MAJOR ROAD PROJECTS AUTHORITY

OCTOBER 2018

MORDIALLOC BYPASS (FREEWAY)

ENVIRONMENT EFFECTS STATEMENT
SUMMARY

VICTORIA'S BIG BUILD

VICTORIA State Government

Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne

FOREWORD

On behalf of the Major Road Projects Authority (MRPA), I am pleased to present the Environment Effects Statement (EES) for the Mordialloc Freeway.

The 9km Mordialloc Freeway will improve access to Melbourne's south-eastern suburbs, completing the missing link from Frankston to Clayton. The project will save up to 10 minutes travel time and give local roads back to local people.

The freeway is a significant and important project for Melbourne's growing south-eastern suburbs.

Congestion will be reduced by connecting Mornington Peninsula Freeway to Dingley Bypass, in addition to building bridges over Springvale, Governor, Lower Dandenong, Centre Dandenong and Old Dandenong Roads. New walking and cycling paths will also encourage alternative transport options and connect communities to nearby parks and open spaces.

In September 2017, the Minister for Planning determined that the Mordialloc Freeway required assessment under the *Environment Effects Act 1978* (Vic). MRPA has prepared this EES to provide an assessment of the potential environmental, social, cultural and economic impacts associated with the proposed construction [and operation] of the Mordialloc Freeway, recognising that the new road is close to residential suburbs, wetlands and recreational parks.

Community and stakeholder feedback is a key element in the development of the EES. This feedback has been incorporated into the studies that have been completed and the environmental management approach presented in this EES. MPRA has made some significant changes to the design based on community feedback which include the project now being delivered as a freeway, new entry and exit ramps at Thames Promenade and a pedestrian underpass from Woodlands Industrial Estate to Braeside Park.

MRPA was assisted in preparing the EES by a Technical Reference Group (TRG) convened by the Department of Environment, Land, Water and Planning. MRPA would like to thank the TRG and everyone who has contributed to the EES. This consultation lead to design improvements that facilitate wildlife movement, preserve habitat and reduce the impact to residents by adding additional culverts in key habitat areas, building a dual bridge over the sensitive wetlands and the construction of noise walls where the freeway is close to homes.

The EES recommends Environmental Performance Requirements that define the environmental outcomes that must be achieved during the design, construction and operation of the freeway to avoid, manage or mitigate these impacts.

I encourage you to read the EES documents and have your say. By participating, you can ensure that all potential impacts are identified and managed, to keep the environment safe for future generations.

Allen Garner
Chief Executive Officer
Major Road Projects Authority

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It is important to note throughout this report the project is referred to as the Mordialloc Bypass. This is a legal requirement under the *Environment Effects Act 1978* (Vic). However, we're still building the road as a freeway.

Federal Government	State Government	Community Engagement
	July 2017 Mordialloc Bypass (Freeway) project referred to the State Government under the *Environment Effects Act 1978* (Vic)	
	September 2017 Minister for Planning determines that the Environment Effects Statement (EES) is required	→ Federal Department of the Environment and Energy seek community feedback on EPBC referral
October 2017 Mordialloc Bypass (Freeway) project referred to Federal Government under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC)	**November 2017 – June 2018** Technical Reference Group meetings	
January 2018 Federal Minister for the Environment determined the project is a 'controlled action'	**March – April 2018** Draft scoping requirements for the EES on public exhibition	→ Department of Environment, Land, Water and Planning (DELWP) invite community to comment
	May 2018 Minister for Planning issued final scoping requirements. This also serves as the accredited assessment process for the federal approvals	
	October 2017 – September 2018 EES is prepared including detailed assessments in response to the Minister for Planning's final scoping requirements	→ The project team engaged with the community to help inform project outcomes
	Late 2018 Public exhibition of EES documentation	→ DELWP invites the community to comment on EES documentation
	Early 2019 Independent inquiry considers EES and public submissions	→ Submitters may be invited to present in person
	Mid 2019 Minister for Planning's assessment	
Mid 2019 Federal Minister for the Environment considers the State Minister for Planning's assessment to inform approval decisions	Relevant state authorities consider the Minister for Planning's assessment to make a decision on the project	

INTRODUCTION

The 9km freeway will improve access to Melbourne's south-eastern suburbs, completing the missing link from Frankston to Clayton. The project will save up to 10 minutes travel time.

