

# Submission Cover Sheet

West Gate Tunnel Project IAC

Sub no:

**441**

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Request to be heard?: Yes

**Full Name:** Keiran Croker  
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**Affected property:**  
**Attachment:** West\_Gate\_EES\_s  
**Comments:** See attached documents.



# West Gate Tunnel – EES Submission

**To:** Chair, IAC – West Gate Tunnel EES Panel

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**From:** Kieran Moran – Team Leader, Major Infrastructure Projects

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**Date:** 10 July 2017

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**Subject:** West Gate Tunnel – Melbourne Water’s Submission on the EES

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## Background

Melbourne Water supplies drinking and recycled water to retail water authorities and manages Melbourne's water supply catchments, sewage treatment and rivers, creeks and major drainage systems.

Melbourne Water’s Strategic Direction commits to a vision of *enhancing life and liveability*.

Our vision encourages the organisation to embrace opportunities and place the customer at the centre of our thinking, while still effectively managing the risk associated with our assets. In addition to our core services Melbourne Water offers its land and waterways to support additional liveability services including active transport, recreation, urban cooling and projects that promote a sense of community and/or a sense of place.

Our response to the West Gate Tunnel Project – Environmental Effects Statement (EES) is focussed on maintaining, or where possible enhancing the services we provide to our customers and the broader community.

Our response in general will focus on the aspects of *surface water (water quality impact and floodplain function), landscape and visual, social and ecology*. In particular the project requires the relocation of a section of the North Yarra Main Sewer, a significant asset within the sewerage transfer network. The project also impacts on four waterway corridors – Kororoit Creek, Stony Creek, Maribyrnong River and Moonee Ponds Creek – and several regional drainage systems. Any works within the bed and banks of these waterways require Melbourne Water’s approval under the Water Act.

Our following comments are based on our preliminary assessment of the EES and associated documentation. We are keen to work with the proponent to seek solutions where needed and explore opportunities that achieve the best outcome for the community.

Melbourne Water may seek to raise additional matters upon further consideration of the EES.

## General Comments

It is noted that components of the project have the potential to significantly impact on waterways by provision of new constructed assets (i.e. new Shared User Paths, acoustic barriers, elevated road structures, on & off ramps, etc.). In particular shading of waterways has the potential to negatively impact on aquatic ecology.

It is not clear that the proponent has adopted an approach of avoiding or minimising impacts before applying mitigation measures. Melbourne Water would seek to consult further with the proponent to explore opportunities to avoid or minimise impacts on our waterways and the broader waterway corridors.

In general Melbourne Water would not like to see pylons in waterways unless there is no alternative.

Hence Melbourne Water is concerned that the EES doesn't fully assess cumulative impacts of the Project. The following improvements to Environmental Performance Requirements (EPRs) are suggested below.

*Design and construction around waterways should consider the ongoing catchment planning and upstream developments for each waterway and include consultation with Melbourne Water, local councils, collaboration groups and other relevant agencies to mitigate cumulative impacts.*

Further to the above, in relation to lands adjacent to waterways the proponent should develop and implement measures for construction and operation of the Project that aim to minimise impacts to existing land uses including;

- Limiting the permanent change of use within existing public open space
- Minimising footprints of construction sites and permanent infrastructure on public land
- Minimising impacts to existing public open spaces and users of these spaces

## **Surface Water – Water Quality Impact**

Melbourne Water has reviewed the stormwater quality modelling provided and notes that the overall treatment train proposed does not meet best practice. Some of the parameters and approaches used are not in line with new guidelines. Hence some aspects of the modelling are incorrect and need to be amended.

Additional stormwater treatment to that outlined in the models is required to achieve acceptance by Melbourne Water. In the first instance opportunities for stormwater treatment need to be identified within the project footprint. However, it is acknowledged that such opportunities may be limited. Therefore to achieve required offsets the proponent needs to work in partnership with those who have available land for treatment (i.e. Melbourne Water, local government, Parks Victoria, VicRoads and Developers). For example there are collaborative groups for the Moonee Ponds Creek catchment and the Maribyrnong catchment which can provide guidance and support in identifying opportunities.

