintenance and operations staff and visitors. It is expected that car parking areas will be located to minimise walking distances to site facilities.

Pedestrian movement networks would be designed to provide adequate access, minimise walking distances to site facilities and provide for personal safety.

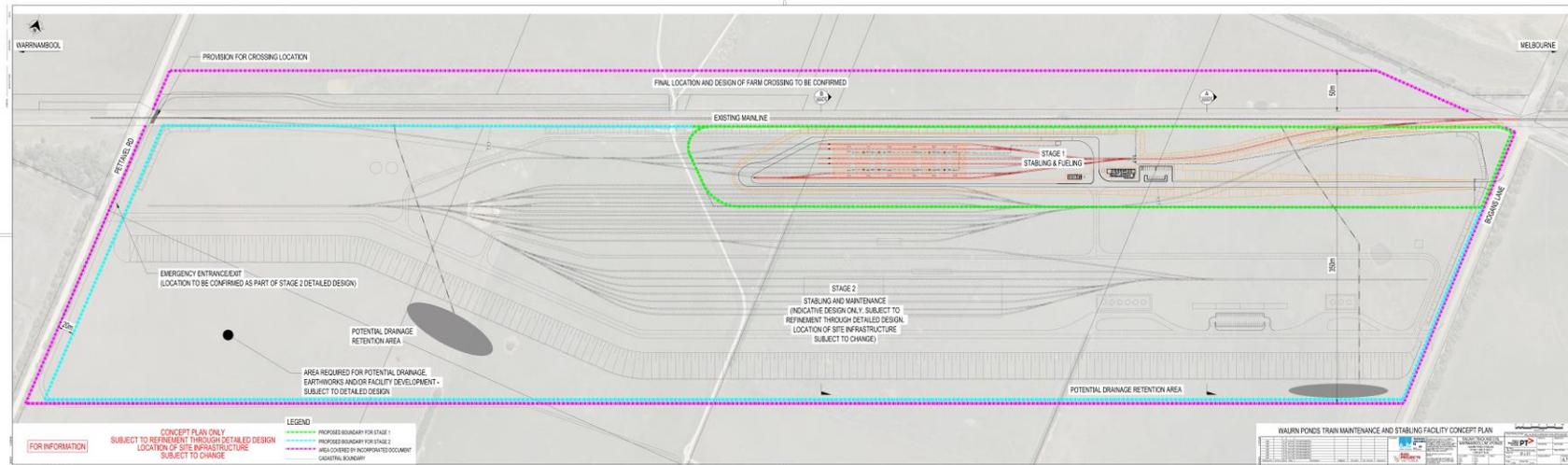


Figure 2-4: Concept Design

3 Social Context

3.1 Introduction

This Section provides an overview of the policy and social context within which the Project would be developed.

3.2 Legislative and Policy Context

3.2.1 State Policy and Legislation

Transport Integration Act

The purpose of the Transport Integration Act (TIA) 2010 is 'to create a new framework for the provision of an integrated and sustainable transport system in Victoria'. The TIA recognises that land-use and transport planning are interdependent and requires that Planning Authorities have regard to nominated transport system objectives when a planning scheme amendment is likely to have a significant impact on the transport system.

Transport system objectives are set out in Part 2, Division 2 of the TIA. Relevant objectives in the context of the SIA are:

- Improving access.
- Facilitating economic prosperity.
- Effectively integrating transport and land use to facilitate access to social and economic opportunities.
- Ensuring that transport infrastructure and services are provided in a timely manner; and
- Safety and support for health and wellbeing.

Decision making principles are set out in Part 2, Division 3 of the TIA. These are:

- Integrated decision making.
- Triple bottom line assessment.
- Equity.
- Transport system user perspective.
- Precautionary principle.
- Stakeholder engagement and community participation.

- Transparency.

Planning and Environment Act 1987

The Planning and Environment Act 1987 (Vic) (PEA) states that planning in Victoria will safeguard a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors. The objectives of planning as set out in the Act include:

- *To provide for the fair, orderly, economic and sustainable use and development of land.*
- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*
- *To balance the present and future interests of all Victorians.*

A Fairer Victoria

A Fairer Victoria - Real Support, Real Gains (May 2010) is a current iteration of the policy statement 'A Fairer Victoria', which was released by the State Government in 2004. A Fairer Victoria is the highest level social policy adopted by the Victorian Government. The policy indicates that the Government aims to reduce disadvantage and ensure more Victorians have the opportunity, capability, and support to lead active, fulfilling lives. One of the four Priority Areas outlined is 'Creating Liveable Communities', which is to be achieved by improving physical and social infrastructure in areas of high need and high growth and improving levels of community safety.

Plan Melbourne: Metropolitan Planning Strategy, 2017 to 2050 (March 2017)

Plan Melbourne is the Victorian Government's metropolitan planning strategy, guiding the way the city will grow and change to 2050. It is a strategy to house, employ and connect more people to jobs and services closer to where they live.

Plan Melbourne identifies that the City of Greater Geelong and surrounding peri-urban Councils including the Surf Coast Shire will play an important role in accommodating Victoria's growing population and the associated need to plan for better connections to infrastructure and services in these areas. The Plan contains the following relevant Directions to guide the development of Regional Victoria:

- Direction 7.1 supports investment in Regional Victoria to support housing and economic growth by ensuring the right infrastructure and services are available to support the growth and competitiveness of regional and rural industries and their access to global markets.
- Direction 7.2 seeks to improve connections between cities and regions and acknowledges the Regional Network Development Plan as the long-term plan for delivering a modern commuter-style rail service for Geelong.

Under Direction 7.2, Plan Melbourne states that regional cities and towns need to be connected by efficient and safe road and rail transport corridors and further that strong links, both within the regions to major hub destinations as well as back to Melbourne, make it easier to live and do business in regional areas.

Plan Melbourne recognises that the *Regional Network Development Plan* is the Victorian Government's long-term plan for transport investment in Regional Victoria and will deliver a modern commuter-style service for the growth areas of Geelong, Bendigo, Ballarat, Seymour and Traralgon, and service improvements to outer regional areas.

Victoria's 30-year Infrastructure Strategy (December 2016)

Victoria's 30-year strategy, prepared by the independent statutory authority Infrastructure Victoria, includes 137 recommendations to the Government for improving the provision, operation, maintenance and use of State infrastructure. The report identifies that Geelong's population is expected to increase from approximately 286,000 people in 2016, to approximately 445,000 people in 2046. It outlines Geelong's economy as one in transition with a changing manufacturing sector and expanding services industry supported by a growing workforce catchment.

Victoria's 30-year Infrastructure Strategy recommends the following initiatives (but not limited to) be undertaken to support Geelong's projected future growth:

- Development in established areas - The report outlines that greater medium density housing in regional towns such as Geelong which have established rail infrastructure connections to Melbourne will improve housing affordability.
- Geelong/Werribee/Wyndham rail - To accommodate the expected future growth to Melbourne's west, the report suggests that new train stations with rail capacity expansions will be required on the existing Regional Rail Link corridor. Importantly, this would allow more trains to service the Geelong Melbourne alignment which is currently nearing capacity.

The Regional Network Development Plan (May 2016)

The Regional Network Development Plan (May 2016) identifies regional public transport priorities for Victoria. Geelong is situated within the Barwon South Region, which includes the regional cities of Geelong and Warrnambool. Key priorities for this region include additional services to Geelong and Warrnambool, a train every 40 minutes to Waurn Ponds from 7am to 7pm on weekends and planning for track duplication between South Geelong and Waurn Ponds. Network wide improvements identified within the Plan include the purchasing of an additional 27 VLocity carriages and *delivery of supporting stabling on the regional network.*

G21 Regional Growth Plan

Warn Ponds is situated within the G21 planning region. The *G21 Regional Growth Plan* provides broad direction for land use and development in the G21 region which covers five municipalities: Greater Geelong; Queenscliff; Colac Otway; Surf; Coast and Golden Plains. The Growth Plan identifies where future residential and employment growth will occur and the critical infrastructure required to support it. Of significance in the context of the SIA, the proposal site is located outside of the existing urban areas and also beyond areas identified for future residential development within the Growth Plan.

The Growth Plan recognises that there are limited peak passenger rail services to Melbourne and capacity issues within the Geelong – Armstrong Creek corridor (with a single line tunnel and stabling yard location). In the context of potential improvements to transport infrastructure, the Growth Plan refers to the benefits of a stabling yard project to support the operation of the Geelong – Armstrong Creek corridor.

