



LEGISLATIVE COUNCIL ENVIRONMENT AND PLANNING COMMITTEE

Inquiry: Inquiry into the Health Impacts of Air Pollution in Victoria

Hearing Date: 10 August 2021

Questions taken on notice

Directed to: Ms Carolyn Jackson, Department of Environment, Land, Water and Planning

1. Mr Melhem Page no. 9-10

Question asked.

What are some of the medium to long term solutions being implemented to alleviate transport and industry issues associated with air pollution in the Inner West? If I could get more details, specifically for the areas I have mentioned—not just the global thing, specifically what we are doing in the west and inner west to alleviate the problem; I am really interested in that.

Response:

Public health, transport, environment and land use planning authorities have reviewed the findings and recommendations in the Inner-West Air Quality Community Reference Group's report on how to address air quality issues in Melbourne's inner-west. The Victorian Government has committed to a variety of initiatives that will protect and improve local air quality and amenity in the inner-west, mainly by reducing vehicle movement through local streets while creating more direct freight connections and streamlining access to the port to meet the growing freight task.

Government commitments in relation to transport and freight that will improve air quality in the inner-west by reducing motor vehicle emissions are:

- Connecting suburban rail freight terminals in Altona, Somerton and Dandenong South to the Port of Melbourne through the \$58 million Port Rail Shuttle Network (PRSN) initiative. By 2050, the PRSN is expected to move 30 per cent of Melbourne's containers by rail, avoiding the need for millions of truck trips on roads each year.
- Increasing opportunities to move more freight by rail through the \$125 million Port Rail Transformation Project, scheduled for completion in 2023.
- A \$3.6 million extension to the Mode Shift Incentive Scheme, which will move up to 42,500 containers by rail and take the equivalent of 28,000 truck trips off the road every year.
- Accommodating freight and logistics uses closer to the Port of Melbourne by relocating consolidated container storage to the former Melbourne Market site.



- Establishing a Low Emission Initiatives Priority Zone in the inner west – to test clean energy transport initiatives over the next two years.
- Delivering the West Gate Tunnel project, which will remove 9,000 trucks each day off multiple local streets and introduce 24-hour truck bans at selected local roads.
- Creating safer, more accessible public and active transport options for the west through the Melbourne Metro Rail Tunnel Project, which will create a new end to end line from Sunbury in the west to Cranbourne/Pakenham in the south-east, with high-capacity trains and five new underground stations.

Other initiatives that will help to improve air quality and reduce the impact of air pollution on residents in the inner-west of Melbourne are:

- Investing \$1.788 million into further improving the early diagnosis and treatment of childhood asthma in the inner-west.
- Replacing the ageing Brooklyn air quality monitoring station with a central “super” roadside monitoring station.
- Undertaking studies to better understand sources of inner-west air pollution, including a source apportionment study.
- Securing a long-term air quality monitoring site in Footscray.
- Establishing an ultrafine particle and black carbon measurement program at Brooklyn.
- Planting 500,000 trees for a cooler, greener west.
- Continuing EPA’s Officers for the Protection of the Local Environment (OPLE) program (\$13.8 million state-wide). Inner-west councils’ that are part of the OPLE program include Brimbank City Council, Maribyrnong City Council and Hobsons Bay City Council.

2. Dr Cumming Page no. 11

Question asked.

Are there going to be any considerations towards planning to actually consider health and wellbeing in the legislation—rather than just guidelines or regs, actually saying you cannot do certain things around childcare centres or you cannot build childcare centres or schools or sensitive things in areas and you cannot pollute around them?

Response:

The Department of Environment, Land, Water and Planning (DELWP) is currently developing guidance on siting and design measures for new sensitive uses such as childcare centres, aged care facilities and residential developments being proposed near busy transport corridors (road and rail) – particularly those carrying high volumes of diesel vehicle traffic that is likely to persist in our transport system beyond the period the passenger vehicle fleet transitions to electric or hydrogen drives.



This work is being prepared in response to [Plan Melbourne 2017-2050](#) (Policy 6.6.1 Reduce air pollution emissions and minimise exposure to air pollution and excessive noise, p 123) and to support opportunities identified in the [Victorian Air Quality Statement](#), 2018 (p 11).

This work is being developed with input from the Environment Protection Authority and the Department of Transport. There are existing planning measures to achieve suitable separation between sensitive land uses and industrial land uses that reduce air amenity (Victoria Planning Provisions - Policy [13.06-1S](#) Air quality management and Clause [53.10](#) Uses and Activities with Potential Adverse Impacts), but no guidance is currently available relevant to minimising air pollution exposure along transport corridors. This guidance will draw on best practice approaches used in other states and overseas, and the approach used in Victoria's Apartment standards to reduce the impact of traffic noise exposure ([58.04-3](#) Noise impacts objectives).