All works required to achieve best practice stormwater treatment, either within the project footprint or in the broader catchment need to be funded by the proponent.

## **Surface Water – Floodplain function**

A submission was made to Melbourne Water from the proponent regarding their proposal to build what was formerly known as the Western Distributor. AECOM, on behalf of the proponent has submitted a report to Melbourne Water entitled Western Distributor Surface Water Assessment, dated 27-February-2017.

Melbourne Water has assessed this report and on face value has concluded that the proposal does not meet all of Melbourne Water's Performance Criteria. Furthermore, we have requested copies of the detailed modelling for analysis on multiple occasions and we were not provided the modelling until 10 days prior to the EES response date. As such, we have not included our analysis of the modelling within this response and we reserve the right to update or change our response based on the outcome of analysing the models provided.

The proposed Westgate Tunnel Project crosses the following waterways and underground drainage systems:

- Kayes Main Drain
- Humes Main Drain
- Cherry's Main Drain

- Kororoit Creek
- Burgess Main Drain
- Schutts Estate Main Drain
- Stony Creek
- Maribyrnong River
- Footscray Main Drain
- Moonee Ponds Creek

At each of these crossings there is the potential for hydraulic issues that may cause an obstruction to conveyance of flow – which causes an increase in flood levels (afflux) or a loss of floodplain storage, which may also cause an increase in flood levels or displacement of flood waters.

AECOM has undertaken an assessment (and in some cases numerical modelling) to determine the impacts of the proposed works and the following is a brief summary of their assessment.

AECOM states that flood modelling was undertaken for Kororoit Creek, Burgess Street Main Drain, Schutts Estate Main Drain and Stony Creek and that with the incorporation of a diversion pipe for Burgess Street Main Drain as a mitigation measure that there is no increase in inundation.

AECOM also states that flood modelling has been undertaken for Footscray Main Drain, the Maribyrnong River and Moonee Ponds Creek. The modelling was used to test the impact of a number of mitigation options and results show that there is no increase in inundation of properties in Footscray Main Drain, the Maribyrnong River or Moonee Ponds Creek predicted if the measures are incorporated. However, it should be noted that the key mitigation measures that have been tested for the Maribyrnong River and Moonee Ponds Creek are the use of vertical retaining walls and/or benching – which Melbourne Water does not consider to be an acceptable solution.

In addition, it should be noted that AECOM has not modelled Kayes Main Drain, Humes Main Drain or Cherry's Main Drain for impacts.

The project does not meet Melbourne Water's Performance Criteria in the following ways: -

- Kayes Main Drain (and possibly Humes Main Drain and Cherry's Main Drain) needs numerical modelling and hydraulic impacts assessment.
- Kororoit Creek – Localised Afflux of greater than 30 mm (Refer Performance Criteria), a loss of floodplain storage that has not been quantified and localised increases in velocity. The afflux is contained within the Council reserve and as such Council approval will need to be obtained.
- Schutts Estate Main Drain – Figure 13 indicates that there may be approximately 10mm increase in flooding impacting a large number of properties – the figure is not clear whether it is an increase or decrease of 10mm and the modelling is yet to be assessed. AECOM may in the interim provide Melbourne Water with an afflux map that distinguishes positive afflux from negative afflux.
- Stony Creek – localised afflux of greater than 40mm at the intersection of the exit ramp from the West Gate Freeway and Williamstown Road and a localised afflux of greater than 100 mm directly upstream of a pier adjacent to the proposed Hyde Street connection. However, it is noted that none of these localised affluxes impact properties and are contained within the public park and recreation zone. There is also an unquantified loss of floodplain storage as well as localised increases in velocity.

- Stony Creek – The bridge soffit is unable to achieve the required climate change level for the entire span; however Melbourne Water has provided concessions around this requirement.
- Maribyrnong River – Localised areas of afflux greater than 40mm, zero afflux by Smithfield Road has not been demonstrated within the report and further analysis will occur when the submitted modelling is reviewed. (As for Schutts Estate Main Drain, the afflux figure does not distinguish between positive and negative afflux within the 10mm range). Mitigation measures undertaken to achieve the hydraulic requirements may not be acceptable to Melbourne Water.
- Moonee Ponds Creek – Afflux of greater than 40mm (should be < 30mm) dissipated within 60m of works (should be < 50m). Similar to the Maribyrnong River, it should be noted that the mitigation proposal may not be acceptable to Melbourne Water, in which case, alternative mitigation options will need to be proposed.
- For the other waterways or underground drainage systems not mentioned above, AECOM has demonstrated that the performance criteria can be achieved.
- Bridge freeboard requirements are still to be determined during hydraulic modelling analysis.

