

PDPL/00673/2024/A – Response to request for further information

The table below provides responses to the items listed in Port Phillip City Council’s request for further information dated 18 March 2026, in relation to Planning Permit PDPL/00673/2024/A - Planning Permit Amendment (Section 72).

Information requested	Response
Tree Removal Information	
<p>The below comments and requests are provided following referral response from Council’s arborist:</p> <ul style="list-style-type: none"> • Trees #24, #25, #26, #27, #28, #38, #40, #41 in the carparking area cannot be supported for removal based on the information available. • #436, #437, and #445 cannot be supported for removal based on the information available. • Additional information about the direct impact to these trees is required. While this does not necessarily need to be an impact assessment we do need tree locations, preferably with their respective tree protection zones plotted against works, access paths, temporary crossover, storage areas, vehicle access paths, loading and lifting areas, etc to demonstrate what is going to cause the impact. 	<ul style="list-style-type: none"> • Trees #24 and #25 require removal to facilitate construction of the proposed Bay Trail relocation, which is required to allow pedestrians and cyclists to utilise the shared use path during construction. This is illustrated in Attachment 1 and 2. • Trees #26, #27, #28, #40, #41 require removal for the crane hardstand and truck access to install the proposed culverts. This is illustrated in Attachment 1 and 2. • <i>As per Tree Impact Assessment of trees within proposed new access crossover for Elwood Diversion Drain (TreeLogic, February 2026), trees #436 and #437</i> require removal to facilitate construction of a new access point along Ormond Esplanade which will allow for the safe manoeuvring of heavy vehicles in and out of the site. The arborist concluded that based on the proposed driveway and crossover alignment, trees #437 to #445 are within the proposed crossover footprint and are identified to be removed. Trees #436 and #456 are within the adjacent area where the crossover splat may encroach the recommended tree protection zone (TPZ) and impact these 2 trees. These impacts are illustrated in Attachments 3 and 4. • Further to the above, the following is noted in relation to the crossover and trees #436 and #437: <ul style="list-style-type: none"> ○ Swept path analysis has been undertaken of the minimum width of the crossover to safely allow large construction vehicles (25m semi-trailers & 19m semi-trailers) to enter and exit the site safely. The crossover has been designed to avoid potential for queueing of trucks on Ormond Esplanade. ○ The crossover cannot be moved further south-east along Ormond Esplanade to avoid trees #436 and #437 due to the presence of an existing light pole. ○ Construction of the access road requires clearing and excavation up to 500mm deep for all areas within 1m beyond the outer tyre extent. This excavation works will fall within the TPZ of Tree #436 and #437. • Between February and March 2026, the construction contractor has been continually working to optimise and finalise the various

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Information requested	Response
	<p>components of their construction methodology. During this process, it was found that:</p> <ul style="list-style-type: none"> ○ Tree #38 can be retained. ○ Tree #445 can now potentially be retained. It is noted that an on-site meeting was held with the Council's arborist was undertaken on 31 March 2025, and it was discussed that tree #445 was in bad condition, and therefore the tree could be removed if required. <p><i>The Site Plan: Vegetation to be impacted – DDO10 (Attachment 5) and Port Phillip Council Trees and Tree Groups – Impacted and Retained (Attachment 6) have been updated with the above changes.</i></p> <ul style="list-style-type: none"> ● Additionally, is noted that <i>Site Plan: Vegetation to be impacted – DDO10 (Attachment 5)</i> has been updated to include Tree 61, which was determined to be missing. It is noted that this tree will be retained, however is not subject to planning permission. ● As per the original application, where trees are proposed for removal, understory vegetation will also be impacted. All understory vegetation was assessed by a qualified ecologist and it is not considered native vegetation under the Victorian Planning Provisions.

Marine and Coastal Act Consent

<p>The land is located on Marine and Coastal Crown Land within the meaning of the <i>Marine and Coastal Act 2018</i>, and therefore the responsible authority must not decide to grant a permit to use or develop the land unless the minister has consented under the act to the use or development (under s61(3)(a) of the <i>Planning and Environment Act 1987</i>. It is acknowledged that an application is currently with DEECA for this, and it is required to be provided to progress the assessment.</p>	<p>The MACA amendment application was submitted to DEECA on 12 March 2026. We understand that the responsible authority cannot decide to grant a permit until the MACA amendment application has been approved, however given the critical nature of the project, it is requested that Port Phillip City Council continue to progress the planning permit amendment application in parallel to avoid delays.</p>
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Please don't hesitate to reach out to me on if you have any questions.

Regards,

Senior Project Manager, Major Capital Delivery

Attachments

- Attachment 1 – *Tree removal clarifications (bay trail and culverts)*
- Attachment 2 – *Swept path diagrams (bay trail and culverts)*
- Attachment 3 – *Tree removal clarifications (crossover)*
- Attachment 4 – *Swept path diagrams (crossover)*
- Attachment 5 – *Site Plan: Vegetation to be impacted – DDO10, Rev 6.0*
- Attachment 6 – *Port Phillip Council Trees and Tree Groups – Impacted and Retained – For info only, Rev 4.0*