

## **Hobsons Bay Planning Scheme**

## **Maribyrnong Planning Scheme**

## **Amendment GC276**

## **Explanatory Report**

### **Overview**

The draft amendment rezones land in the Hobsons Bay Planning Scheme and Maribyrnong Planning Scheme from Industrial 1 Zone to Industrial 3 Zone within the Western State Significant Industrial Precinct.

### **Where you may inspect this amendment**

The draft amendment can be inspected free of charge at the following places:

#### **Hobsons Bay City Council**

115 Civic Parade, Altona, Victoria, 3018

<https://www.hobsonsbay.vic.gov.au/Home>

#### **Maribyrnong City Council**

61 Napier Street, Footscray VIC 3011

<https://www.maribyrnong.vic.gov.au/Home>

The draft amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

### **Submissions**

Any person may make a submission to the planning authority about the draft amendment. Submissions about the draft amendment must be received by 13 March 2026.

A submission must be sent to [innerwest@transport.vic.gov.au](mailto:innerwest@transport.vic.gov.au).

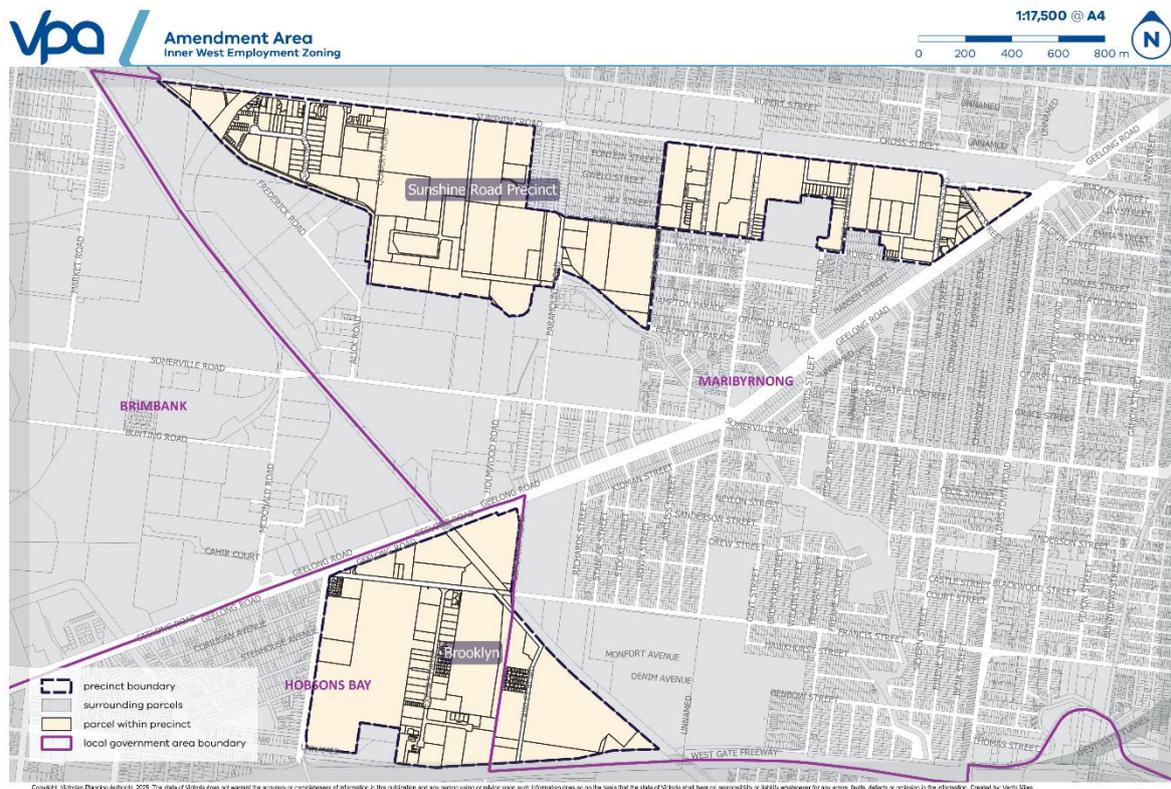
## Details of the amendment

### Who is the planning authority?

This draft amendment has been prepared by the Victorian Planning Authority, now part of the Department of Transport and Planning, for the Minister for Planning who is the planning authority for this amendment.