Further assessment of the detailed modelling provided by AECOM will be undertaken to determine whether the modelling approach is acceptable to Melbourne Water.

## Landscape and visual

The city's waterways are essential for supporting liveable and sustainable communities, beyond their ecological health. Melbourne Water shares the Victorian Government's vision of a 'smart, resilient water system for a liveable, sustainable and productive Melbourne'. The Maribyrnong River and Moonee Ponds Creek in particular must be considered as an integral part of delivering life and liveability outcomes for the city.

Melbourne Water is concerned that the environmental assessment of the project does not take sufficient account of existing policy for the improvement of waterways and open space in the project area in the context of urban renewal. The environmental assessment is for impacts on current conditions, rather than adopted policy for improved condition. Hence impacts of the project are under-counted and the proposed mitigations are insufficient.

An example is that the Moonee Ponds Creek waterway is currently rated in poor condition overall. However the project is going to significantly impact on a relatively high quality unencumbered section of the creek. The community, Melbourne Water and local government are currently working together to significantly improve the whole of the creek. If appropriate mitigation is not provided by the proponent it counter-acts the positive efforts of Melbourne Water and others to improve this urban waterway.

While opportunities to mitigate impacts on landscape and visual amenity have been proposed by the proponent including plantings and new open space provisions, it is unclear how these opportunities were determined. We strongly encourage further engagement to occur with Melbourne Water, City West Water and councils to maximise the benefit to the community through proposed mitigation works.

Design should avoid or minimise impacts on waterways – minimise the bulk and visual impact of structures; use a high standard of architectural detailing to ensure structures present well, are durable and are easy to maintain in good condition; consider use of 'living infrastructure' on structures to soften visual impact; provide high quality landscape architectural interfaces with waterways; design walls, fencing and acoustic screens to be visually recessive, present a

high quality finish and deterrent to graffiti; provide expanded pedestrian spaces with enhanced amenity around waterways.

Design should avoid or minimise adverse effects on landscape values. Involving Melbourne Water and other key agencies will ensure the project contributes to integrated water management and improved urban waterway outcomes, in addition to mitigating impacts on landscape and visual amenity.

Melbourne Water seeks to have further input to landscape plans, including selection of species for all plantings on and around waterways.

In particular, Melbourne Water is concerned about several aspects of the current design for the project, in regard to landscape and visual amenity impacts on our waterways including:

#### ➤ **Moonee Ponds Creek**

The number of crossings of the Moonee Ponds Creek is of concern with 14 piers proposed in the creek.

The proposed Dynon Road crossing is in a section of Moonee Ponds Creek which is unencumbered, has habitat value and value as open space. These values will be compromised by this proposed crossing.

The Wurundjeri Way extension will also impact on Moonee Ponds Creek and surrounds due to piers in the waterway. This impact has not been adequately assessed. Rehabilitation of the creek needs to be in line with Melbourne Water objectives.

The opportunity for urban renewal, including liveability and environmental condition, does not appear to have enough emphasis. Given the Arden McCauley redevelopment zone is occurring immediately upstream opportunity exists to better integrate improvement outcomes through out this section of the creek.

All works within the waterway need to enhance the social and environmental values of the creek environment.

#### ➤ **Maribyrnong River crossing**

The design of the Maribyrnong River crossing is of concern, with about 16 piers in the River.

The infrastructure proposed at the Maribyrnong River crossing and the impact on the urban environment and open space corridor is significant. It may be preferable to have a tunnel crossing rather than a bridge. At the very least the McKenzie Road access bridges could be designed to have a smaller footprint.

#### ➤ **Stony Creek**

There are two main issues for Stony Creek east of the Williamstown Railway line, including the extensive planting works on the north bank undertaken by the Friends of Stony Creek, and remnant saltmarsh vegetation on the Melbourne Water land on the south bank.

