

Melbourne Airport Business Park (MABP) – Sky Road West Warehouse Developments

Application Number: 01974

Commencement Date: 16/08/2023

Status: Declared

1. About the project

1.1 Project details

1.1.1 Project title *

Melbourne Airport Business Park (MABP) – Sky Road West Warehouse Developments

1.1.2 Project industry type *

Commercial Development

1.1.3 Project industry sub-type

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1.1.4 Estimated start date *

01/06/2024

1.1.4 Estimated end date *

01/06/2034

1.2 Proposed Action details

1.2.1 Provide an overview of the proposed action, including all proposed activities. *

The proposed action involves developing land within the Melbourne Airport Business Park (MABP) – Sky Road area (“the MABP – Sky Road West Warehouse Developments”) to construct large manufacturing, logistics and industrial warehouse units that will provide industrial and office facilities for aviation and non-aviation uses, in line with the Melbourne Airport Master Plan 2022 (**refer link #2**). The MABP – Sky Road West Warehouse Developments project is located in the southern area of the airport, within the Landside Business Precinct, and will include:

- Vegetation clearing and grubbing, including removal of Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP).
- Minor excavation of topsoil and upper natural soil profile as part of preparatory works.
- Subgrade and pavement preparation works.
- Construction of large manufacturing, logistics and industrial warehouse units.
- Construction of internal road network and upgrades / connection to existing road network.
- Installation of supporting utility services.
- The project area is approximately 24 hectares.

Refer to Section 2, pages 2-3 of "Attachment 1. EPBC Referral Supporting Information" for further details of the project scope and methodology.

1.2.2 Is the project action part of a staged development or related to other actions or proposals in the region?

Yes

1.2.3 Is the proposed action the first stage of a staged development (or a larger project)?

Yes

1.2.5 Provide information about the staged development (or relevant larger project).

This is the first referral to be submitted for this development, however APAM have previously been granted a Part 13 Permit (E2022-0207) for works relating to the development of land for warehousing and the extension of Sky Road to the west to allow for access. The area related to this permit is located within the current proposed project area.

APAM is undertaking road extension work in 2023 (E2022-0207) which will then open up the development lots that are subject to this referral. There are no planned further stages that relate to the Sky Road West area.

1.2.6 What Commonwealth or state legislation, planning frameworks or policy documents are relevant to the proposed action, and how are they relevant? *

Melbourne Airport is located on Commonwealth land and as such is subject to Commonwealth legislation, primarily the *Airports Act 1996* (Airports Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Airports Act is administered by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) and is the primary Commonwealth legislation applicable to Melbourne Airport, along with the associated *Airports (Environment Protection) Regulations 1997*. Building approvals are required for the warehouse projects under Section 98(1) of the Airports Act and in accordance with the subordinate *Airports (Building Control) Regulations 1996*.

All building works at Melbourne Airport must be consistent with the Melbourne Airport Master Plan 2022, which includes planning objectives for the airport as well as the Airport Environment Strategy. The project has taken into account the relevant objectives and targets as set out in the current Melbourne Airport Master Plan 2022.

The EPBC Act includes triggers for formal assessment associated with impacts to Matters of National Environmental Significance (MNES) and actions on, or impacting upon, Commonwealth land. On the basis of potential for significant impacts on MNES, and with reference to the outcomes of preliminary consultation between Australia Pacific Airports (Melbourne) Pty Ltd (APAM) and the Department of Climate Change, Energy, the Environment and Water (DCCEEW), the EPBC Act is likely to be triggered by the proposed action.

Refer to Section 3, pages 4-5 of "Attachment 1. EPBC Referral Supporting Information" for more information regarding the relevant regulatory requirements, planning frameworks and policy documents for the project.

1.2.7 Describe any public consultation that has been, is being or will be undertaken regarding the project area, including with Indigenous stakeholders. Attach any completed consultation documentations, if relevant. *

Generally, the use and development of the project area for mixed aviation and non-aviation activities is outlined in the Melbourne Airport Master Plan 2022. The Melbourne Airport Master Plan 2022 was subject to public exhibition for 70 business days. During this time, APAM engaged the community with a program (developed in line with the International Association for Public Participation's (IAP2) core values) including the following activities:

- An online platform enabling the community to engage with the project team, seek information and provide feedback.
- Community drop-in events, information sessions and listening posts.
- Digital engagement, media, editorial and social media.

Further details of APAM's broader community engagement process can be found in Part A3, Section 3.3, pp 51-54 of the Melbourne Airport Master Plan 2022 ([refer link #1](#)).

The project area is subject to a Cultural Heritage Management Plan (CHMP), being CHMP 12498. Consultation with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, the Registered Aboriginal Party (RAP) for the area, has been undertaken as part of the development of this CHMP, and requirements for future consultation and engagement with the RAP are identified in this plan. The CHMP

1.3.1 Identity: Referring party

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By completing and submitting this form, you consent to the collection of all personal information contained in this form. If you are providing the personal information of other individuals in this form, please ensure you have their consent before doing so.