The project is expected to divert thousands of vehicles from nearby arterial roads and will deliver travel time savings of up to 10 minutes in each direction.

In May 2017, the Victorian Government invested $300 million to build the Mordialloc Bypass (Freeway) as a four-lane arterial road. An additional $75 million was invested in the 2018 State Budget to convert the bypass to a freeway and build new on and off ramps at Thames Promenade.

Subject to assessment and approval, construction of the project is proposed to begin in mid 2019, with the completed project open to road users in late 2021.

The process of awarding a design and construct (D&C) contract is being conducted by the Major Road Projects Authority (MRPA) alongside the EES process. A request for expressions of interest was released on 14 February 2018. In May 2018, the Minister for Roads and Road Safety announced that CPB/Seymour Whyte Joint Venture and McConnell Dowell/Decmil Joint Venture have been shortlisted to submit tenders for the project. MRPA expects to announce a preferred tenderer in early 2019 and will award the contract once an EES assessment has been completed by the Victorian Minister for Planning in mid-2019.

Figure 1 *Project location*

Proposed bridge over Centre Dandenong Road, Dingley Village

THE PROJECT

Location

The proposed alignment is located 25km south-east of Melbourne's central business district (CBD) and 5km east of Mordialloc. It passes through the suburbs of Clayton South, Dingley Village, Braeside, Waterways, Aspendale Gardens and Chelsea Heights in the City of Kingston, with small areas of proposed works in Bangholme in the City of Greater Dandenong.

The freeway passes between the western boundary of Braeside Park and the eastern boundary of the Woodlands Industrial Estate constructed wetlands, traverses constructed wetlands at Waterways and passes within 1km of the Ramsar listed Edithvale–Seaford Wetlands (Edithvale Wetlands portion). The northern and southern ends of the alignment pass through and along the border of the South East Green Wedge.

The project is located mainly within land reserved to accommodate a six-lane road. Since the late 1990s, most of this reservation has been covered by Public Acquisition Overlay (PAO). The project location is shown in Figure 1.

Project description

The project includes:

- a 9km freeway, consisting of two-lane carriageways in each direction
- bridges over Springvale, Governor, Lower Dandenong and Centre Dandenong Roads, along with new freeway entry and exit ramps at each intersection
- bridges over Old Dandenong Road and sensitive Waterways wetlands
- upgrades to the existing interchange at Thames Promenade, Chelsea with the Mornington Peninsula Freeway, along with freeway entry and exit ramps
- a new shared walking and cycling path along the entire freeway length.

The proposed alignment also allows for a third lane to be added if required for future growth. This upgrade would be within the construction footprint and without significant additional works.

PROJECT BENEFITS

The objectives of the project are to:

- improve the safety, efficiency and functionality of the road network
- improve transport connectivity, which would help the freight and logistics sectors by improving efficiency and vehicle operating costs
- improve amenity by reducing the reliance on local and low capacity arterial roads as key movement routes through the middle south-eastern suburbs
- reduce delays at intersections
- facilitate public transport improvements
- provide better access to economic and activity centres like shopping centres and business districts
- reduce travel time variability and delays for commuters
- protect, and where possible enhance, natural and cultural values during the planning, construction and operation of the project
- support sustainable communities and land development during the planning, construction and operation of the project
- achieve value for money for Victoria
- secure timely delivery of the project.