Melbourne Water seeks to have further input to landscape plans to ensure that these areas are protected and/or impacts are minimised; and reinstatement and enhancement is undertaken in line with Melbourne Water objectives.

### ➤ Kororoit Creek

It is understood that the bridge deck of the Westgate Freeway will be widened by 30m and a large area south of the creek (between Westgate Fwy, Grieve Pde and the creek) will be required as a staging area. There is potential for significant impact on the landscape and visual amenity of this section of the creek.

An Urban Forest was established on a section of the creek reserve (south of Westgate Fwy, between Grieve Pde and the creek) in the 1990s, planted as woodland with subsequent maintenance and improvement works by council, Melbourne Water and the Friends of Lower Kororoit Creek.

Melbourne Water has spent approximately \$200k in the last four years on revegetation 200m upstream and downstream (i.e. both sides of the creek either side of the Westgate Freeway). Funding has been via both capital works and grants to The Friends Group, who have performed three separate Melbourne Water funded National Tree Day mass community planting events in this immediate area since 2012.

These plantings are likely to be damaged during construction and should be remediated to Melbourne Water's requirements, in consultation with the Friends Group. The current woodland does include some inappropriate non-indigenous native tree species and almost no understorey. Hence, remediation to better than existing standard should follow construction, with local tree species and full ground layer of resilient species planted.

## Social

### ➤ Community access and land use

The construction and operation of the project will have significant impacts on the community in regard to access to public open space. It is not clear that the proponent has given regard to the relevant open space policies, master plans and planning processes of local government agencies and others, particularly in regard to waterway corridors.

Further consultation is encouraged with public land managers and/or agencies responsible for the implementation of relevant open space master plans or governance of urban waterways.

*Suggested amendment to LPP1;*

*Minimise the design footprint to include waterways as well as parks, reserves and recreational facilities.*

*Suggested amendment to LVP2;*

*Reinstatement of temporary work; Instead of requiring reinstatement to the reasonable satisfaction of the land manager, require reinstate to existing or improved conditions.*

*And/or add the following requirement:*

*Develop and implement a plan in consultation with Melbourne Water, local councils and other land managers to re-establish public open space, recreation reserves and other valued places disturbed by temporary works.*

### ➤ **Open space**

As stated earlier design should avoid or minimise adverse effects on open space and recreational values. However, we also believe that the project has the opportunity to leave a positive legacy by incorporating new open spaces and improved urban waterway corridors.

Melbourne Water and City West Water have identified a number of opportunities to enhance community outcomes as part of this broader project including enhancement of Stony Creek, Moonee Ponds Creek and the Dynon Road Canal. The Greening the Pipeline project, incorporating the Federation Trail also provides a significant opportunity. We believe that these sites could provide greater value to the community than those identified by the proponent. See the attached map for details.

The Greening the Pipeline project is a partnership between Melbourne Water, VicRoads, Wyndham City Council, City West Water and supported by Greening the West. The aim of Greening the Pipeline is to transform the Main Outfall Sewer/Federation trail reserve into a linear park for enhanced liveability.

The Greening the Pipeline project would be open to discussions regarding the opportunity for locating offsets (vegetation, water quality, community, etc.) within the Main Outfall Sewer reserve subject to Melbourne Water requirements for heritage and operations. There is great opportunity to link these offsets with an existing regional project that is supported by Melbourne Water, multiple agencies, the community and the Greening the West project.

The proponent is encouraged to consult further with Melbourne Water and other agencies to seek further opportunities for mitigation of impacts and enhancement of public open space.

### ➤ **Shared paths**

Significant new shared user paths and bike ways are proposed. However, new paths do not all appear to be fully integrated with existing paths, particularly the Capital City Trail alongside the Moonee Ponds Creek.

Melbourne Water is concerned about the alignment of the shared path (from the veloway) over the Moonee Ponds Creek and suggests that this should be realigned to position the connection closer to existing infrastructure. The project should provide for improved crossings of Footscray Road for people already traveling on the Capital City Trail, alongside Moonee Ponds Creek. Priority access for users of this path should be maintained throughout the construction and operation of the project. A separated shared path and improvements to the Moonee Ponds Creek Trail is supported. Provision of a new bridge at Dynon Road for the shared user path will only be supported as long as it is integrated with the existing shared path network.