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1.3.1.1 Is Referring party an organisation or business? *

Yes

Referring party organisation details

ABN/ACN	89132231380
Organisation name	Senversa Pty Ltd
Organisation address	Level 6, 15 William Street, Melbourne, VIC 3000

Referring party details

Name	
Job title	Associate Environmental Consultant
Phone	
Email	
Address	190 Flinders Street, Adelaide

1.3.2 Identity: Person proposing to take the action

1.3.2.1 Are the Person proposing to take the action details the same as the Referring party details? *

No

1.3.2.2 Is Person proposing to take the action an organisation or business? *

Yes

Person proposing to take the action organisation details

ABN/ACN	62076999114
Organisation name	AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED
Organisation address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054

Person proposing to take the action details

Name	
Job title	Senior Environment & Sustainability Advisor
Phone	
Email	
Address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054

1.3.2.14 Are you proposing the action as part of a Joint Venture? *

No

1.3.2.15 Are you proposing the action as part of a Trust? *

No

1.3.2.17 Describe the Person proposing the action's history of responsible environmental management including details of any proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against the Person proposing to take the action. *

APAM has a satisfactory record of responsible environment management.

There is no history of proceedings against APAM with regard to protection of the environment or the conservation and sustainable use of natural resources.

The project will be undertaken in accordance with APAM's Environmental Management Framework, as described in Section 1.3.2.18 below.

1.3.2.18 If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework

APAM has an Environmental Management Framework designed to ensure that processes for continuous improvement and ongoing monitoring of compliance are embedded in the way it works. The airport's Environment Strategy is part of the Environmental Management Framework and one of the key mechanisms for ensuring commitments made in Melbourne Airport's Environment and Sustainability Policy (March 2022) are met.

More generally, Melbourne Airport operates within a framework of corporate governance, goals and values. These are reflected in the environmental management principles outlined in the Environment and Sustainability Policy. The Environmental Management Framework enables Melbourne Airport to effectively manage and adapt to environmental risks, and continually improve environmental management practices and performance.

Under the framework, environmental compliance is internally monitored and reviewed on an ongoing basis. Compliance is also externally (and annually) formally reviewed by the Airport Environment Officer (AEO), on behalf of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA).

Central to the framework is Melbourne Airport's Environmental Management System (EMS) which has been in operation since 2004 and is certified against the current EMS standard (ISO14001:2015). The EMS consists of the policies, plans, procedures and activities that together form a system to manage the environmental aspects of the airport and enable compliance with environmental legislation. Internal and external audits of the EMS are undertaken regularly to assess the compliance of operational systems.

The proposed action will be undertaken in line with APAM's existing Environment and Sustainability Policy (refer "Attachment 2. Melbourne Airport Environment and Sustainability Policy") and Environmental Management Framework as described above.

More details on APAM's Environmental Management Framework can be found in Section 14.3, pp 228-232 of the Melbourne Airport Master Plan 2022 (refer link #1).

1.3.3 Identity: Proposed designated proponent

1.3.3.1 Are the Proposed designated proponent details the same as the Person proposing to take the action? *

Yes

Proposed designated proponent organisation details	
ABN/ACN	62076999114
Organisation name	AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED
Organisation address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054

Proposed designated proponent details	
Name	
Job title	Senior Environment & Sustainability Advisor
Phone	
Email	
Address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054

1.3.4 Identity: Summary of allocation

✔ Confirmed Referring party's identity

The Referring party is the person preparing the information in this referral.

ABN/ACN	89132231380
Organisation name	Senversa Pty Ltd
Organisation address	Level 6, 15 William Street, Melbourne, VIC 3000
Representative's name	[REDACTED]
Representative's job title	Associate Environmental Consultant
Phone	[REDACTED]
Email	[REDACTED]
Address	190 Flinders Street, Adelaide

✔ Confirmed Person proposing to take the action's identity

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	62076999114
Organisation name	AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED
Organisation address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054
Representative's name	[REDACTED]
Representative's job title	Senior Environment & Sustainability Advisor
Phone	[REDACTED]
Email	[REDACTED]
Address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054

✔ Confirmed Proposed designated proponent's identity

The Person proposing to take the action is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

Same as Person proposing to take the action information.

