



Prepared By: Michael Barlow (Urbis), David Barnes (Hansen Partnership)

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Date: 8th August 2017, Urbis Office

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Subject: West Gate Tunnel Project – Joint Planners Conference

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## PURPOSE

This report records the outcomes of a Joint Planners conference in relation to the Westgate Tunnel Project conducted on the 8th August 2017 between:

- David Barnes (Barnes) of Hansen Partnerships instructed by City of Maribynong
- Michael Barlow (Barlow) of Urbis Pty Ltd instructed by Clayton Utz.

Mr Ian Woodcock (RMIT) was unable to attend due to ill health.

Each planner has reviewed the Environmental Effects Statement for the West Gate Tunnel Project.

Each planner has prepared an expert report setting out their instructions and opinion in relation to the matter.

## SUMMARY OF CONFERENCE

### Emphasis of Expert Reports:

Mr Barlow's evidence addressed the strategic implications of the road project and the impacts on certain urban renewal areas and sites, but did not include the Footscray Activity Centre or Maribynong River corridor.

Mr Barnes focussed on the implications of the area of the Northern Portal and Maribyrnong River corridor.

### Key Issues Discussed:

1. The experts agree on the strategic importance of the Port to Melbourne and its likely medium to long term longevity and its recognition in the current Planning Framework.
2. The experts agree that for as long as the Port is operating it requires an appropriate level of access to facilitate its function.
3. Mr Barlow gives greater weight to the needs of the Port today.
4. Mr Barnes gives greater weight to the impacts of access on the Maribyrnong River and implications of infrastructure on the perception of Footscray and the Western suburbs.

5. Mr Barnes and Mr Barlow agree that there is strong policy support to protect and enhance the Maribyrnong River as an environmental corridor and an element of City character. Mr Barnes places greater weight on the role of the Maribyrnong River corridor as a distinguishing feature of Melbourne's character.
6. Mr Barlow notes that this section of the Maribyrnong River is highly influenced by the existing Port and related operations and its function as a buffer area.
7. Mr Barnes notes the beginning of 'transition' away from Port and related industrial functions in the north part of the area, to the south of Shepherd Bridge (west bank of river).
8. Mr Barnes considered greater priority should be given to protecting the Maribyrnong River Corridor for its longer term possibility for urban renewal if Port operations are to rationalise.

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Mr Michael Barlow  
Urbis Pty Ltd

(8.8.2017)

A handwritten signature in black ink, appearing to read "D Barnes".

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Mr David Barnes  
Hansen Partnership

(8.8.2017)