Melbourne Water notes that City of Melbourne has indicated that the shared path should be provided at ground level rather than as an elevated veloway and that greater connectivity to the veloway also needs to be provided. Melbourne Water has a strong interest in the safety of cyclists and pedestrians using the shared path along the Moonee Ponds Creek and would want to be involved in any discussions on proposed solutions.

As per the City of Melbourne's submission, Melbourne Water sees benefit in widening of the existing Footscray Road bridge over the Moonee Ponds Creek as preferable to an additional crossing of the creek. The Footscray Road bike crossing should include Capital City Trail users.

Melbourne Water, as part of Greening the Pipeline, supports the proposal to extend the Federation trail and improve connectivity into the CBD. Specifically, we support the proposal to upgrade the existing Federation Trail between Millers Road and Kororoit Creek in Brooklyn.



This section is currently in poor condition. The improvement of the Federation Trail's condition and connection will enhance this asset as a major east-west cycling route for Melbourne's western region, thereby producing benefits for the community for active recreation and active transport.

Proposed upgrades for the Federation Trail between Miller Road and Kororoit Creek will need to be designed in consultation with the Greening the Pipeline partners, and be consistent with Brimbank Council's Brooklyn Evolution and Living Brooklyn Strategies.

In regard to Kororoit Creek, construction of the Kororoit Creek Trail section between Geelong Rd and Grieve Pde has been halted by the bridge widening, leaving a significant section of the trail missing between the section north of Geelong Rd, and the section from Grieve Pde to Barnes Rd. This gap is currently not usable by cyclists, being a rough dirt maintenance track, and presumed to be inaccessible during construction, hence rendering the investment in this path (i.e. the connection between Altona and the Federation Trail) obsolete for more years than expected.

The proponent should consider opportunities to establish a temporary formalised path between Geelong Rd and Grieve Pde during construction, and longer term solutions for connecting pathways.

The proponent should identify how to ensure access and safety for people using all paths during the construction phase and needs to consult with the community, councils and Melbourne Water to identify possible alternative shared user routes during this phase of the project.

*Suggested amendment to LPP2;*

*Recreational facilities to include Capital City Trail as a listed recreational facility where access, amenity and function must be maintained.*

## Ecology

### ➤ Climate change:

Melbourne Water is concerned that the EES doesn't fully assess the impact of the Project on climate change. The following improvements to Environmental Performance Requirements (EPRs) are suggested below.

*The proponent should monitor and report on how each of the best practice GHG abatement measures (resulting from application of SEPP Protocol for Environmental Management Greenhouse Gas Emissions and Energy Efficiency in Industry) is implemented in the detailed design of the project and whether any additional measures not included in the concept design are feasible.*

### ➤ Aquatic Ecology:

Earlier comments have been made on the potential significant impacts on the amenity of urban waterways. Further comment is made here on the potential impacts on the aquatic ecology of a number of waterways.

#### **Kororoit Creek;**

- *Creek ecology.* A bigger area of the creek will be in darkness, expanding the area of poor aquatic habitat without vegetation. Consideration needs to be given to providing light in this zone and ensuring waterway connectivity.

- *Riparian habitat*. There is an opportunity for reinstatement of disturbed or shaded areas to include resilient indigenous revegetation to complement previous revegetation works and establish a more resilient low maintenance natural creek reserve. Consultation with land managers, Melbourne Water and the community is needed.
- *Riparian habitat buffer*. The creek bends to run parallel for approx. 50m to the freeway immediately north of the widened bridge which will bring freeway noise and visual disturbance at least 15m closer to this section of the creek. A dense buffer planting is recommended to mitigate this impact.
- *Erosion*. There is severe erosion at the creek end of the Buchanan Rd alignment and some uncontrolled drainage on the west bank. These issues need to be addressed during construction to mitigate impacts on the creek, and the area reinstated following construction.