These objectives support the Victorian Government's aims of accommodating population growth, supporting industry investment, assisting in the creation of new jobs and attracting a skilled workforce in Melbourne's south-east. The project would provide a much-needed additional travel route, easing congestion and improving safety on local roads. It would also improve access to the Dandenong South Employment and Innovation Cluster, the industrial areas in Braeside and Moorabbin, and residential, recreation and other nearby shopping and entertainment precincts. The additional road capacity would contribute to a more reliable road network, which would increase efficiency and reduce vehicle operating costs for the freight and the logistics sector, and make investing in key employment areas more attractive for business.

The freeway will provide a more efficient transport alternative for vehicles travelling through the area. It will result in fewer vehicles travelling on local roads improving the safety and amenity of residential areas. The reduced traffic volumes on Springvale Road would improve bus operations which, along with the pedestrian and cycling paths proposed as part of the project, would provide a more balanced transport network solution for the area.

Project timeline

1954
Land reservation proposed for bypass

1969
Land acquired for bypass

2010
VicRoads commissions feasibility study

2017
Victorian Government invest $300 million to build bypass

September 2017
VicRoads seeks community feedback on bypass design

Victorian Minister for Planning announces project will undergo an Environment Effects Statement

January 2018
Federal Minister for Energy and Environment declares the project a controlled action

February 2018
Expression of interest opens for contractors to build the bypass

April 2018
Victorian Government invests a further $75 million to build the bypass as a freeway

CPB/Seymour Whyte and McConnell Dowell/Decmil joint ventures shortlisted to submit tenders

May 2018
Request for Tender opens to CPB/Seymour Whyte and McConnell Dowell/Decmil

July 2018
Victorian Government announces the new Major Road Projects Authority

Early 2019
Preferred contractor announced

Mid 2019
Environment Effects Statement process is completed

Award of contract

Building the freeway commences

End 2021
Building the freeway completed

PROJECT DEVELOPMENT

During development of the project a range of strategic road design options were explored. The initial preferred option was a new arterial road. However, as studies progressed and community feedback was received, analysis and insights gained showed that a four-lane freeway was a superior option, providing better traffic flow outcomes.

Project background

An arterial road to bypass the bayside suburbs on the Nepean Highway between Mordialloc and Frankston was first proposed in the *Melbourne Metropolitan Planning Scheme 1954 Report* compiled by the Melbourne and Metropolitan Board of Works. The report recognised that heavy traffic affects the amenity and development of bayside suburban settlements. It proposed an arterial road, designated Route 26 that connects Brighton and Frankston, bypassing the bayside suburbs to maintain their attractiveness. The reservation was later earmarked in the *1969 Melbourne Transportation Plan* and the *Metropolitan Strategy Implementation 1981*.

Most of the land for the project between Dingley Bypass and Springvale Road has been subject to a Public Acquisition Overlay (PAO) since the late 1990s.

In 2010, VicRoads commissioned a strategic transport assessment followed by a feasibility study to investigate the benefits, impacts and viability of various transport solutions within the reservation.

The study concluded that demand was not sufficient to warrant investment in a freeway at that time, but that there would be increased demand in the future to justify completing a business case for the construction of an arterial road within the reservation.

Since 2016, VicRoads, and now MRPA has been re-evaluating options to manage the projected traffic volumes in Melbourne's south-eastern region. The existing transport network experiences heavy congestion, with high competing traffic movements and network constraints leading to congestion and increased travel times. Traffic modelling undertaken as part of this EES showed that between 2021 and 2031, traffic demand (without the project) along Mornington Peninsula Freeway is expected to increase by more than eight per cent, primarily due to population growth and land use development in the south-eastern suburbs. The modelling showed that a freeway would better accommodate the increased travel demand associated with this growth, compared with an arterial road.

Project options

Following the recommendations of the feasibility study, four project options for the Mordialloc Bypass (Freeway) were further evaluated by VicRoads. The options were:

Option 1

A four-lane arterial road

Option 2

A four-lane freeway between Springvale Road and Lower Dandenong Road with an arterial road from Lower Dandenong Road to Dingley Bypass

Option 3

A four-lane freeway from Springvale Road to Dingley Bypass

Option 4

A six-lane freeway.