### Land affected by the amendment

The draft amendment applies to land identified as the Sunshine Road and Brooklyn Precincts in **Map 1**. The amendment area includes 141 hectares of land within the Maribyrnong local government area (LGA), and 96 hectares of land within the Hobsons Bay LGA.



**Map 1 – Amendment Area Map**

### What the amendment does

The amendment rezones land within the amendment area identified in Map 1 from Industrial 1 Zone (IN1Z) to Industrial 3 Zone (IN3Z).

Specifically, the amendment:

- Replaces Hobsons Bay Planning Scheme Zone Map No. 3ZN to rezone land in the Amendment Area Map from Industrial 1 Zone (IN1Z) to Industrial 3 Zone (IN3Z).

- Replaces Maribyrnong Planning Scheme Zone Maps 6, 7, 8, 10 and 11ZN in the Amendment Area Map from Industrial 1 Zone (IN1Z) to Industrial 3 Zone (IN3Z).

## **Strategic assessment of the amendment**

### **Why is the amendment required?**

The West Gate Tunnel opened to traffic in December. The West Gate Tunnel will take thousands of trucks off residential streets in the inner west, improving safety, local air quality and noise. With new alternatives for trucks, the Victorian Government introduced 24-hour no truck zones to ensure that trucks use the freeway and to prevent rat runs through local streets. To support the removal of more trucks off inner west streets, we are applying the Industrial 3 Zone to encourage land use change towards smaller format service industries that are less reliant on heavy vehicles. This will improve the amenity and safety of roads in the inner west as land uses gradually transition.

### **How does the amendment implement the objectives of planning in Victoria?**

The draft amendment implements the objectives in section 4(1) of the Act. In particular, it supports the following objectives:

- a) to provide for the fair, orderly, economic and sustainable use, and development of land;
- c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and
- g) to balance the present and future interests of all Victorians.

The rezoning of land to a better-suited employment zone based on its changing transport conditions enables the above objectives.

### **How does the amendment address any environmental, social and economic effects?**

#### **Environmental**

The amendment is not anticipated to have substantial environmental effects as it constitutes a rezoning of land that is already zoned for employment purposes and does not permit any additional sensitive uses.

The rezoning may have the benefit of improved air quality on inner west streets.

## **Social**

The rezoning will facilitate the transition of land uses in the precincts to a lighter form of industry that can feasibly operate using two-axle trucks and smaller vehicles. It can be inferred that fewer intense truck movements (of three or more axles) would provide social benefits for nearby residents in the form of safer streets with higher amenity.

## **Economic**

The State Government recently released *A 10-year plan for industrial land*. The strategy includes actions for enabling development on existing industrial land including to “rezone inner west industrial land in Brooklyn, Tottenham and West Footscray to an alternative employment zone to support the relocation of container businesses part of the West Gate Tunnel Project, alongside unlocking land better suited for freight business in the west, such as Altona North and Derrimut Fields.”

The Inner West Employment Zoning area sits within the Western Region as defined in the *Melbourne Industrial and Commercial Land Use Plan* (MICLUP). This region comprises six LGAs in Melbourne’s western suburbs. In Melton and Wyndham, take-up of IN3Z land remains strong, and the supply of available land continues to diminish. In the Melton and Wyndham LGAs:

- Consumption of IN3Z land averaged 70 hectares per annum in the five calendar years to 2024; and
- Zoned vacant IN3Z was just 241 hectares at the end of 2024.

On this basis, the proposed IWEZ project would be expected to drive a locational shift in land take-up for different industrial zone land types – with IN1Z land in the IWEZ area progressively transitioning to other locations with suitable freight attributes, and the IWEZ area absorbing a greater share of future demand for IN3Z land in the Western Region where IN3Z supply is diminishing.

## **Does the amendment address climate change?**

The amendment is limited in scope to the rezoning of land that is already zoned for urban purposes and therefore does not have a net impact on climate change.

## **Does the amendment address relevant bushfire risk?**

The amendment involves the rezoning of land within an existing urban area, and the zoning change will not influence the susceptibility of the precinct to bushfire hazard.