### **Stony Creek & Stony Creek Backwash**

The Coastal Salt Marsh community at Stony Creek is EPBC listed. Coastal Saltmarsh is described as having a Bioregional Conservation Significance of *Least Concern* however it may be *Vulnerable*. This may be related to the bioregion - Gippsland Plain has *Least Concern* but Victorian Volcanic Plan has *Vulnerable*.

While replacement parkland is proposed, more care should be taken around existing vegetation (eg around the backwater area) which is considered to be significant.

Mangroves (*Avicennia marina*) is listed as a VROT species- Rare. This population is one of the most successful examples of mangrove restoration. It was planted over 20 years ago and therefore should be protected. It is likely that mangroves would have existed in a more contiguous fashion historically in this area and there are some mangroves regenerating in the lower reaches of Moonee Ponds Creek. The seed source for these plants probably came from the Stony Creek mangrove population.

### **Moonee Ponds Creek**

Works near the endangered Brackish Wetland community need to be minimized and the design should aim to reduce the effects of shading on this vegetation community.

In regard to works impacting bed and banks of waterways and the riparian zone Melbourne Water aims to work closely with the proponent to ensure that waterway health is maintained or improved by maintaining connectivity and enhancing vegetation. We wish to work collaboratively with the proponent to ensure landscape plans for riparian zones are appropriate and in accord with our strategies and plans.

### **North Yarra Main Sewer**

As stated previously, the project is proposing the relocation of a section of the North Yarra Main Sewer, which is a significant asset within the Melbourne Water sewerage transfer network. These proposed works will necessitate the project to undertake significant investigations, design, planning and revision to ensure risks are appropriately identified and addressed prior to works commencing. Melbourne Water can confirm that ongoing consultation has occurred on this aspect of the project.

In reviewing the provided Environmental Effects Statement documentation it appears that Melbourne Water's ability to access the sewer will be somewhat reduced due to the proposed location of one inspection pit in an emergency departure lane on the freeway.

In addition, the impacts to hydraulic performance due to the relocation of a section of the North Yarra Main Sewer have not been fully assessed at this stage. Melbourne Water can

therefore not confirm, if the relocation of the sewer will result in any potential environmental concerns.

Melbourne Water aims to work closely with the proponent to ensure the design of the relocated sewer meets its requirements.