Planning Policy Framework (PPF)

The Planning Policy Framework (PPF) is standard policy embodied in each planning scheme in Victoria and is used to inform planning decisions. The Planning Policy Framework is structured around a series of themes, of which the following are relevant to the assessment of social impacts of the Project:

Clause 11 Settlement

This clause states that planning is to anticipate and meet requirements for existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

The clause reiterates the objectives of Plan Melbourne such as improving connections between cities. In addition, the clause includes the objective to *focus investment and growth in places of state significance, including Geelong.*

Clause 18 Transport

Clause 18 Transport states that *Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.* Included in Clause 18 is the objective to *coordinate development of all transport modes to provide a comprehensive transport system.*

Clause 19 Infrastructure

The objectives outlined in Clause 19 include: *Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.*

3.2.2 City of Greater Geelong

Council Plan (2018-2022)

The City of Greater Geelong Council Plan 2018-2022 sets out 11 strategic priorities which will guide the Council's investment in infrastructure, services and programs over the life of the Plan.

Priority 2. 'Integrated Transport Connections' the plan recognises the importance of a well-functioning rail transport system, and indicates that City of Greater Geelong will advocate to ensure rail transport is improved for the Region.

Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) sets a local and regional strategic policy context for a municipality. It comprises the Municipal Strategic Statement and specific local planning policies. Those relevant to the SIA are discussed below.

Clause 21.04 Municipal Framework Plan

The Municipal Framework Plan shows existing urban areas and future urban growth areas. The proposal site is located well beyond existing and identified future urban areas.

Clause 21.07 Economic Development and Employment

This clause acknowledges Geelong's role as the primary service and employment hub for the G21 Geelong Region and that the City's infrastructure base includes major rail connections to Metropolitan Melbourne and Victoria's western regions.

Clause 21.07-5 Rural Areas

The rural areas clause includes the objectives to *support the use of the northern, western and southern rural areas for productive agriculture and ensure that rural areas provide an attractive setting through the preservation of the rural landscape character*. Strategies to achieve these objectives include, *ensure that any non- agricultural land uses will not compromise farming activity in the area; and ensure development in rural areas respects the rural landscape character*.

21.08 Development and Community Infrastructure

This clause recognises that the City of Greater Geelong is located on State and interstate road and rail networks, which provide direct links to South Australia, south-western Victoria and Melbourne. Moreover, road and rail linkages between Geelong and Melbourne accommodate significant freight, commuter and tourism traffic. In relation to transport specifically, the following objective is articulated: *to develop a safe, accessible, equitable and efficient traffic, transport and freight network*.

22.64 Discretionary Uses in Rural Areas

This clause explains that the rural areas of the City of Greater Geelong are highly valued for their contribution to the economy, liveability and amenity of the municipality and that non-agricultural uses in rural areas must be carefully managed to ensure ongoing use of land for agriculture is supported and the rural landscape character of the rural area is preserved.

Further, it is explained that non-agricultural uses that would attract significant numbers of visitors, accommodate large numbers of people or generate significant volumes of traffic and car parking demand are generally incompatible with farming activities and rural amenity. According to the clause, these uses *should be directed to urban areas where municipal infrastructure services and good transport connectivity is available and moreover, the encroachment of non-agricultural uses into rural areas is discouraged and should only be considered when the use or development cannot be catered for in an urban area and there are unique circumstances to justify a rural location*.

Consistent with the above, the clause outlines the objective to discourage discretionary non-agricultural uses in rural areas that could reasonably be located in an urban zone.

3.2.3 Surf Coast Shire

Council Plan (2017-2021)

The Surf Coast Shire Council Plan identifies the key priorities and themes that will guide Council decision making. The Plan is aimed at achieving the Council's vision of an

engaged, “innovative and sustainable community,” and identifies strategic objectives and outcomes under five main themes.

Under Theme 3, Balancing Growth the strategic objective *Ensure infrastructure is in place to support existing communities and provide for growth*, is identified. Under this objective the importance of planning to ensure public transport infrastructure is in place to meet community needs, is recognised.

Local Planning Policy Framework

4.2 Clause 21.02 Settlement, Built Environment, Heritage and Housing

This Clause seeks the following in relation to Open Space and Infrastructure: *Build on the existing transportation system in a manner that reduces car dependence, encourages walking and cycling for local trips, integrates pathways with public transport and public open space and manages the summer tourist / holiday peaks.*

Clause 21.06 Rural Landscape

This clause seeks to:

- Protect and enhance the landscape values of the rural precincts.
- Protect and maintain open and uncluttered rural landscapes, including vistas from main road corridors.
- Protect the rural landscape from urban intrusion and to provide clear distinction between townships.’
- Recognise the importance of maintaining the visual landscape qualities of the Great Ocean Road and Bells Beach environs both for residents and visitors to the coast.

3.3 Population Characteristics and Trends

Demographic data are presented below for the immediate environs of the proposal site (a rural area), urban Geelong and Victoria as a whole.

3.3.1 Population Size and Growth

The proposal site and its immediate environs are zoned FZ and SUZ and are sparsely populated.

Victorian in Future (VIF) population forecasts are shown in Table 3-1 for areas including and near the proposal site, namely the Grovedale-Highton District (contains the proposal site), the Surf Coast Rural district (immediately to the west of the proposal site), as well as the City of Greater Geelong and Victoria.

Significant growth is projected for the Grovedale-Highton District. However, virtually all of the growth is projected to occur in existing urban areas such as Belmont, Grovedale and Waurin Ponds and in the developing area of Mount Deed (parts of which are zoned UGZ). The immediate environs of the proposal site are not zoned for residential purposes and the population of this area will not change significantly in coming years. Similarly, the population of the Surf Coast Rural District is not projected to change substantially.

Table 3-1 Population Growth – Selected Areas

	2017	2021	2026	2031	Change to 2031	Ave Annual Growth
Grovedale-Highton	61,236	66,953	74,310	82,244	21,008	2.1%
Surf Coast Rural	10,131	10,009	10,255	10,516	385	0.3%
Greater Geelong	237,306	253,247	274,085	296,360	59,054	1.6%
Victoria	6,157,537	6,605,653	7,170,957	7,733,259	1,575,722	1.6%

Source: VIF 2016

3.3.2 Demographic Profile

Table 3-2 provides a selection of demographic data for the rural areas surrounding the proposal site (the immediate environs), urban Geelong and Victoria as a whole. As the table shows, at the time of the last Census, the population of the immediate environs comprised a high proportion of family households and relatively few lone person and group households when compared with urban Geelong and Victoria.

There were fewer young adults aged 25 to 34 and more mature adults aged 50+ living in the immediate environs and fewer younger children aged 0-4. This indicates that many of

the family households in the immediate environs are mature families with older children and 'empty nester' households, where children have left home.

Median household income in the immediate environs was higher than observed for Victoria as whole and relatively few households were on lower incomes. Also, educational attainment and home ownership levels were high, suggesting the presence of a relatively affluent community (to illustrate, 86.2% of household owned or were purchasing their home, compared with 66.5% for urban Geelong). ABS SEIFA Index (which ranks areas in Australia according to relative socio-economic advantage and disadvantage) rankings for the area confirm the above (see Figure 3-1).

At the time of the last Census, the population of the immediate environs was ethnically homogenous, with almost 90% of residents being born in Australia and 98% speaking English only. No residents of the immediate environs reported having poor English skills at the time of the last Census.

The community of the immediate environs is comparably stable. To illustrate, 74% of residents lived at the same address as they did five years ago, compared with only 60.9% for urban Geelong and Victoria, respectively.