A four-lane freeway from Springvale Road to Dingley Bypass was found to be preferable to an arterial road because it would:

- provide greater relief from congestion on adjacent roads such as Nepean Highway, White Street and Springvale Road
- reduce travel times by about 20 per cent
- provide greater throughput capacity with a lower impact on intersecting roads, thereby extending the period before any further upgrades are required
- reduce the likelihood of incidents, making it safer than the arterial road option. This is achieved by reducing congestion in surrounding roads, and providing less interaction at traffic lights, where accidents are more likely to occur
- meet the community's strong preference for a freeway, as evidenced by feedback received (including via a web-based social pin-point survey; refer to Chapter 7: *Consultation and stakeholder engagement* of the EES)
- generate stronger economic returns by providing companies with faster access to employees and reducing transit times for goods and services
- deliver significant cost savings, compared to pursuing an arterial road option and upgrading it to a freeway in the future.

Design development

During development of the reference design for the four-lane freeway, design refinements were considered based on specialist studies and stakeholder and community engagement. The EES study outcomes have resulted in further design refinements for the project, which have created additional social and economic benefits.

PLANNING FOR THE PROJECT

Requirement for an EES

On 13 September 2017, the Minister for Planning determined that an EES was required for the project.

The reason for the decision was that the project has the potential to have a range of significant environmental effects. The decision notice stated that 'In particular, the EES is required to examine potential effects on:

- The habitat value and quality of wetlands and other habitats adjoining or traversed by the project, especially with regard to threatened species
- The surface water and groundwater systems which contribute to the health and habitat quality of adjacent and nearby wetlands, including the Ramsar-listed Edithvale–Seaford wetlands
- Indigenous cultural heritage values that may occur within the project alignment
- The containment and management of potentially contaminated soils and potential acid sulfate soils
- Amenity values of adjacent land, especially residential land and parkland.

Other potential effects on environmental values were determined to be 'less likely to be significant' and were considered 'amenable to effective management through existing statutory processes', for example under the *Planning and Environment Act 1987* and the *Environment Protection Act 1970*.

Final scoping requirements for the EES were issued by the Victorian Minister for Planning in May 2018, setting out the matters to be investigated and documented in the EES, and defining draft evaluation objectives that identify desired outcomes to be achieved in the context of relevant legislation.

The draft evaluation objectives in the scoping requirements focus on providing transport, efficiency, capacity and safety outcomes, while minimising potential adverse effects on biodiversity, water environments, cultural heritage and from contaminated land and acid sulfate soils.