1.4 Payment details: Payment exemption and fee waiver

1.4.1 Do you qualify for an exemption from fees under EPBC Regulation 5.23 (1) (a)? *

No

1.4.3 Have you applied for or been granted a waiver for full or partial fees under Regulation 5.21A? *

No

1.4.5 Are you going to apply for a waiver of full or partial fees under EPBC Regulation 5.21A?

No

1.4.7 Has the department issued you with a credit note? *

No

1.4.9 Would you like to add a purchase order number to your invoice? *

No

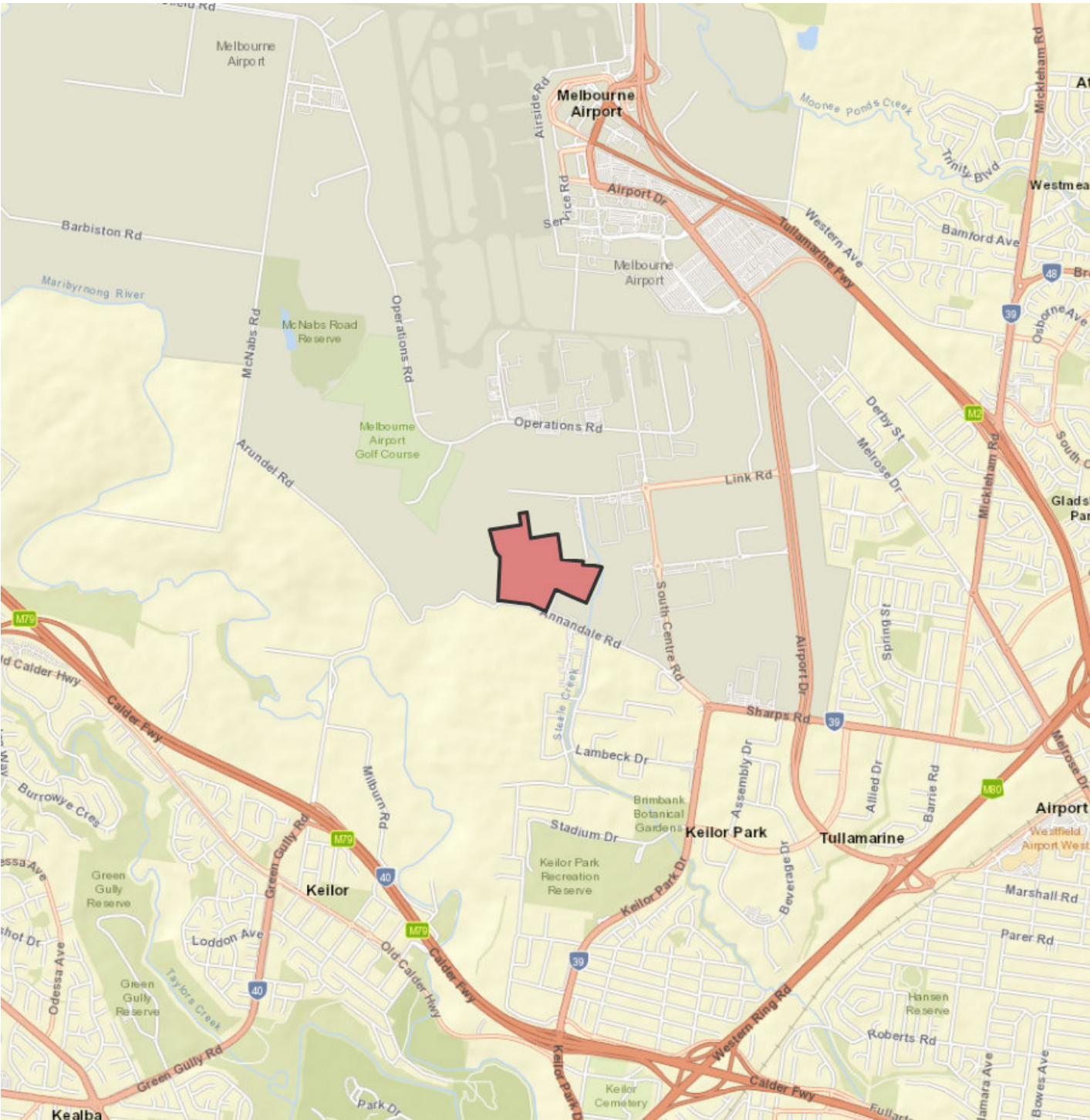
1.4 Payment details: Payment allocation

1.4.11 Who would you like to allocate as the entity responsible for payment? *

Person proposing to take the action

2. Location

2.1 Project footprint



2.2 Footprint details

2.2.1 What is the address of the proposed action? *

Sky Road West, Melbourne Business Park

2.2.2 Where is the primary jurisdiction of the proposed action? *

Victoria

2.2.3 Is there a secondary jurisdiction for this proposed action? *

No

2.2.5 What is the tenure of the action area relevant to the project area? *

Leasehold. Melbourne Airport land is owned by the Commonwealth Government. Under the provisions of the *Airports Act 1996*, Australia Pacific Airports (Melbourne) (APAM) is the 'airport-lessee company' for Melbourne Airport. APAM operates Melbourne Airport under a 50-year lease (to 2047), with an option to extend the lease by a further 49 years to 2096.

3. Existing environment

3.1 Physical description

3.1.1 Describe the current condition of the project area's environment.

Melbourne Airport is located approximately 22 kilometres northwest of Melbourne's central business district. The airport site is approximately 2,741 hectares in area. It is predominantly surrounded by non-urban uses to the immediate north and west, which helps protect the community and safeguards the airport from the encroachment of sensitive and incompatible uses. There is urban development to the east and south of the airport, comprising a mix of residential and industrial uses.

The project area is located within the western side of the Melbourne Airport Business Park (MABP), in the Landside Business Precinct of Melbourne Airport.

The MABP is Australia's largest business park comprising 430 hectares, being more than 200 hectares of land already developed, and providing 34 facilities including large distribution warehouses supporting logistical operations, manufacturing and self-storage facilities, and smaller facilities supporting the businesses and employees and providing a level of amenity needed for the large estate.

The road networks within the project area and broader MABP (e.g. Sky Road, Link Road and Airport Drive) concentrate the freight and logistics traffic to and from the freight terminals, and have been built to accommodate traffic of larger vehicles.

Currently, APAM is undertaking construction works within the proposed project area. Works relate to the extension of Sky Road to the west to allow for access to future warehouse development, and are being undertaken under an existing approval (i.e. Part 13 Permit E2022-0207) for impacts on NTGVVP ecological communities.

Access to the proposed project area is via the internal airport road network.

Further details of the history of airport operations, existing infrastructure and land uses can be found in the Melbourne Airport Master Plan 2022 (refer link #1).

3.1.2 Describe any existing or proposed uses for the project area.

The project area is located within the western side of the Melbourne Airport Business Park (MABP) in the Landside Business Precinct and the Activity Centre Zone of Melbourne Airport, which provides for aviation uses (including aircraft maintenance and servicing, engineering, design and aerospace technologies, and freight terminals) and non-aviation uses (including industrial, commercial, retail, recreational, manufacturing, warehousing and associated activities) and ground transport facilities and services for efficient access to the airport.

Grassed paddocks within the proposed project area are currently subject to land management activities which include mowing for fire breaks, cattle grazing and herbicide spraying, in line with airport operational and safety requirements.

3.1.3 Describe any outstanding natural features and/or any other important or unique values that applies to the project area.