## **Does the amendment comply with the requirements of any other Minister’s Direction applicable to the amendment?**

### **Ministerial Direction 1**

Ministerial Direction 1: Potentially Contaminated Land applies to the proposal, however the rezoning from IN1Z to IN3Z does not allow any additional use specified

in section 5 or 7 and no further interventions are required.

### **Ministerial Direction 11**

The amendment complies with Ministerial Direction No. 11 (Strategic Assessment of Amendments) under section 12 of the Planning and Environment Act 1987. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces, and the preparation of this explanatory report appropriately satisfies this direction.

### **Ministerial Direction 19**

Environment Protection Authority (EPA) comments were sought on the amendment. The EPA agreed that the amendment proposes a minor land use transition to less intense forms of industrial development, and the potential for uses with negative environmental impacts is subsequently reduced. They further stated that the absence of any new or intensified sensitive uses resulting from the change in zone indicates that the exposure pathways for pollution or waste remain unchanged, and therefore the amendment does not create a significant impact on human health or the environment.

### **Ministerial Direction 20**

Ministerial Direction 20 applies to the proposal as the rezoning area is located proximate to a registered Major Hazard Facility (FBT Transwest Pty Ltd located at 1 Amanda Road, Tottenham). The draft planning scheme amendment material has been provided to WorkSafe Victoria, the Minister for Economic Growth and Jobs, and the Minister for Industry and Advanced Manufacturing to seek their views.

### **Ministerial Direction 22**

Ministerial Direction 22 does not apply to the amendment as the land is already zoned for urban purposes, and the rezoning is not expected to enable a significant change or intensification of the use and development of land and does not introduce new uses that may be exposed to natural hazards arising from climate change.

## **How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

### ***Melbourne Industrial and Commercial Land Use Plan (MICLUP)***

MICLUP provides an overview of current and future needs for industrial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to plan more effectively for future employment and industry needs and better inform future strategic directions.

The amendment area is included within the Western State Significant Industrial Precinct (SSIP) under MICLUP. A series of principles and strategies are included, and the proposed amendment helps implement many of these such as:

- Ensuring the attributes of planned industrial areas will support their intended strategic function and user needs. As external factors have the potential to affect the strategic function of the land, the proposed rezoning aims to provide an alternative land use mix and function that is better suited to its new transport conditions.
- Ensuring that state, regional and local policies are aligned to support industrial areas.
- Planning for land use transition by identifying areas of expected change – in this case, the area has been identified for land use transition as a result of changing transport conditions of nearby streets that may affect the typical range of uses expected in the Industrial 1 Zone.
- Protect state-significant industrial precincts from incompatible uses to allow for future growth.

The zone guidance for State-significant industrial precincts in MICLUP identifies the Industrial 1 Zone as the typical zone and states the Industrial 3 Zone can be applied to provide a buffer between industry and local communities where required. No truck zones on local roads as part of the opening of the West Gate Tunnel project support residential community safety. Accordingly, the use of the Industrial 3 Zone is consistent with MICLUP guidance given the contextual factors of the broader precinct.

### **Plan for Victoria**

The precinct's State Significant Industrial Precinct (SSIP) status is reflected in Plan 12: Melbourne and Geelong in the Future in Plan for Victoria, with the SSIP identified as land to be protected from encroachment by sensitive or incompatible land uses to allow continual growth.

Beyond this, there are no pillars or actions in *Plan for Victoria* that are directly relevant to the amendment, as the land is already zoned for urban / employment purposes. The amendment helps enable 'Transport infrastructure' and 'More jobs close to homes' by revising the zoning of employment land to better suit its changing transport conditions.

### **Planning Policy Framework**

The amendment helps implement the Planning Policy Framework through the following objectives and strategies:

- Clause 15.03-2S (Aboriginal Cultural Heritage) – The amendment supports the objectives of Clause 15.03-2S (Aboriginal Cultural Heritage) by working in partnership with the Bunurong Land Council Aboriginal Corporation (BLCAC), the Registered Aboriginal Party (RAP) for the precinct. BLCAC's Cultural Values and Research Unit (CVRU) has prepared a Cultural Values Statement to identify and share areas of cultural and environmental significance within the precinct, including Stony Creek. This statement provides important insights into pre-colonial and contemporary cultural values and will be made

available on the project webpage to promote understanding and respect for Bunurong culture and heritage.