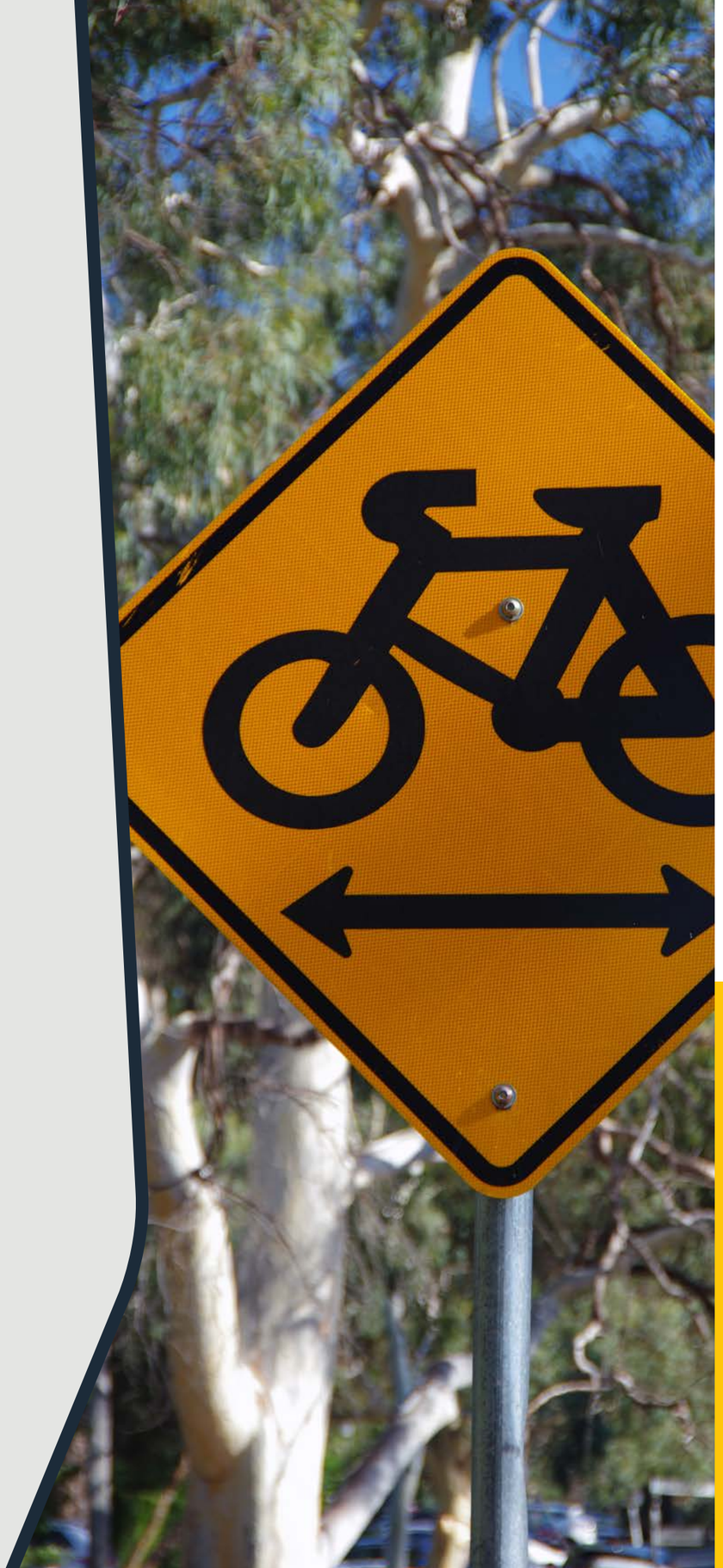
The EES process

The EES will form the basis of the Minister for Planning's assessment of the project to inform statutory decision makers.

The EES describes:

- the proposed project
- the existing environment in the project area
- the potential environmental effects of the project on the environment
- ways to avoid, minimise, mitigate or offset potential effects
- an environmental management framework for managing potential environmental effects during construction and operation of the project.

As part of the process, a Technical Reference Group (TRG) was convened, which included representatives from City of Kingston and City of Greater Dandenong, relevant Victorian Government departments, authorities and agencies (including Melbourne Water, DELWP, Parks Victoria and EPA). The TRG provided advice on a range of matters associated with the EES and commented on the project's alignment with relevant policy, the adequacy of the impact assessments and data used for assessments, and the suitability of the proposed management and offset measures.



The 13 studies undertaken to assess the potential impacts of the project

Potential environmental, social and economic effects were investigated through the following specialist studies:

- Traffic and transport
- Biodiversity and habitat
- Surface water
- Groundwater
- Land contamination and acid sulfate soils
- Aboriginal cultural heritage
- Historic heritage
- Noise and vibration
- Air quality and greenhouse gases
- Landscape and visual
- Social effects
- Land use and planning
- Economic effects.

The specialist studies involved:

- assessment of existing conditions
- consultation
- risk assessment
- impact assessment
- development of Environmental Performance Requirements.

Environmental Performance Requirements

A key outcome of the EES is the development of recommended Environmental Performance Requirements (EPRs). These requirements set the environmental outcomes to be achieved during design, construction and operation of the project.