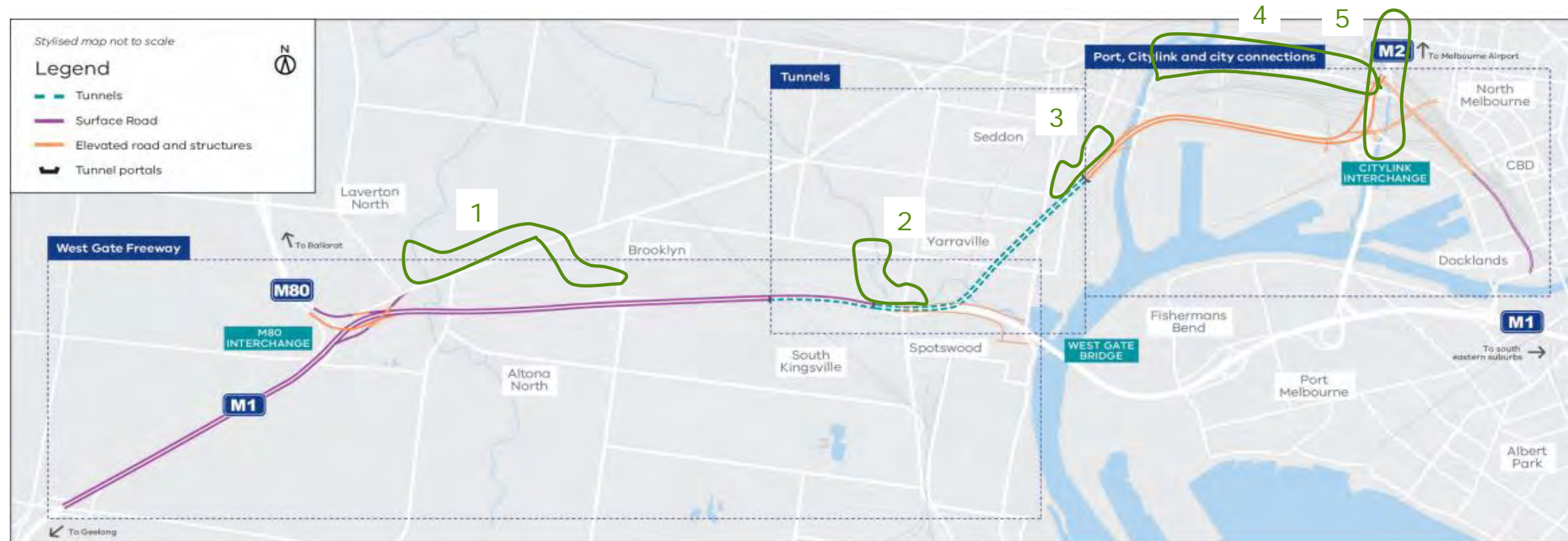
## **Conclusion**

Melbourne Water considers that there is further opportunity to avoid or minimise impacts on waterways and public lands. There is also opportunity to explore enhanced community outcomes via offsets for stormwater treatment, revegetation and provision of new public open spaces.

We seek to engage further with the proponent, other government agencies and the community to achieve the best community outcome for the project overall.

# Liveability opportunities – West Gate Tunnel Project

## Opportunities for improved liveability and best practice catchment management



1. **Greening the Pipeline project** The proposed enhancements of Federation trail between Millers Road and Kororoit Creek in Brooklyn should be designed in consultation with the Greening the Pipeline (GTP) partners - Melbourne Water, VicRoads, Wyndham City Council and City West Water. The aim of Greening the Pipeline is to transform the Main Outfall Sewer/Federation trail reserve into a linear park for enhanced liveability. The GTP project will be open to discussions for locating offsets (vegetation, water quality, community, etc.) within the Main Outfall Sewer reserve subject to Melbourne Water requirements for heritage and operations.
2. **Lower Stony Creek Naturalisation** There are significant works planned adjacent to lower Stony Creek. To improve urban amenity and waterway health outcomes for the Yarraville community, the opportunity to remove concrete channel and naturalise the creek should be explored with Melbourne Water. Improved linkages with Cruickshank Park would further enhance this initiative.
3. **Yarraville Gardens Stormwater Harvesting for Public Open Space Irrigation** A wetland is to be located adjacent to the eastern portal and under the Maribyrnong River Bridge. This wetland is in close proximity to a stormwater drain in Youell St and Maribyrnong City Council's Yarraville Gardens. There is opportunity to explore, in collaboration with Maribyrnong City Council, City West Water and Melbourne Water, a stormwater harvesting project around this wetland for the irrigation of Yarraville Gardens. Such an initiative would have water supply, waterway health and amenity benefits, at a potentially low additional cost, if designed with such functions built-in.
4. **Dynon Road Tidal Canal shared path, rehabilitation, and bird sanctuary** Dynon Road provides a perfect opportunity to mitigate the Project's impact on both Moonee Ponds Creek and Maribyrnong River as a link between the two waterways with a green corridor that could be transformed to include a shared path, given the project proponent's intention to build a shared path to this location anyway. The existing greenspace is in a degraded condition and Melbourne Water and City of Melbourne have an interest in its rehabilitation, including the development of a bird sanctuary in un-used land towards the western end of the canal (often marked as a 'wildlife reserve' on maps of the area).
5. **Moonee Ponds Creek Corridor – linear park development** In alignment with City West Water's Healthy Urban Habitat Strategy, and City of Melbourne's Urban Forest Strategy, Melbourne Water supports urban greening for amelioration of the urban heat island effect, improved health of communities, biodiversity benefits and soft screening of the visual impact of the works associated with the West Gate Tunnel Project. The Moonee Ponds Creek collaboration group is working to transform the creek to an iconic waterway for Melbourne providing positive social and environmental benefits. The collaboration includes a number of landholders in the corridor. City of Melbourne's Open Space Strategy sets the intention for the creek to be a linear park for the municipality. There is an opportunity for the West Gate Tunnel Project to work with partners to help realise this vision for the creek, particularly between Racecourse Road and Footscray Road. This will include improving access to both sides of the creek as well as improving greening. Greening of vertical structures for elevated roads should also be considered as part of this linear park.