Table 3-2: Resident Profile – Selected Areas

		Immediate Environs	Urban Geelong	Victoria
Age	0 to 4	4.8%	6.0%	6.3%
	5 to 11	10.6%	8.1%	8.6%
	12 to 17	9.1%	7.2%	6.9%
	18 to 24	8.3%	10.0%	9.5%
	25 to 34	7.8%	13.4%	15.0%
	35 to 49	18.7%	18.8%	20.4%
	50 to 65	31.2%	23.8%	22.7%
	70+	9.6%	12.8%	10.7%
	Median	45	39	37
Household/ Family Type	Couple family with no children	34.0%	24.8%	29.2%
	Couple family with children	37.0%	26.9%	26.9%
	One parent family	8.2%	12.6%	11.0%
	Other family	1.9%	1.1%	0.9%
	Lone person household	17.0%	30.3%	29.0%
	Group household	2.0%	4.3%	3.1%
	Ave. Household Size	2.7	2.4	2.6
Income	Median Personal Income	\$640	\$585	\$645
	Personal Income <\$400	30.9%	33.6%	33.2%
	Median Household Income	\$1,676	\$1,183	\$1,419
	HH Income <\$650	9.9%	25.1%	20.3%
Employment/ Training	In Labour Force	66.5%	58.8%	61.5%
	Unemployed	4.3%	6.1%	5.4%
	Bachelor Degree or Higher	19.1%	15.9%	20.8%
Dwellings	Separate house	97.9%	82.2%	73.5%
	Semi-detached, townhouse	0.0%	13.3%	14.3%
	Flat, unit or apartment:	0.0%	3.8%	11.7%
	Other Dwelling	2.1%	0.7%	0.5%
Tenure	Fully owned	53.5%	34.3%	33.2%
	Being purchased	32.7%	32.2%	36.3%
	Rented	13.8%	32.7%	29.6%
	<i>Public/Social Housing</i>	0.0%	5.5%	3.0%
	Other Tenure	0.0%	0.8%	0.8%
Ethnicity	Born Overseas	10.9%	17.9%	27.7%
	Speaks other language	2.3%	12.2%	24.2%
	Speaks English Poorly	0.0%	10.3%	12.8%
Same address	as 5 years ago	74.0%	60.9%	60.9%

Source: ABS Census 2016

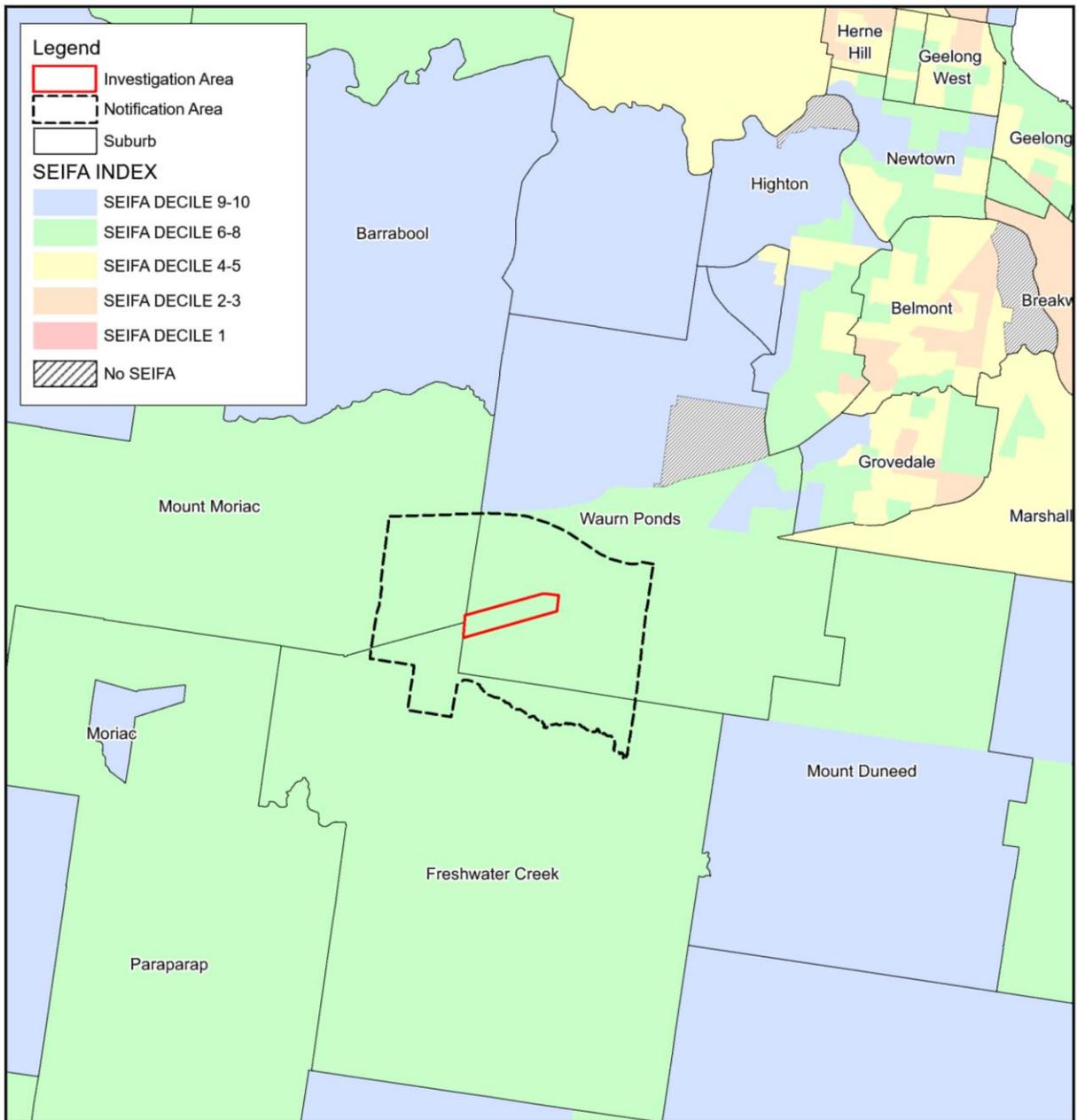


Figure 3-1: SEIFA Index of Disadvantage Ratings near the Project Site.

3.4 Community Resources

This Section describes community resources in the immediate environs of the proposal.

3.4.1 Rural Character

Residents of the local area were contacted to seek their feedback on the proposal (see Section 3-5). A number of residents used this opportunity to outline attributes of their local area that they value. In this context, the local area was commonly described as a quiet and peaceful rural area, which offers expansive rural views. Moreover, it was common for residents to link the quiet and peaceful nature of the local area and its rural character with their enjoyment of a rural lifestyle which they value highly.

3.4.2 Farm Properties

Some residents of the local area (in particular, the owners and occupiers of the one directly affected property) indicated that they are strongly connected to the property they own, work and/or live on. Consistent with Census data for the area, several residents indicated that they have lived on their land for an extended period and in some cases their property has been owned and managed by successive generations of the one family.

3.4.3 Community Facilities and Open Spaces

There are currently no community facilities or public open spaces located within the notification area. Residents of this area rely primarily on community facilities and open spaces located in urban Geelong.

The nearest major community focal point is the Waurm Ponds Homemaker Centre, which includes the Waurm Ponds Hotel (4.5 kilometres east of the proposal site). Immediately to the north of the shopping area is Deakin University's Geelong Campus and to the south is the Waurm Ponds Parklands, a significant linear open space corridor that extends east for approximately five kilometres.

A further kilometre to the east is the Waurm Ponds Shopping Centre a sub-regional shopping centre servicing the southern suburbs of Geelong. It is located on the corner of Colac and Pioneer Roads in the suburb of Grovedale, approximately 5.5 kilometres from the proposal site. A variety of community facilities are located in close proximity to the shopping centre including the newly developed Waurm Ponds Library and the Leisurelink Aquatic and Recreation Centre. The Geelong Baseball Centre is located to the south of the Waurm Ponds Shopping Centre, within the Waurm Ponds Parklands.

3.5 Reaction to the Proposal

3.5.1 Introduction

There are 40 properties and 28 dwellings associated with some of these properties within the notification area. This section outlines how the owners and occupiers of these properties have reacted to the proposal. The sentiments of owners and occupiers has been assessed using the following data sources:

- Responses to the letter sent to land owners and occupiers by PTV (mailed on 25 September 2017) inviting written feedback on the proposed facility.
- An interview with the owners and occupiers of the one directly affected property.

3.5.2 Land Owners and Occupiers in the Notification Area

A total of 15 land owners/occupiers (13 residents and 2 businesses) made a written submission to PTV following receipt of the PTV letter. The submissions raised a number of concerns about the Project, which are summarised below.

Lack of information

Several submissions indicated that insufficient information had been made available to enable a full assessment of the Project. Submissions commonly requested further information be made available regarding the number, floor plate and height of proposed buildings; the days and hours of operation; the amount of traffic that would be generated and any associated need for upgrades to local roads; the extent of lighting, etc. Queries were also raised regarding the approvals process for the Project.

PTV subsequently provided further information to owners and occupiers of properties in the notification area (on 1 December 2017 see Appendix 2). No further feedback from residents was received following the provision of the additional information.