No outstanding natural features and/or other important or unique values are relevant to the project area.

3.1.4 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

The project area is generally flat. The topography of the project area is approximately 92m Australian Height Datum (AHD) to 85m AHD, flowing south, south-west and south-east.

3.2 Flora and fauna

3.2.1 Describe the flora and fauna within the affected area and attach any investigations of surveys if applicable.

The project area was previously assessed to determine the presence and extent of native vegetation and threatened ecological communities. The project area has been assessed most recently in July 2022 and December 2022. Surveys confirmed the presence of NTGVVP within the project area as stated in Section 3.2.2 below.

There is limited value for native fauna and flora within the project area due to historic land clearing and current land management, which includes vegetation mowing and insecticide spraying regime, in line with airport operational and safety requirements, and grazing activities on adjacent land.

Patches of grassland within the project area meet the diagnostic criteria and condition thresholds for Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP), an ecological community listed as critically endangered under the EPBC Act. These patches include, but may not be limited to, native grasses such as Spear grasses *Austrostipa* spp. and Wallaby grasses *Rytidosperma* (previously *Austrodanthonia*) spp. NTGVVP occurs in a number of areas across Melbourne Airport land, in varying patch size and quality. All NTGVVP at Melbourne Airport is substantially modified and has been subject to previous disturbance by development of the airport, grazing activities, and the introduction and spread of exotic plant species.

Refer to Section 4, pages 7-8, and Appendix D of "Attachment 1. EPBC Referral Supporting Information" for more information regarding previous site investigations and the likelihood of presence of listed threatened species and ecological communities.

3.2.2 Describe the vegetation (including the status of native vegetation and soil) within the project area.

Soils

The project area is located within a modified and managed environment. The surrounding areas have recently undergone disturbance during construction of numerous warehouse facilities to the north, east and south of the project area.

The project area is located within the Victorian Volcanic Plain, which is dominated by Cainozoic volcanic deposits. These deposits formed an extensive flat to undulating basaltic plain with stony rises, old lava flows, numerous volcanic cones and old eruption points.

The soils are variable ranging from red friable earths and acidic texture contrast soils (Ferrosols and Kurosols) on the higher fertile plain to scoraceous material, to grey cracking clays (Vertosols) on the low plains. These soils variously support Stony Knoll Shrubland, Plains Grassy Woodland, Plains Grassland and Plains Grassy Wetland ecosystems.

The natural soil profile of the area is sandy clay. The presence of large near surface basalt boulders may be encountered within the clay matrix.

Vegetation

The vegetation within the project area and surrounds is highly modified due to historic land clearing and current land management, which includes vegetation mowing, cattle grazing and herbicide spraying. Despite the existing level of disturbance, large patches of native vegetation persist within the project area.

During vegetation surveys, areas where at least 25 percent of the total perennial understorey cover consisted of native plants were mapped as remnant patches of the Plains Grassland ecological vegetation class (EVC 132). The *Flora and Fauna Guarantee Act 1988* (Vic) listed Western (Basalt) Plains Grasslands Community is synonymous with Plains Grassland and therefore present across the same extent as the mapped Plains Grassland. The patches of Plains Grassland within the project area are dominated by native grasses of the genera *Austrostipa* and *Rytidosperma* (previously *Austrodanthonia*).

The mapped Plains Grassland was assessed using the Commonwealth guide to identifying the listed community 'Natural Temperate Grassland of the Victorian Volcanic Plain' (NTGVVP), and it was concluded that some patches of Plains Grassland satisfy the criteria for the critically endangered EPBC Act listed NTGVVP ecological community. It is noted that one patch located on the north-east side of the project area has been conservatively mapped as potential patch of NTGVVP as the ecological survey was conducted in winter.

In total, the project area supports 3.32 hectares of NTGVVP. Patches of NTGVVP within the project area are dominated by Knead Spear-grass *Austrostipa bigeniculata*, Spurred Spear-grass *Austrostipa gibbosa* and native Wallaby grasses (*Rytidosperma* spp.). Scattered exotics such as Ribwort and Toowoomba Canary-grass is found throughout these patches of NTGVVP.

Note: For the purposes of this referral, impacts to this potential patch of NTGVVP are included in the direct impact calculations.

Weeds

Weeds are present and common within the identified patches of NTGVVP. They include Chilean Needle Grass *Nassella neesiana* and Cane Needle-grass *Nassella hyaline*.

3.3 Heritage

3.3.1 Describe any Commonwealth heritage places overseas or other places recognised as having heritage values that apply to the project area.

No Commonwealth heritage places have been identified within the project area.

3.3.2 Describe any Indigenous heritage values that apply to the project area.

The project area has previously been assessed to determine the likelihood of Aboriginal cultural heritage material occurring as part of a Cultural Heritage Management Plan (CHMP 12498) prepared for the extension of the Airport Drive and construction of the Melbourne Airport Business Park. As part of the CHMP 12498, an Aboriginal cultural heritage place (Victorian Aboriginal Heritage Register, VAHR 7822-1333 Melbourne Airport 1) was recorded within the south-west end of the project area, was relocated and the extent of the site was redefined. CHMP 12498 includes compliance requirements for the remaining extent of VAHR 7822-133 which will be complied with prior to any impacts resulting from the project.

The remainder of the project area has been identified as previously disturbed with a low likelihood of heritage values.

A copy of CHMP 12498 has been included as **Attachment 3**. Note that this attachment will not be made publicly available due to cultural sensitivity reasons.