- Clause 17.01-1R Diversified Economy – Metropolitan Melbourne identifies the need to plan for industrial land in suitable locations to support employment and investment opportunities. While the site is existing industrial land, the rezoning will continue to support employment and investment opportunities.
- Clause 17.03-3S Significant industrial land identifies the need to protect state significant industrial precincts from incompatible land uses to allow for future growth. The rezoning to an appropriate industrial zone in response to changed transport conditions will enable a mix of employment uses that will prevent future pressure to rezone the land for other purposes as land uses change and transition over time.
- Clause 18.01-1S Land use and transport integration identifies the need to plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

### **Is the amendment consistent with the delivery of the relevant housing target set out in the Planning Policy Framework?**

Not applicable – the proposal involves the rezoning of land to and from a zone where accommodation (other than Caretakers house) is prohibited.

### **How does the amendment support or implement the Municipal Planning Strategy?**

The draft amendment is consistent with the Municipal Planning Strategies (MPS) of both Maribyrnong and Hobsons Bay Planning Schemes.

#### **Maribyrnong Planning Scheme**

Clause 02.03-6 Economic development of the Maribyrnong Planning Scheme states it is important to protect and revitalise the existing employment and economic activity areas and prevent Maribyrnong from becoming predominantly residential in nature. The proposed rezoning retains an industrial zone for a State Significant Industrial Precinct that is better suited to the evolving transport context of the locality. The rezoning to Industrial 3 Zone retains valuable employment land and may represent a value uplift and contribute towards the revitalisation of existing industrial land.

The areas of West Footscray, Tottenham and Yarraville Cawley area each identified as one of eight Core Employment Areas within the Maribyrnong LGA which are noted as key industrial and commercial areas that need to be protected and enhanced to ensure the City's economic future. The amendment seeks to protect economic feasibility by rezoning to an employment zone better suited to the changing transport conditions.

#### **Hobsons Bay Planning Scheme**

Clause 02.03-7 Economic development of the Hobsons Bay Planning Schemes

states that Council seeks to support the continued operation of industry by protecting the role of the Western Industrial Precinct in attracting and developing industry, encouraging employment growth, and attracting industries that contribute towards a greater diversity of economic activity.

The amendment implements this objective by rezoning the land to the IN3Z, to support a transition to employment land uses that are better suited to the changing transport conditions of the area following the opening of the West Gate Tunnel.

### **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment appropriately utilises the Victoria Planning Provisions through its use of a standard zone, IN3Z, to achieve its intended outcome of facilitating a long-term land use transition to lighter forms of industrial development.

### **How does the amendment address the views of any relevant agency?**

Select agencies were provided an opportunity to provide input on the draft planning scheme amendment material between December 2025 and February 2026. Where agencies provided feedback and requests that were aligned with the limited scope of the amendment, these were incorporated into the amendment. Unresolved agency feedback will be considered as part of public consultation commencing 16 February 2026.

### **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment is not considered to have a significant impact on the transport system, as it does not involve the expansion of urban land or a specific land use. The amendment seeks to rezone employment (industrial) land to a type of industrial zone that is expected to house land uses better suited to operating without heavy truck movements.

### **How does the amendment have regard to the principles set out in the *Yarra River Protection (Wilip-gin Birrarung murrn)* Act 2017 in relation to Yarra River land and other land, the use or development of which may affect Yarra River land?**

The amendment area does not include Yarra River land.

### **Resource and administrative costs**

### **What impact will the new planning provisions have on the resource**

## **and administrative costs of the responsible authority?**

The draft amendment will have a minor impact on the administrative costs of the Responsible Authorities.

Maribyrnong Council may require updated local plans and strategies such as the *Tottenham and West Footscray Precinct Framework Plans* to more directly align with IN3Z. However, the draft amendment does not directly conflict with these plans.

The rezoning is not anticipated to result in a significant increase in planning permit applications as it is expected a land use transition will happen gradually over time.

The amendment also does not introduce any new provisions (e.g. an overlay) for permit applications to be assessed against and only replaces the zone – therefore not increasing the complexity of assessment of permit applications in the area.

## **Where you may inspect this amendment**

The amendment can be inspected free of charge at the Department of Transport and Planning website at [planning.vic.gov.au/public-inspection](https://planning.vic.gov.au/public-inspection) or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.