Rural Amenity

The majority of the submissions suggest that changes to the rural amenity of the local area resulting from the proposed facility would have a detrimental impact on the lifestyle of local residents. Concerns regarding changed amenity were raised in the context of:

- Acoustic Amenity - the submissions suggest that the proposed facility would generate an unacceptable level of noise as a result of train movements and maintenance. Concerns about noise were expressed in the context of the potential operating hours of the facility (24 hours), likely high frequency of train movements and the existing quiet rural setting.

- Visual Amenity - A number of submitters expressed concern that the facility would include large building(s) which would interrupt rural view lines. In addition, concerns were expressed about the lighting of the facility at night, which would be inconsistent with existing conditions (i.e. few light sources in the area).
- Traffic - Concerns were expressed about potential increases in traffic in the local area, including that generated by heavy vehicles. It was indicated that some of the roads in the area are unsealed and that increases in traffic would create dust and result in wear on the roads, which are not designed for regular use. In the above context, some submitters raised concerns about the potential for workers visiting the site in cars to contribute to increases in littering/rubbish in the local area.

The following quotes illustrate the sentiments conveyed by many of the submissions:

The increased and regular movement of trains at the yard will greatly impact the peace and harmony of our rural lifestyle (local resident).

This facility will disrupt the view from my property creating an eyesore and will disrupt the peace. If I wanted to look at buildings out the windows of my house and be surrounded by noise I wouldn't live in the country. This proposal will destroy all aspects that make living in the country great (local resident).

Air Pollution

Some of the submissions raised concerns about the release of air pollutants from the facility as a result of the large amount of train movements and shunting (for example NO₂ and PM₁₀), and the potential implications for the health of local residents.

Farming

Potential implications of the proposed facility for farming activity in the local area were raised by a number of submitters, namely:

- The proposed facility would interrupt the farming operation which is undertaken on the one directly affected land holding and have negative implications for the current owner-occupiers (discussed further below).
- The proposed facility would result in the loss of a considerable amount of productive rural grazing land.
- Noise and light emissions from the facility would affect the behaviour, health and welfare of stock (sheep and cattle) on nearby properties. Some submitters suggested that loud noises such as train horns, brakes and regular shunting works may startle livestock, making the stock harder to work with and potentially putting farm workers at risk of injury

or death (if noises cause stock to charge). To support this argument, a respondent referred to a Department of Health & Human Services publication which advises startling cattle should be avoided as they can charge.

Other Properties

It was common for the submissions to point to alternate sites for the proposed facility. The Boral cement works site was a common suggestion, as was land near Pettaval Station and Moriac Station. The submitters indicated that the Boral site in particular would be more appropriate as this land is already degraded due to its former use and located further away from sensitive receptors.

Boral

Land located to the east and north-east of the proposal site is owned by Boral. Boral operates a major cement works on this land. However, in its submission, Boral indicated that its Waurm Ponds facility may soon become redundant to operational requirements. Consequently, Boral has been investigating alternative uses for its Waurm Ponds property. In a recent submission to Geelong City Council regarding the then *City of Greater Geelong Draft Settlement Strategy 2018*, Boral sought Council support for a planning pathway to enable redevelopment of the northern portion of Boral's site for residential uses and freeway service centres as well as inclusion of the entire site within Geelong's future urban growth area.

Greater Geelong City Council finalised and adopted the Settlement Strategy in October 2018. The Strategy does not recommend the Boral landholdings or any land west of Waurm Ponds station for residential uses or urban development. That is, under the Strategy existing planning controls relating to the Boral site would be retained, and these do not allow for residential uses.

3.5.3 The Directly Affected Land Owners-Occupiers

Response to PTV Letter

The owners and occupiers of the one directly affected land holding, the "Cromer" farm at 255 Reservoir Road, also received the PTV letter and provided a written response via Aitken Lawyers.

In their response, the owners and occupiers suggest that PTV has not provided adequate justification for their selection of the proposal site and furthermore that there are other more suitable sites in the immediate vicinity. The response letter also states that:

- *The property, “Cromer”, consists of 455 hectares and has been owned and farmed by the one family continuously for over 112 years.*
- *If an alternate rail crossing point, accessible for both livestock and machinery, is unable to be reconfigured after the compulsory acquisition of land and during the construction of the Project, then the owners and occupiers foresee that their farming enterprise will be extinguished.*
- *Compulsory acquisition of part of the property will have dire and significant impacts for the owners and occupiers and their farming enterprise and monetary compensation will not ever fully address the impact of the land acquisition.*

Interview

The issues raised in the letter to PTV were explored further via an interview with the owners and occupiers, conducted on 1 December 2017. The interview was also attended by Aitken Lawyers. During the interview it was clear that the owners and occupiers have a very strong emotional attachment to their farm, born from a number of factors, namely:

- The farm has been owned by the family since the early 1900s and successive generations have worked on and improved the property.
- The farm currently supports a well-regarded sheep farming business, which produces high grade wool. The success of the existing enterprise and its roots in the endeavours of previous generations are the source of great pride for the owners and occupiers. Moreover, the next generation are currently training to take on the business.
- The dwellings situated on the farm property are occupied by family members who have lived on the farm for the majority of, if not their entirety of their lives.
- The members of the family that live on the farm value their rural lifestyle and way of life, which is a product of their wool business and also the rural setting in which they live. These occupiers value the expansive rural views which are available from their property and the peaceful and quiet rural setting of their farm.

During the interview, the owners and occupiers explained that the proposed facility may sever the farm’s wool processing facilities (north of the rail line), from sections of the farm used for accommodating sheep to the south, rendering the farm unworkable. The owners and occupiers also explained that they see the proposed facility as being completely incompatible with the rural setting in which they live. The potential for the facility to obstruct views, create noise 24 hours per day and result in light spill at night were all seen as major and undesirable changes to the existing rural character of their property. In addition, the

owners and occupiers consider the large number of people visiting the facility would increase opportunities for incidental crime.

From the point of view of the owners and occupiers, the proposed facility is an unwanted intrusion that threatens the viability of their farm business and the amenity of the rural setting in which they live. Notwithstanding, the family is determined to remain living and working on their farm. In the words of the owners and occupiers:

It means everything to stay. I have worked all my life to get the farm to where it is. It's not just me, generations have worked their guts out.

This is where we live and where we'll stay, it's not an option to move.

It is clear that the owners and occupiers would prefer that the proposed facility was relocated to another site. However, if the facility is developed on their farm as planned, the owners and occupiers see a centrally located overpass connecting the northern and southern sections of their farm (accessible for both livestock and machinery) as the most practical solution to the severance which may arise. Relocating farm amenities to the southern part of the farm is not attractive to the owners and occupiers due to the low lying nature of the land to the south.

3.6 Summary

The policy framework within which the Project will be assessed identifies Geelong as a place of State significance which will be a focus for investment and growth. To facilitate the desired population and economic growth in Geelong, it is recognised that a modern commuter-style rail service is required for Geelong. In this context, various policies and plans recognise that there are capacity issues on the Melbourne-Warrnambool rail line, which relate in part to the inadequacy of existing stabling facilities. Investment in infrastructure to enable improvements in service capacity is a clear priority. The Policy context also highlights the importance of ensuring that infrastructure projects do not unreasonably compromise the amenity of local areas or the ability of local residents to lead active and fulfilling lives. In addition, City of Geelong's local policies seek to preserve the rural landscape character of the City's rural areas.

The proposal site is located beyond the western periphery of the Geelong urban area, in a farming area. The immediate environs are sparsely populated. The local community consists of a significant proportion of mature families with older children and 'empty nester' households, and is relatively affluent and stable. There are currently no community facilities located in close proximity to the proposal site.

Owners and occupiers of land holdings that would accommodate and/or are near the proposed facility have reacted negatively to the Project. In their view, the Project would significantly diminish their rural amenity and lifestyle. In addition, some hold concerns about the impact of the facility on animal welfare and the safety of handlers.

In the case of the one directly affected property, the owners and occupiers of this farm have indicated the Project has the potential to render their farming business unviable. In the view of the owners and occupiers, the Project would undo over 100 years of work undertaken by successive generations in improving the land and establishing a successful wool farming business.

4 Impact Assessment

4.1 Introduction

This Section provides an evaluation of the likely social impacts of the Project (positive and negative) using the framework discussed in Section 1-3. The Project would cause a variety of physical and social changes which would have varied implications for individuals and groups living in the local area and beyond. The potential impact of these changes are considered below under the following headings, which have been chosen to enable changes and impacts to be described and assessed in a succinct manner, and to reflect the location of the project in rural setting:

- Functioning of the transport network.
- Residential accommodation and amenity.
- The extent and viability of farming.
- Community facilities.