3.4 Hydrology

3.4.1 Describe the hydrology characteristics that apply to the project area and attach any hydrological investigations or surveys if applicable. *

Melbourne Airport is located on a broad plateau in the catchments of the Yarra and Maribyrnong rivers, with several local waterways located on or adjacent to the airport site.

The project area is located across the catchment divide of the Arundel Creek and Steele Creek catchments, both of which are sub-catchments of the Maribyrnong River.

Stormwater run-off within the Landside Business Precinct is managed through an extensive drainage network that includes vegetated swales, drainage pits, subsurface pipes, retention basins and gross pollutant traps. The proposed project will include construction of a trunk stormwater extension to support stormwater flows from the project area to an existing retarding and biofiltration basin before release off-airport into the Melbourne Water network.

4. Impacts and mitigation

4.1 Impact details

Potential Matters of National Environmental Significance (MNES) relevant to your proposed action area.

EPBC Act section	Controlling provision	Impacted	Reviewed
S12	World Heritage	No	Yes
S15B	National Heritage	No	Yes
S16	Ramsar Wetland	No	Yes
S18	Threatened Species and Ecological Communities	Yes	Yes
S20	Migratory Species	No	Yes
S21	Nuclear	No	Yes

EPBC Act section	Controlling provision	Impacted	Reviewed
S23	Commonwealth Marine Area	No	Yes
S24B	Great Barrier Reef	No	Yes
S24D	Water resource in relation to large coal mining development or coal seam gas	No	Yes
S26	Commonwealth Land	Yes	Yes
S27B	Commonwealth Heritage Places Overseas	No	Yes
S28	Commonwealth or Commonwealth Agency	No	Yes

4.1.1 World Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third party action

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4.1.1.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.1.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

No World Heritage properties have been identified relevant to the project area.

4.1.2 National Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.2.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.2.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

No National Heritage places have been identified relevant to the project area.

4.1.3 Ramsar Wetland

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.3.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.3.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project area is not identified as being within the catchment of any Ramsar Wetland sites.

4.1.4 Threatened Species and Ecological Communities

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Threatened species

Direct impact	Indirect impact	Species
No	No	Amphibromus fluitans
No	No	Anthochaera phrygia
No	No	Aphelocephala leucopsis
No	No	Botaurus poiciloptilus
No	No	Calidris ferruginea
No	No	Callocephalon fimbriatum
No	No	Climacteris picumnus victoriae
No	No	Dasyurus maculatus maculatus (SE mainland population)
No	No	Delma impar

Direct impact	Indirect impact	Species
No	No	<i>Dianella amoena</i>
No	No	<i>Diuris fragrantissima</i>
No	No	<i>Dodonaea procumbens</i>
No	No	<i>Falco hypoleucos</i>
No	No	<i>Galaxiella pusilla</i>
No	No	<i>Glycine latrobeana</i>
No	No	<i>Grantiella picta</i>
No	No	<i>Hirundapus caudacutus</i>
No	No	<i>Lathamus discolor</i>
No	No	<i>Lepidium aschersonii</i>
No	No	<i>Lepidium hyssopifolium</i>
No	No	<i>Leucochrysum albicans</i> subsp. <i>tricolor</i>
No	No	<i>Lissolepis coventryi</i>
No	No	<i>Litoria raniformis</i>
No	No	<i>Melanodryas cucullata cucullata</i>
No	No	<i>Nannoperca obscura</i>
No	No	<i>Neophema chrysostoma</i>
No	No	<i>Numenius madagascariensis</i>
No	No	<i>Pedionomus torquatus</i>
No	No	<i>Pimelea spinescens</i> subsp. <i>spinescens</i>
No	No	<i>Prototroctes maraena</i>
No	No	<i>Pseudomys novaehollandiae</i>
No	No	<i>Pteropus poliocephalus</i>
No	No	<i>Pterostylis cucullata</i>
No	No	<i>Rostratula australis</i>
No	No	<i>Rutidosia leptorhynchoides</i>
No	No	<i>Senecio macrocarpus</i>
No	No	<i>Stagonopleura guttata</i>
No	No	<i>Synemon plana</i>
No	No	<i>Tympanocryptis pinguicollis</i>

Ecological communities

Direct impact	Indirect impact	Ecological community
No	No	Grassy Eucalypt Woodland of the Victorian Volcanic Plain

Direct impact	Indirect impact	Ecological community
No	No	Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia
Yes	No	Natural Temperate Grassland of the Victorian Volcanic Plain
No	No	White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland

4.1.4.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.4.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

It has been identified that 3.32 ha of the critically endangered Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP) will be directly impacted as a result of the proposed action through the permanent clearing of vegetation. Refer to Section 4 and Appendix D of “Attachment 1. EPBC Referral Supporting Information” for more information regarding previous site investigations and the likelihood of presence and potential impacts to listed threatened species and ecological communities.

4.1.4.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

Yes

4.1.4.5 Describe why you consider this to be a Significant Impact. *

The removal of 3.32 hectares of Natural Temperate Grassland of the Victorian Volcanic Plains (NTGVVP) from the project area amounts to removal of approximately 0.07% of the estimated remaining extent of this threatened ecological community (TEC), near the eastern limit of the TEC's distribution. In the context of the historical decline in NTGVVP and in accordance with the Significant impact guidelines 1.1, it is possible that this impact will reduce the extent of an ecological community

4.1.4.7 Do you think your proposed action is a controlled action? *

Yes

4.1.4.8 Please elaborate why you think your proposed action is a controlled action. *

As detailed above in the response to Question 4.1.4.5, there is potential that the removal of Natural Temperate Grassland of the Victorian Volcanic Plains (NTGVVP) could be considered significant in the context of the historical decline of this threatened ecological community. Consequently, the proposed action may be deemed a controlled action.