Construction Phase

The construction phase of the project would last 12-18 months for each Project stage. During this period there would be additional traffic on local roads¹, construction noise, etc. This activity has the potential to impact negatively on the amenity of the local area.

No technical assessment of construction noise has been prepared. As a result, for the purpose of this assessment, it is assumed that all construction activities are conducted in accordance with relevant regulatory standards relating to noise emissions, etc. and in line with a detailed construction management plan.

Access to all private land holdings would be maintained during construction. One property is directly affected by the project, and some land within the property would be permanently acquired to enable operation of the project (see below). No private land in addition to that which would be permanently acquired would be required during the construction phase and it will be possible for the owners and occupiers of the one directly affected property to move stock across the rail-line within their property during the construction phases (in Stage 2 relocation of the farm laneway crossing of the rail corridor is proposed to maintain access).

There will be a level of disruption for local residents during the construction phases of the project. The proposed Incorporated Document includes a requirement for an Environmental Management Framework (EMF). The EMF will address the construction phase of the project, and necessitates the preparation of a Construction Environment

¹ The volume of construction traffic and related traffic management strategies are outlined in the *Transport Impact Assessment - 255 Reservoir Road, Waurn Ponds (Onemilegrid 2019)*

Management Plan (CEMP). The requirement for an EMF and CEMP will help minimise and mitigate impacts and disruption during construction.

Given the above, construction activity may cause some irritation for local residents,. However, associated impacts would be short-lived and minor.

4.2 The Transport Network

4.2.1 Existing Conditions

State and local planning policies identify Geelong as a place of State significance which will play an important role in meeting the State's need for housing and employment. In this context, it is recognised that a modern commuter-style rail service is required for Geelong.

The Government's 30-year Infrastructure Strategy identifies that Geelong's population is expected to increase from approximately 286,000 people in 2016, to approximately 445,000 people in 2046.

Various policies and plans recognise that there are capacity issues on the Melbourne-Geelong rail corridor which limit service frequency between Geelong and Waurin Ponds and which relate in part to the inadequacy of existing stabling facilities. At present, some train users drive into central Geelong from the southern parts of Geelong and the Bellarine Peninsula, rather than using a closer station, to access more frequent services.

Investment in infrastructure to enable improvements in service capacity is a clear priority. In response, the 2015-16 State Budget committed \$257 million in new regional rail carriages and infrastructure to significantly boost capacity across the regional network – including \$115 million for a Train Stabling and Maintenance Facility, now proposed to be located in Waurin Ponds.

4.2.2 Social Change/Effect

Current constraints prevent DOT from providing more frequent services between Geelong Station and Waurin Ponds, despite this area being the area of strongest growth in demand in Greater Geelong.

The proposed facility would increase the operational capacity of the Melbourne-Geelong rail corridor by reducing the need to run empty trains to and from stabling facilities in North Geelong and the Geelong Yard and increasing the capacity of stabling facilities serving the corridor. Moreover, the facility would enable a larger and upgraded fleet (which is required to respond to projected demand) to be adequately maintained.

The project is expected to create approximately 40 ongoing positions once the Facility is completed.

4.2.3 Social Impacts

The aim of planning in Victoria is, amongst other things, to safeguard a pleasant, efficient and safe working, living and recreational environment for all Victorians and

visitors. The development of an efficient and reliable rail network and service is a fundamental part of achieving this objective.

The proposed facility would respond to a need identified in various planning and infrastructure investment policies including the Regional Network Development Plan (2016) and assist in resolving existing capacity constraints on the Melbourne-Geelong Rail Corridor. In doing so, the Project would support the Geelong urban area to continue to grow and develop as identified in *Plan Melbourne 2017-2050 (March 2017)* and other significant strategic plans including the *City of Greater Geelong Planning Scheme* and the *G21 Regional Growth Plan, Implementation Plan, (November 2013)*. The Project would also create employment in the Region

Significance

The Project would contribute in ensuring an efficient and reliable rail network and service for the Geelong and surrounding communities. Without an additional train maintenance and stabling facility, the rail network would be unable to meet the growing needs of the Geelong and surrounding communities.

Table 4-1: Assessment of Significance – The Transport Network

Change	Sensitivity	Magnitude				Significance
		Intensity	Scale	Duration	Permanence	
Stage 1 and 2						
Transport network performance	Change considered necessary. Receptors (rail users) have little to no capacity to cope without the changes.	Very large change relative to baseline condition, which is consistent with relevant policies	Regional community	Greater than 10 years	Permanent	Extremely Positive

4.2.4 Mitigating Actions

- None.

4.3 Dwellings - Accommodation and Amenity

4.3.1 Existing Conditions

There are currently 28 dwellings within the notification area. These dwellings sit within a farming area which, due to the flat or undulating topography, offers relatively uninterrupted views across the landscape. There are few light and noise sources in the local area at night other than the railway and the Boral cement works. Existing occupants enjoy a high degree of privacy as properties are typically large in size and dwellings are located some distance from one another. Windbreak planting across the landscape and around dwellings and sheds is also notable.

Resident submissions indicate that they value the existing character of the local area, which they describe as peaceful, quiet and visually beautiful. In some cases, existing residents have lived within the local area and/or within a particular dwelling for an extended period and are strongly attached to their home and the locality in which it is situated. Residents of the local area are accustomed to their surroundings and expect that their existing amenity will not be significantly degraded by any development proposal.

The dwelling at 255 Reservoir Road sits on a large land holding which is traversed by the rail line. The bulk of the land on the property is located south of the rail line whereas the farmhouse and most farm infrastructure is located to the north. A centrally located north-south dirt track which crosses the railway line at grade provides access to the land south of the rail line. Occupants of the dwelling experience views to the south east across the Project site from the formal entry to their home and the front room of the residence, and to the south from other parts of their property such as the shearing sheds. The occupants of this dwelling associate these views with their rural way of life.

4.3.2 Social Changes/Effects

Acquisition

Subject to further design development, approximately 61 hectares of land may be compulsorily acquired to enable the Project. However, there are no dwellings located on this land and therefore no households would be displaced as a direct result of the Project.

Severance

Access to existing residential dwellings from public roads would be unaffected.

The land to be acquired is contained entirely within the 'Cromer' property and comprises land running from Bogans Lane to Pettavel Road. Access between the section of the 'Cromer' property (including the dwelling at 255 Reservoir Road) on the northern side of the rail line and the bulk of the property to the south would be maintained in Stage 1 and

Stage 2 of the Project. In Stage 1 the existing level crossing that serves as the central farm laneway would remain in operation at its current location.

In Stage 2, this existing access would be removed, and be provided for by a relocated farm laneway crossing of the rail corridor in the proximity of the Pettavel Road boundary of the Site, which is expected to be suitable for use by livestock and light vehicles year round.

Amenity

The proposed stabling and maintenance facility would generate noise. Noise modelling undertaken by AJM (2019) indicates:

- Stage 1: Operation noise emissions from Stage 1 are predicted to comply with the Recommended Maximum Noise Levels (RMNL) for the Day and Evening periods at all receptors. However, it is projected that between 1 and 5 residences would be subject to noise generated by the facility that exceeds the night time RMNL. In response, AJM (2019) recommends architectural treatments at the affected dwellings, stating that this approach would provide an effective form of mitigation because the exceedance to the RMNLs are predicted to occur during the night period (in the early hours of the morning) when residents are likely to be inside.
- Stage 2: No modelling has been undertaken as the detailed implementation plan for the future Stage 2 is not currently known, nor is the type of trains that will be stabled and maintained.

Analysis of changes to the visual environment undertaken by AECOM (2019) shows that views of the Project site would be available from five dwellings and one work area (shearing sheds) within the notification area. The assessment concludes that the perceived quality of the visual environment at each of these vantage points would be negatively affected by the Project, with views from the residence and shearing shed located at 255 Reservoir Road being most affected.

As noted in numerous resident submissions, the area surrounding the site is dark at night and therefore any light emissions would be potentially very noticeable in this setting. In this context, it is noted that the document *Lighting Planning and Recommendations (AECOM 2019)* has been prepared and outlines recommendations to ensure that the facility's lighting is designed to meet stringent parameters (as per AS 4282).

4.3.3 Social Impacts

Acquisition

As no dwellings are to be acquired, there are no impacts. Social impacts associated with the acquisition of farm land are addressed below at Section 4.4.3.