4.1.4.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

The following avoidance and mitigation measures will be adopted during delivery of the project:

- Before commencing works, the project area boundary will be established and it will be clearly communicated to all personnel working on the project that areas beyond the project area boundary are a “No-go Zone” and no works will be permitted in these areas to prevent unintended impacts to native vegetation and other potential sensitive receptors located outside of the project area.
- Equipment and vehicles will be cleaned and freed of foreign material (e.g. weed propagules or material containing pathogens) prior to entering and leaving the project area.
- Material stockpiling will occur within defined areas away from vegetation to be protected, waterways, catch drains and heritage places / areas.
- Sediment and erosion control will be implemented, including installation of silt fencing and stockpile management controls.
- Environmental inductions will be delivered for all workers involved in the construction of the project.

A project-specific Construction Environmental Management Plan (CEMP) will be prepared for each warehouse and will detail the above avoidance and mitigation measures to be implemented during delivery of the project. The CEMP will also include soil, water, heritage and waste management measures, emergency response procedures, and environmental induction and training requirements to prevent and minimise environmental impacts and protect the surrounding land from potential impacts associated with the project.

The CEMP must meet Melbourne Airport's minimum requirements, as outlined in the Melbourne Airport Master Plan 2022 (**refer link #1**) and must be approved by the APAM Environment and Sustainability Team and reviewed by the Airport Environment Officer before commencement of the project.

4.1.4.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

APAM is committed to securing a direct offset to compensate for the permanent removal of 3.32 hectares of Natural Temperate Grassland of the Victorian Volcanic Plains (NTGVVP) at the project site, in accordance with the EPBC Act Environmental Offsets Policy. APAM is currently in consultation with landowners at a potential site and working towards establishing an agreement to secure an NTGVVP offset which will be suitable for this project. Refer to Section 5 of Attachment 1. EPBC Referral Supporting Information” for more information regarding the proposed offset.

4.1.5 Migratory Species

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Species
No	No	Actitis hypoleucos
No	No	Apus pacificus
No	No	Calidris acuminata

Direct impact	Indirect impact	Species
No	No	Calidris ferruginea
No	No	Calidris melanotos
No	No	Gallinago hardwickii
No	No	Hirundapus caudacutus
No	No	Motacilla flava
No	No	Myiagra cyanoleuca
No	No	Numenius madagascariensis
No	No	Rhipidura rufifrons
No	No	Tringa nebularia

4.1.5.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.5.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

While EPBC listed threatened species (i.e. White-throated Needletail *Hirundapus caudacutus*) has been identified within Melbourne Airport, this species has not been identified during previous investigations within the project area and surrounds and no suitable habitat occurs within the project area. Therefore, the project is unlikely to have a direct or indirect impact on this species.

4.1.6 Nuclear

4.1.6.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.6.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

No nuclear actions are proposed in relation to the project.

4.1.7 Commonwealth Marine Area

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

4.1.7.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.7.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project is not within a Commonwealth Marine Area.

4.1.8 Great Barrier Reef

4.1.8.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.8.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project is not in the vicinity of the Great Barrier Reef.

4.1.9 Water resource in relation to large coal mining development or coal seam gas

4.1.9.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? *

No

4.1.9.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

The project is not a large coal mining development or coal seam gas development.

4.1.10 Commonwealth Land

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Commonwealth land area
Yes	Yes	Commonwealth Land -

4.1.10.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

Yes

4.1.10.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. *

The project will be undertaken at Melbourne Airport, which is located on Commonwealth land. Potential impacts of the project on Commonwealth land include:

- minor excavation of soils with low-level contamination
- clearing and disturbance of native vegetation, and
- potential impacts to cultural heritage values.

4.1.10.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? *

No

4.1.10.6 Describe why you do not consider this to be a Significant Impact. *

With reference to the Significant Impact Guidelines 1.2, it is considered that the proposed action would not result in a significant impact on Commonwealth land on the basis that:

- The proposed action is located in the Landside Business Precinct within the Melbourne Airport the Melbourne Airport Business Park (MABP). The proposed works are adjacent to existing warehousing units and ongoing works to construct new warehousing and extend Sky Road to the west, therefore will not substantially alter natural landscape features.
- While soils in the project area are likely to contain low levels of contaminants including per-and poly-fluoroalkyl substances (PFAS), the scale, intensity and duration of disturbance of soil for hardstand preparation and utility works equates to a low and short-term impact.
- There is limited value for native fauna and flora within the project area due to historic land clearing and current land management activities (see section 3.2). It is unlikely that the impact on native vegetation would result in medium to large scale clearing of native vegetation that would constitute a significant impact to the environment as a whole on Commonwealth land.
- The project area is subject to a Cultural Heritage Management Plan (CHMP 12498) approved by the Representative Aboriginal Party (RAP) and outlines compliance requirements and conditions to manage and mitigate potential impacts to the Aboriginal cultural heritage place (Victorian Aboriginal Heritage Register, VAHR 7822-1333 Melbourne Airport 1) recorded within the south-east end of the project area. Additionally, a project-specific Construction Environmental Management Plan (CEMP) will be prepared each warehouse and will detail environmental management measures, including heritage mitigation measures and procedures, in accordance with the CHMP 12498. This will ensure no significant impact on cultural heritage values within the project area.

Overall, it is considered that the proposed action will not result in a significant impact on Commonwealth land.

4.1.10.7 Do you think your proposed action is a controlled action? *

No

4.1.10.9 Please elaborate why you do not think your proposed action is a controlled action. *

As detailed above, it is considered that the proposed action will not result in a significant impact on Commonwealth land. Consequently, the proposed action is not considered to be a controlled action in this regard.

4.1.10.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. *

The following avoidance and mitigation measures will be adopted during delivery of the project:

- A Construction Environmental Management Plan (CEMP) will be prepared for each warehouse which will include, at a minimum:
 - sediment and erosion control measures
 - surface water management measures
 - waste management measures
 - heritage management procedures
 - emergency and spill response procedures
 - re-fuelling procedures
 - spoil management procedures, including specific requirements for the management of PFAS-impacted soils
 - fauna, flora and vegetation management procedures
 - weed management procedures.
- The project CEMP must meet Melbourne Airport's minimum requirements, as outlined in the Melbourne Airport Master Plan 2022 ([refer link #1](#)) and must be approved by the Australia Pacific Airports (Melbourne) Pty Ltd (APAM) Environment and Sustainability Team and reviewed by the Airport Environment Officer (AEO) before commencement of the project.
- Management of PFAS-impacted soils will be in accordance with Melbourne Airport's PFAS Management Framework ([refer link #2](#)) which has been reviewed by the AEO.
- The requirements of the existing CHMP 12498 relevant to the project area will be adhered to.

Other measures to minimise impacts to native vegetation, as outlined in Section 4.1.4.10 of this application.

4.1.10.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. *

Not considered applicable.

4.1.11 Commonwealth Heritage Places Overseas

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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4.1.11.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? *

No

4.1.11.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. *

No Commonwealth heritage places overseas are relevant to the project area.

4.1.12 Commonwealth or Commonwealth Agency

4.1.12.1 Is the proposed action to be taken by the Commonwealth or a Commonwealth Agency? *

No

4.2 Impact summary

Conclusion on the likelihood of significant impacts

You have indicated that the proposed action will likely have a significant impact on the following Matters of National Environmental Significance:

- Threatened Species and Ecological Communities (S18)

Conclusion on the likelihood of unlikely significant impacts

You have indicated that the proposed action will unlikely have a significant impact on the following Matters of National Environmental Significance:

- World Heritage (S12)
- National Heritage (S15B)
- Ramsar Wetland (S16)
- Migratory Species (S20)
- Nuclear (S21)
- Commonwealth Marine Area (S23)
- Great Barrier Reef (S24B)
- Water resource in relation to large coal mining development or coal seam gas (S24D)
- Commonwealth Land (S26)
- Commonwealth Heritage Places Overseas (S27B)

4.3 Alternatives

4.3.1 Do you have any possible alternatives for your proposed action to be considered as part of your referral? *

No

4.3.8 Describe why alternatives for your proposed action were not possible. *

All Melbourne Airport developments are based on a robust and flexible framework in accordance with the Melbourne Airport Master Plan 2022 (**refer link #1**), which informs safeguarding decisions and ensures that all developments are integrated and implemented towards attaining maximum overall benefit. The Melbourne Airport Master Plan was approved by the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government in 2022 and is the overarching strategic document that guides the development of the airport precinct for the next 20 years and beyond.

Melbourne Airport’s development footprint and associated safeguarding of the long-term concept plan are strongly influenced by the growth of the airport, the need for increased operational and logistical capacity, and the objective to achieve and retain the highest standards of quality, sustainability, safety, and security.

The Melbourne Airport Business Park (MABP) – Sky Road West Warehouse Development project is a part of the continued non-aviation development of the Landside Business Precinct in line with the Melbourne Airport Master Plan 2022, which is essential to support the airport’s economic versatility and complement the projected growth of the airport with its non-aviation operations through continued development of its industrial, logistics, and manufacturing industries.

Currently, there is an existing approval (Part 13 Permit E2022-0207) for impacts on Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP) within the proposed project area to allow for the extension of Sky Road to the west to allow for road access to new warehouse locations (locations subject to this referral application).

Considering the airport’s key functions, the existing aviation and non-aviation activities, the increasing demand for supporting operations and facilities within the airport and the long-term and sustainable growth of the airport, and the existing approval for the extension of the existing Sky Road to the west, it is considered that there are no viable alternatives other than the proposed action.

5. Lodgement

5.1 Attachments

1.2.1 Overview of the proposed action

Type	Name	Date	Sensitivity	Confidence
#1. Document	Attachment 1_EPBC Referral Supporting Information.pdf This document provides further information relating to specific sections of the referral application form	16/08/2023	No	High
#2. Link	Melbourne Airport Master Plan https://media.caapp.com.au/pdf/6dl5p3/222708c6-1..			High

1.2.6 Commonwealth or state legislation, planning frameworks or policy documents that are relevant to the proposed action

Type	Name	Date	Sensitivity	Confidence
#1. Document	Attachment 1_EPBC Referral Supporting Information.pdf This document provides further information relating to specific sections of the referral application form	15/08/2023		High

1.2.7 Public consultation regarding the project area

Type	Name	Date	Sensitivity	Confidence
#1. Document	Attachment 3_CHMP12498_Part1.pdf This cultural heritage management plan (CHMP) is in an approved form under Regulation 64(a) of the Victorian Aboriginal Heritage Regulations 2007 and s.190 of the Aboriginal Heritage Act 2006	03/09/2013	Yes	High
#2. Document	Attachment 3_CHMP12498_Part2.pdf This cultural heritage management plan (CHMP) is in an approved form under Regulation 64(a) of the Victorian Aboriginal Heritage Regulations 2007 and s.190 of the Aboriginal Heritage Act 2006	03/09/2013	Yes	High
#3. Document	Attachment 3_CHMP12498_Part3.pdf This cultural heritage management plan (CHMP) is in an approved form under Regulation 64(a) of the Victorian Aboriginal Heritage Regulations 2007 and s.190 of the Aboriginal Heritage Act 2006	03/09/2013	Yes	High
#4. Link	Melbourne Airport Master Plan https://media.caapp.com.au/pdf/6dl5p3/222708c6-1..			High