Severance

In Stage 1 of the Project, occupants of the dwelling at 255 Reservoir Road would be able to access land on their property to the south of the rail line using the existing level crossing. In Stage 2 access would be provided for by an alternate access point in the proximity of the Pettavel Road boundary of the Site.

The occupants of 255 Reservoir Road mainly access land to the south of the rail line to undertake farming related activities (discussed further below) and all residential accommodation and amenities are located to the north of the rail line. Notwithstanding, in Stage 2, it would be notably less convenient to access the land to the south using the proposed alternate access which will be located further from the existing dwelling than the existing track and beyond a comfortable walking distance. As a result, the Project may reduce the utilisation of farmland to the south of the rail line by the occupants for recreational activities, such as walking (to the extent that this occurs).

Amenity

Changes to residential amenity that would arise in association with the Project would affect a small number of residences and would not render any residence uninhabitable. Notwithstanding, existing occupants would most likely consider the changes to be incompatible with their existing rural lifestyles.

In cases where infrastructure projects generate unwanted changes in amenity, typically a short term adjustment phase eventuates during which residents adapt to the changes, modify their properties or move in order to recapture previous amenity conditions. In the case of the proposed facility however, nearby residents live on farm properties developed with specialised infrastructure and/or have strong attachments to their farms and homes, which limit their willingness and/or ability to move. In the case of the one directly affected property (where the largest changes in amenity are expected) the existing owners-occupiers have indicated a strong reluctance to move due to personal and familial connections to the property.

The implication of the above is that if the Project proceeds, occupants of dwellings near the Project site may remain living within their existing dwelling, even if their amenity no longer meets their original expectations. In addition, the owner-occupiers of 255 Reservoir Road would likely experience a strong sense of loss if the property which they have worked hard to develop and maintain, and which they are clearly proud of, is modified in the manner planned.

Significance

The Project would not result in the displacement of any residents as a result of property acquisition or changes to access, a rare outcome in the case of major transport infrastructure projects.

Changes to acoustic and visual amenity would occur and these have the potential to cause impacts for a small number of households. The projected changes to amenity would be perceived as detracting from the local area's rural character by local residents, and in particular the liveability of the dwelling at 255 Reservoir Road. Nearby households are highly sensitive to the potential changes to amenity associated with the Project and have a limited ability and/or willingness to relocate.

In the absence of noise modelling relating to Stage 2, the rating of significance of impacts associated with Stage 2 assumes noise emissions are likely to be similar to those associated with Stage 1.

Table 4-2: Assessment of Significance – Dwellings, Accommodation and Amenity

Receptor	Sensitivity	Magnitude				Significance
		Intensity	Scale	Duration	Reversibility	
<i>Stage 1</i>						
Nearby residents	Considered detrimental. Receptors have limited capacity and means to cope with the change.	Large change relative to baseline conditions.	Small number of individuals	Greater than 10 years	Permanent	Moderate Negative
<i>Stage 2</i>						
Nearby residents	Considered detrimental. Receptors have limited capacity and means to cope with the change.	Large change relative to baseline conditions.	Small number of individuals	Greater than 10 years	Permanent	Moderate Negative

4.3.4 Mitigating Actions

- Minimise changes to residential rural amenity using the technical recommendations provided within the LVIA, Lighting Assessment and Acoustic Assessment.
- Engage with local landowners and occupiers during the detailed design process.

4.4 Farming

4.4.1 Existing Conditions

The proposal site is located within a farming area. Residents of the local area have expressed concerns regarding loss of productive farming land that would result if the Project proceeds. In addition, concerns have been raised regarding the potential impact of noise and light spill for animal behaviour and the safety and welfare of animal handlers.

The one directly affected property, the 'Cromer' farm, comprises 700 hectares (480 hectares freehold and 220 hectares leasehold). The farm currently supports the operation of a well-regarded and long-lived wool business. On this farm, most farm infrastructure (shearing shed, silo, machinery sheds, etc.) are located north of the rail line, whereas the bulk of the land is located to the south. Access between both is gained via a centrally located north-south dirt track which crosses the railway line at grade.

The owner-operators of the wool business are members of the one family, which has managed the farm over several generations. Members of the family also occupy the three dwellings located on the broader farming property (two being on the affected land at 255 Reservoir Road - located to the north of the rail line alongside other farm buildings and at 140 Bogans Lane). Sheep on the property are regularly escorted across the rail line from paddocks to the south for shearing and other activities relating to the welfare of the animals. The family has a very strong emotional attachment to their farm, which arises from their family's long association with the farm and their pride in what has been achieved by successive generations.

4.4.2 Social Changes/Effects

Acquisition

Subject to design development, approximately 61 hectares of land is proposed to be acquired to enable the Project (11 hectares in Stage 1 and 50 hectares in Stage 2) or approximately 9% of the land contained within the 'Cromer' farm.

The land to be acquired runs from Bogans Lane to Pettavel Road, in a strip which is approximately 1,720 metres in length and 350 metres wide.

There are no dwellings or farm buildings on this land. However, there are two existing farm dams within the proposed acquisition area and a water supply line laid underneath the rail line. The dams and water supply line would be reinstated so that the farm has equivalent access to water.

Severance

In Stage 1, it is expected that the existing level crossing that serves as the central farm laneway would remain in operation at its current location.

In Stage 2, access would be provided for by an alternate access point in the proximity of the Pettavel Road boundary of the site, which would be suitable for use by livestock and light vehicles year round. The proposed location for the alternate access is approximately 600 metres to the west of the existing crossing and central farm track, and land in this part of the farm has poor drainage and is subject to flooding. Depending on how access is provided, the proposed alternate access may not be suitable for the movement of large machinery, and may not be suitable for the carriage of fodder, which would then be likely to use Pettavel Road or Bogans Lane. Overall, moving the stock crossing point the proposed location will require major and multiple works to redesign the farm (discussed in detail in Ag-Challenge 2019).

The existing livestock crossing from the home block (255 Reservoir Road) across Bogans Lane is located immediately to the south of the current rail corridor and consists of two sets of double gates on either side of the road. The crossing will be permanently removed once Stage 1 works commence, and would need to be replaced by a suitable alternative.

4.4.3 Social Impacts

Various policies seek to protect productive agricultural land from non-agricultural land uses. However, the amount of land in question is small in the context of the total supply of rural land in the region.

In the context of the operation of the affected wool business, the potential changes are significant. For example (Ag-Challenge 2019) has indicated that the loss of up to 9% of available grazing land would *impact on farm productivity and on net farm income*. Notwithstanding, it has been concluded by Ag-Challenge that it would be possible for the present farming operation to remain viable on the subject land if the Project proceeds (assuming that a range of mitigating actions are taken), even though the project may have negative implications for the performance of the business. Moreover, compensation for land acquisition and related business impacts is potentially available in accordance with the LAC Act and may offset the financial impact of the Project.

The affected family currently relies on their wool business for their income, and like many farming families, their lifestyle and sense of identity and purpose are intimately tied to their farming activities and their land. The family's connection to their land and rural lifestyle is intensified by the family's stewardship of the 'Cromer' property over several generations, and the current success of their business which produces high quality wool. The family is not currently able to contemplate a life away from their farm and therefore can be expected to take all reasonable steps to remain on the farm.

However, it does not immediately follow that the family would choose to continue running their business if the Project proceeds, and this decision may depend on the complexity of required changes to the operation of the farm, how severely the Project affects farm income, the extent of any compensation claimed, etc. The Project would at

a minimum affect the performance of the wool business and necessitate significant changes to the daily operation of the farm.

Assuming that the family has the financial means and perseverance to negotiate a period of substantial change (in two Stages), social impacts would be limited to stresses associated with coping with the transitional period(s) and the sense that something of great personal value has been modified (the assessment of significance below assumes this scenario).

This assessment does not assume that the affected family would leave their farm. However, it is noted that this could eventuate. The family would be deeply affected in terms of their sense of identity and their health and wellbeing if they left the farm, and some family members may never fully recover. Notwithstanding, it would be expected that if the family left the land, another party would continue farming it.

Others in the local community reported that they are outraged at the prospect of the affected wool business being undermined.

Significance

Changes to the pattern of agricultural production which would arise as a result of the Project would have implications primarily for one family, which would be required to adapt to significant physical changes to their farm.