1.3.2.18 (Person proposing to take the action) If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework

Type	Name	Date	Sensitivity	Confidence
#1. Document	Attachment 2_Environment and Sustainability Policy.pdf Melbourne Airport Environment and Sustainability Policy	01/03/2022	No	High
#2. Link	Melbourne Airport Master Plan https://media.caapp.com.au/pdf/6dl5p3/222708c6-1..			High

3.1.1 Current condition of the project area's environment

Type	Name	Date	Sensitivity	Confidence
#1. Link	Melbourne Airport Master Plan https://media.caapp.com.au/pdf/6dl5p3/222708c6-1..			High

3.2.1 Flora and fauna within the affected area

Type	Name	Date	Sensitivity	Confidence
#1. Document	Attachment 1_EPBC Referral Supporting Information.pdf This document provides further information relating to specific sections of the referral application form	15/08/2023	No	High

3.3.2 Indigenous heritage values that apply to the project area

Type	Name	Date	Sensitivity	Confidence
#1. Document	Attachment 3_CHMP12498_Part1.pdf This cultural heritage management plan (CHMP) is in an approved form under Regulation 64(a) of the Victorian Aboriginal Heritage Regulations 2007 and s.190 of the Aboriginal Heritage Act 2006	04/09/2013	Yes	High
#2. Document	Attachment 3_CHMP12498_Part2.pdf This cultural heritage management plan (CHMP) is in an approved form under Regulation 64(a) of the Victorian Aboriginal Heritage Regulations 2007 and s.190 of the Aboriginal Heritage Act 2006	04/09/2013	Yes	High
#3. Document	Attachment 3_CHMP12498_Part3.pdf This cultural heritage management plan (CHMP) is in an approved form under Regulation 64(a) of the Victorian Aboriginal Heritage Regulations 2007 and s.190 of the Aboriginal Heritage Act 2006	04/09/2013	Yes	High

4.1.4.2 (Threatened Species and Ecological Communities) Why your action has a direct and/or indirect impact on the identified protected matters

Type	Name	Date	Sensitivity	Confidence
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4.1.4.10 (Threatened Species and Ecological Communities) Avoidance or mitigation measures proposed for this action

Type	Name	Date	Sensitivity Confidence
#1. Link	Melbourne Airport Master Plan https://media.caapp.com.au/pdf/6dl5p3/222708c6-1..		High

4.1.4.11 (Threatened Species and Ecological Communities) Proposed offsets relevant to avoidance or mitigation measures

Type	Name	Date	Sensitivity Confidence
#1. Document	Attachment 1_EPBC Referral Supporting Information.pdf This document provides further information relating to specific sections of the referral application form	15/08/2023 No	High

4.3.8 Why alternatives for your proposed action were not possible

Type	Name	Date	Sensitivity Confidence
#1. Link	Melbourne Airport Master Plan https://media.caapp.com.au/pdf/6dl5p3/222708c6-1..		High

5.2 Declarations

☒ Completed Referring party's declaration

The Referring party is the person preparing the information in this referral.

ABN/ACN

89132231380

Organisation name

Senversa Pty Ltd

Organisation address

Level 6, 15 William Street, Melbourne, VIC 3000

Representative's name

Representative's job title

Associate Environmental Consultant

Phone

Email

Address

190 Flinders Street, Adelaide

☒ Check this box to indicate you have read the referral form. *

☒ I would like to receive notifications and track the referral progress through the EPBC portal. *

☒ By checking this box, I, of Senversa Pty Ltd, declare that to the best of my knowledge the information I have given on, or attached to this EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. *

☒ I would like to receive notifications and track the referral progress through the EPBC portal. *

☐ Awaiting Person proposing to take the action's declaration

https://epcbusinessportal.awe.gov.au/dashboard/print-application/?id=0dd1c1b4-cb3b-ee11-a81c-000d3a7941b5

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The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN	62076999114
Organisation name	AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED
Organisation address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054
Representative's name	[REDACTED]
Representative's job title	Senior Environment & Sustainability Advisor
Phone	[REDACTED]
Email	[REDACTED]
Address	Level 2, Terminal 4, Melbourne Airport, Tullamarine 3054

☐ Check this box to indicate you have read the referral form. *

☐ I would like to receive notifications and track the referral progress through the EPBC portal. *

☐ I, [REDACTED] of **AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED**, declare that to the best of my knowledge the information I have given on, or attached to the EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. I declare that I am not taking the action on behalf or for the benefit of any other person or entity. *

☐ I would like to receive notifications and track the referral progress through the EPBC portal. *

● Awaiting Proposed designated proponent's declaration

The Proposed designated proponent is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

Same as Person proposing to take the action information.

☐ Check this box to indicate you have read the referral form. *

☐ I would like to receive notifications and track the referral progress through the EPBC portal. *

☐ I, [REDACTED] of **AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED**, the Proposed designated proponent, consent to the designation of myself as the Proposed designated proponent for the purposes of the action described in this EPBC Act Referral. *

☐ I would like to receive notifications and track the referral progress through the EPBC portal. *