Table 4-3: Assessment of Significance – Farming

Receptor	Sensitivity	Magnitude				Significance
		Intensity	Scale	Duration	Reversibility	
<i>Stage 1</i>						
Wool business operated at 255 Reservoir Road	Considered undesirable. The one affected receptor has some capacity and means to cope with the change	Moderate change relative to baseline conditions.	Small number of individuals (one family)	Greater than 10 years	Permanent	Minor Negative
<i>Stage 2</i>						
Wool business operated at 255 Reservoir Road	Considered detrimental. The one affected receptor has some capacity and means to cope with the change	Large change relative to baseline conditions.	Small number of individuals (one family)	Greater than 10 years	Permanent	Moderate Negative

4.4.4 Mitigating Actions

- Minimise extent of land to be acquired.
- Consult with landholder regarding the design and the final location of the stock crossing and to minimise other potential disruptions to farming operations.

4.5 Community Facilities and Open Space

4.5.1 Existing Conditions

There are no community facilities in close proximity to the Project site.

4.5.2 Social Changes/Effects

None.

4.5.3 Social Impacts

None.

Significance

The Project would not affect the use and enjoyment of community facilities or open spaces as a result of property acquisition or changes to access or amenity, a rare outcome in the case of major transport infrastructure projects.

Table 4-4: Assessment of Significance – Community Facilities and Open Space

Receptor	Sensitivity	Magnitude				Significance
		Intensity	Scale	Duration	Reversibility	
None	No Change	No Change				Negligible

4.5.4 Mitigating Actions

- None.

5 Conclusion

The Project would contribute in ensuring an efficient and reliable rail network and service for Geelong and surrounding communities, and in doing so enable the Geelong urban area to continue to grow and develop as envisaged in *Plan Melbourne 2017-2050 (March 2017)* and other significant strategic plans. The positive social impacts associated with enabling urban areas to function and grow effectively are significant.

The Project would also generate negative localised impacts of lesser significance, but of importance. Specifically:

- The Project would change the amenity of the local area, and particularly the one directly affected property. These changes would be unwelcome among local residents who value the existing rural setting and would be perceived as detracting from the residents' rural lifestyle. However, residents would likely adapt overtime in some way.
- The Project would have implications for the operation of one farm business. The business, which is owned and operated by one family, is integral to the family's existing rural lifestyle, and sense of identify and purpose.

A degree of disruption is an inherent part of the continual development and evolution of human settlements. Notwithstanding, given the scale of the proposed facility, the level of disruption caused would be relatively limited. For example, no dwellings would be acquired and there are no community facilities near the Project site. The potential implications of the Project for the affected family are, however, significant and warrant mitigation.

A variety of mitigation measures are proposed in the reports of various other specialists, which if implemented would reduce the potential impacts of the Project on residential amenity and the farming operation which makes use of the one directly affected property. However, the recommended mitigation measures may themselves result in changes to amenity or and/or the workability of the Cromer farm. The positive and potentially negative consequences of the recommended mitigation strategies will need to be carefully considered in order to achieve the greatest overall impact reduction.

6 References

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Rowan M (2009) Refining the attribution of significance in social impact assessment, *Impact Assessment and Project Appraisal*, 27:3, 185-191

Van Schooten, M. V. (2003). Conceptualising social change processes and social impacts. *The International Handbook of Social Impact Assessment: Conceptual and Methodological Advances*, 6:74-91

APPENDIX 1

27 September 2017
TRIM Ref: FOL/17/63769

Mr Peter Smith
City of Greater Geelong
PO BOX 104
GEELONG VIC 3220

By Email to: psmith@geelongcity.vic.gov.au

Dear Mr Smith

**WAURN PONDS TRAIN MAINTENANCE AND STABLING FACILITY (FACILITY) - PART OF 255
RESERVOIR ROAD MOUNT DUNEED VICTORIA 3214 (PROPERTY) - CONSULTATION**

As you are aware, Public Transport Victoria (PTV) is developing a Train Maintenance and Stabling Facility (Facility) in Waurn Ponds to ultimately deliver more trains, more often to the growing Geelong region.

A suitable site for the Facility has been identified as part of the planning phase for the future Facility.

PTV has recently written to nearby residents to the preferred site seeking their feedback on the future Facility.

Attached for your information is a copy of the recent correspondence sent to nearby residents.

Should the City of Greater Geelong receive any enquiries from community members regarding this matter please refer them to the Transport Communications and Engagement Team via the following channels:

Tel: 1800 800 007
Email: transport.projects@ecodev.vic.gov.au.

Thank you for your support in progressing this project. PTV will continue to keep you updated as the project advances.

Should you require any further information please contact Katherine Rawlins, Director Communications and Engagement on tel: (03) 8392 6201 or by email: katherine.rawlins@ecodev.vic.gov.au.

Yours sincerely



MELISSA ALESSANDRINI
Director, Program Delivery

Attachment:

**WAURN PONDS TRAIN MAINTENANCE AND STABLING FACILITY (FACILITY) – PART OF
255 RESERVOIR ROAD MOUNT DUNEED VICTORIA 3214 (PROPERTY) - CONSULTATION**

Public Transport Victoria (PTV) is developing a Train Maintenance and Stabling Facility (Facility) in Waurn Ponds to ultimately deliver more trains, more often to the growing Geelong region.

A suitable site for the Facility has been identified as part of the planning phase for the future Facility.

Part of the property, 255 Reservoir Road, Mount Duneed has been identified as the preferred site for the Facility because it meets current operational requirements and has the capacity to accommodate future rail requirements for the region.

As a nearby resident to the preferred site, you are being sent this letter to invite you to provide feedback on the future Facility. Your feedback will assist the project and the planning process going forward.

Attached to this letter is some project information which address some questions you may have about the project.

If you wish to provide feedback on this project, we encourage you to make a written submission by 6 October 2017 via either of the following channels:

Email: transport.projects@ecodev.vic.gov.au.
Post: Transport Communication and Engagement Team
GPO Box 4509, Melbourne VIC 3001

Please contact the Transport Communications and Engagement Team by telephone 1800 800 007 or by email as per above address should you require any further information.

Yours sincerely

DEAN TILLOTSON
Acting Chief Executive Officer

PROJECT INFORMATION

WAURN PONDS TRAIN MAINTENANCE AND STABLING FACILITY

What is the Waurn Ponds Maintenance and Stabling Project?

The Waurn Ponds Maintenance and Stabling Project will involve the construction of a train maintenance and stabling facility on land which is adjacent to the railway line.

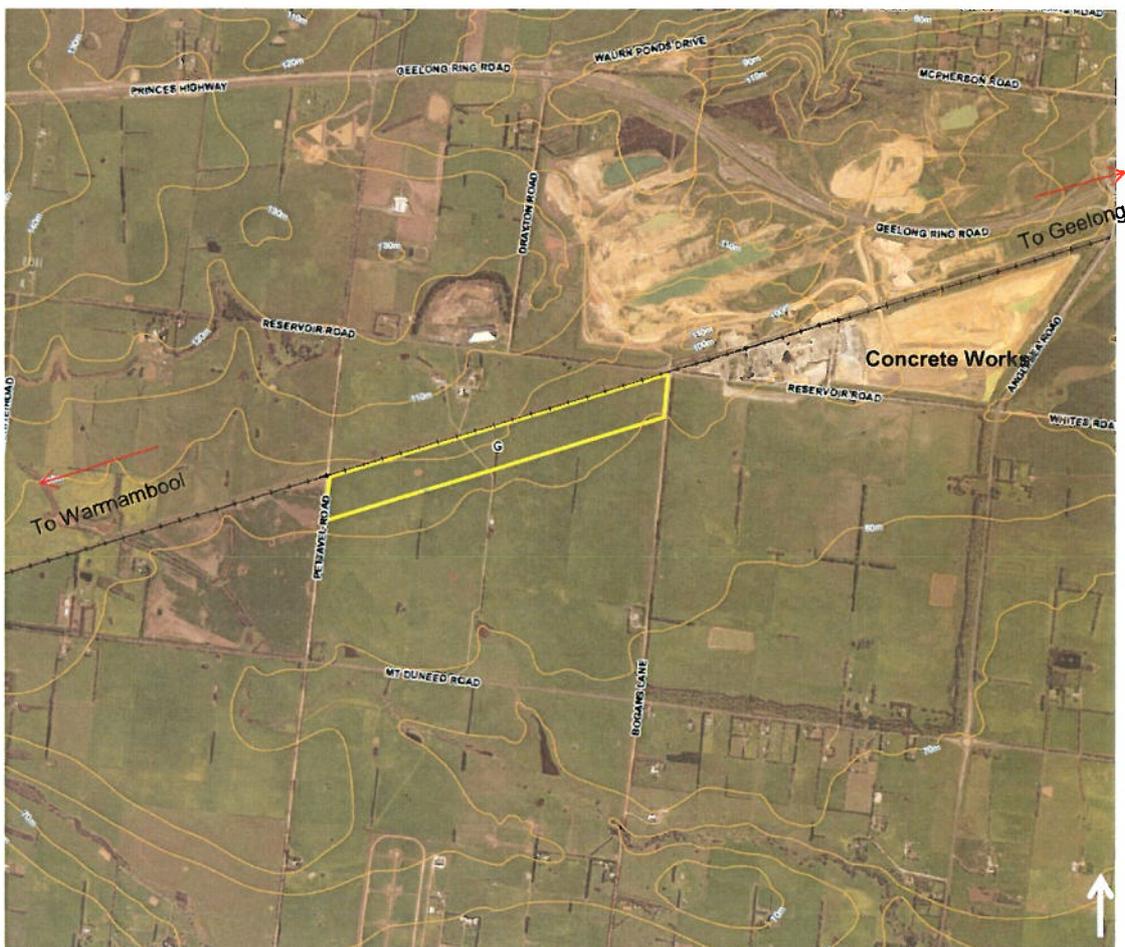
The first stage of work has identified a suitable site, including specific site investigations to assist the planning and design process.

Future stages of works will include construction of a maintenance shed, fuelling, cleaning and operating facilities, train stabling, staff carpark, and rail turn outs to enable connection to the main railway line. These future stages of works will also include consultation with local residents.

Once fully developed, the facility will have the capacity to maintain and stable trains to support the Melbourne to Warrnambool train corridor.

Where is the Facility planned to be developed?

Following detailed site investigations, it has been confirmed that part of 255 Reservoir Road, Mount Duneed is the preferred site for the Facility. The map below shows the preferred location of the site which is highlighted in yellow.



What will be the size of the facility?

To fulfil the operational requirements of the Facility, the identified land is 200 metres wide and around 1.6 kilometres long and located adjacent to the railway line.

What will the Waurrn Ponds Maintenance and Stabling Facility project deliver?

The Waurrn Ponds Maintenance and Stabling Facility once fully delivered will:

- maintain V/Line's new Velocity train fleet which services the Geelong region
- provide stabling to support V/Line's growing train fleet
- provide fuelling, washing, cleaning and servicing facilities to maintain the V/Line train fleet
- during the construction of this project will see 100 jobs and about 30 ongoing jobs once completed
- offer local education and training opportunities while supporting apprenticeships and developing our next generation rail employees.

What is the timing of this project?

Timeframes for the first stage of work are being finalised as part of the planning process. Local residents will be kept informed of the timelines as part of planning process as it progresses.

How can I provide feedback about the project?

If you wish to give feedback on this project, we encourage you to make a written submission by 6 October 2017 via the following channels:

Email: transport.projects@ecodev.vic.gov.au.
Post: Transport Communication and Engagement Team
GPO Box 4509, Melbourne VIC 3001

APPENDIX 2

Waurm Ponds Train Maintenance and Stabling Facility

Further information

Further to the comments and questions received from a variety of land owners, occupiers and other key stakeholders, PTV has prepared the following supplementary material for your information.

Please note that the layout and design of the proposed facility is still being informed by a variety of investigations and that further information regarding the design of the site will become available as the project progresses.

What will the proposed facility be used for?

Once operational the proposed facility will:

- maintain V/Line's new VLocity train fleet which services the Geelong region
- provide stabling to support V/Line's growing train fleet
- provide fuelling, washing, cleaning and servicing facilities to maintain the VLocity train fleet.

What will the planning process be for this proposed facility and will it be exempt from third party appeal rights?

There are a number of factors which may influence the planning approvals required under the provisions of the *Planning and Environment Act 1987*. Investigations are currently underway that will inform the most appropriate approvals approach.

Consultation with all relevant stakeholders will occur in accordance with the requirements of the *Planning and Environment Act 1987*.

When will the proposed facility operate?

It is anticipated that the proposed facility will operate 24 hours a day, 7 days a week.

What will be the height and size of the proposed facility?

To fulfil operational requirements, the identified land is 200 metres wide, around 1.6 kilometres long, approximately 32 hectares in area and located adjacent to the railway line.

It is proposed that the facility will include a number of structures varying in size and height. The largest of these structures will be the proposed maintenance building, which depending on further detailed design, is anticipated to be approximately 30 metres wide by 100 metres long, have an approximate area of 3,000 square metres and be between 12 and 15 metres tall.

Other proposed structures, such as the staff amenities building and storage structures, are expected to be between 3 and 6 metres in height and have floor areas ranging between 50 and 250 square metres.

Where on the preferred site will buildings be constructed?

The facility is expected to include stabling tracks, fuelling point, train wash facilities, storage facilities, maintenance facilities, staff car parking and a staff amenities building.

Whilst detailed designs have not yet been undertaken, the largest structure – the maintenance shed, is likely to be located near Bogans Lane while other smaller structures will be dispersed across the site.

Will the proposed facility be screened by landscaping? If so, how and where?

The proposed facility is likely to include a bund or mound (earthen retaining wall) around the perimeter of the facility. This bund is likely to be 2-3 metres high and be well vegetated. It will have small breaks in it to provide access from the existing railway and road network.

Will the site (or parts of) be floodlit?

Lighting will be required for the operations of the proposed facility. Strategies to reduce obtrusive light, including location, baffling, appropriate light fittings, mounting height and screening, are currently being investigated. It is likely that these investigations will recommend mitigation measures to limit and manage off site impacts.

Will the proposed facility comply with Environmental Protection Authority's SEPP-N1?

The project is required to comply with relevant standards and regulations relating to noise.

How many staff will be on site at any one time?

During the construction phase, it is anticipated that up to 60 personnel could be on site at any one time. Once constructed, it is anticipated that the facility will employ a total of 70 staff, who will work in shifts. The total number of staff on site at any one time during operation will be dependent on a number of factors, driven by maintenance and stabling requirements and schedules.

What is the timing of the various stages of the project?

Timeframes for project delivery are being considered in parallel with the planning process. All relevant stakeholders will be kept informed of the project timelines as they are confirmed.

What impact will the proposed facility have on landowners and the operations of their farms and livestock?

The impacts of the project on all relevant stakeholders will be considered in accordance with the requirements of the *Planning and Environment Act 1987*. This includes the potential impacts that the facility could have on the directly affected landowners and their farming operations. PTV has engaged a number of independent specialists who are working with the landowners to better understand and limit these impacts.

These investigations will help to inform the planning process and relevant design considerations for the project.

What impact will the proposed facility have on traffic and the surrounding roads? Will roads be constructed or improved to cope with increased traffic conditions and heavy machinery use?

A Traffic Impact Assessment is being undertaken and will consider the traffic impacts that the construction and operation of the proposed facility would have on the existing road network. This assessment will recommend traffic routes for construction and operation, and propose upgrades to existing roads, if required. The findings of the assessment will inform the planning approvals process.

Why can't PTV build the proposed facility on the Boral site?

Eleven potential sites along the railway line to the east and west of the preferred site were investigated for their suitability for the proposed facility, including three sites that are owned by Boral and other land that has been put up for sale in the surrounding area.

When assessing the feasibility of potential sites, a variety of constraints and opportunities were considered, including proximity and access to the existing rail line, topography, site access, the location of existing homes, environmental conditions, impacts to existing infrastructure (such as telecommunications cabling), operational efficiencies and the like.

Why can't the land around the old Pettavel and Moriac stations be used? Will Moriac become another commuter hub?

Preliminary feasibility investigations for the proposed facility investigated sites to the north and south of the railway corridor between Ghazeepore Road, Waurm Ponds and Willowite Road, Mount Moriac, including the old Pettavel Station.

Land beyond Willowite Road was not considered during these preliminary investigations as the distance between the facility and Waurm Ponds Station would incur significant operational costs and be inefficient due to the number of kilometres empty carriages would need to travel each day.

The Moriac Master Plan 2010, prepared by Surf Coast Shire, anticipates modest growth of the township to 2031. Investigating the reopening of Moriac Station was identified as a long term initiative that was not considered viable at that time. For further questions regarding the future redevelopment of Moriac, we recommend contacting Surf Coast Shire direct on (03) 5261 0600 or Council's website: <https://www.surfcoast.vic.gov.au>.