The EPRs include requirements to comply with regulations, policies and guidelines, satisfy relevant government agencies, adopt industry-standard construction methods for environmental management or (in some cases) best-practice approaches, or to meet project-specific commitments.

The EPRs were developed by the technical specialists based on the outcomes of their impact assessments.

The final list of EPRs can be viewed in the *Environment Effects Statement* (main report).

How the EPRs are achieved will be managed by MRPA and the successful contractor. Oversight of the EPRs will be provided through implementation of the project's Environmental Management Framework.

Community involvement

Consulting with key stakeholders and the broader community is critical to ensuring the design, development and delivery of the project reflects community expectations and meet the needs of commuters and businesses.

MRPA implemented a Consultation Plan for the EES process, to engage with local councils, government departments, special interest and community groups, local residents and the broader community. MRPA provided project information and consulted on the proposed designs and measures to manage impacts. The consultation undertaken through the planning and the EES studies included a mix of:

- face-to-face engagement (e.g. one-on-one meetings, presentations, community information sessions)
- printed materials (e.g. flyers and project newsletters)
- digital and social media platforms (e.g. email to subscribers, geo-targted Facebook posts).

Community consultation is an integral part of the EES process and will continue through the EES exhibition period. MRPA encourage stakeholders and the community to make a submission on the issues that matter to them most, to help inform EES final outcomes.

MRPA will work with the preferred contractor to build the freeway to keep stakeholders and the community up to date and informed about projects progress, construction activities and to respond to any concerns.

POTENTIAL IMPACTS

Transport efficiency, capacity and safety

The project would provide several benefits to the transport network by reducing congestion, enhancing safety, providing active transport options and including bus priority treatments. This would relieve pressure on parallel routes, contributing to improved travel times of up to 10 minutes.

The project will improve access to the local area and amenities by reducing up to 13,000 trucks and cars a day on nearby local roads. Traffic volumes along Wells Road (west of Springvale Road) and Boundary Road (south of Governor Road) are expected to reduce by 60 to 75 per cent.

Road safety would be significantly improved due to the reduced crash risk resulting from lower traffic volumes on local roads, including fewer heavy vehicles.

Active transport will be promoted through a shared pedestrian and cycle path along the full length of the freeway. Connecting to existing paths they will provide options and contribute to the wider bicycle network.

Afternoon peak hour traffic on Wells Road

Biodiversity

There are 12 ecological vegetation classes within the project area, and two state and Commonwealth listed ecological communities. Impacts on significant flora species would be minor.

41 fauna species of conservation significance have been recorded in the project and surrounding area, including 13 migratory birds listed under the EPBC Act.

Construction impacts would be managed through the Construction Environmental Management Plan (CEMP) and additional controls to be adopted by the contractor, including application of no-go zones, pre-clearing surveys, relocation of fauna, employing directional construction lighting, and specific measures such as invasive weed management.

The potential for operational impacts has been minimised and mitigated to reduce impacts on nearby wetland environments and local trees. Measures include refining the project footprint, use of fauna-sensitive lighting design, barriers, fauna culverts and targeted revegetation, including under the bridge at Waterways wetlands. This will ensure that the nearby wetland habitat maintains its habitat values after construction.

Water environments

The project is located within the Dandenong major catchment area within the Mordialloc Creek waterway system and close to several wetlands, including the Ramsar-listed Edithvale–Seaford Wetlands.

To minimise impacts of construction on overland flow paths and floodplain storage, works would be carried out in accordance with Melbourne Water requirements and in consultation with relevant drainage authorities.

For the operation phase, flood modelling predicted an increase in flood levels in the 1% Annual Exceedance Probability (AEP) flood event at three locations. To address increased flood levels, the preliminary design has incorporated standard swales and additional flood storage areas next to Braeside Park and Woodlands wetlands. As the areas that would experience higher flood levels are mostly parklands and grasslands, predicted flood impacts would have no adverse effects, with no change to flood risk to people or property. Flood impact mitigation measures have been adopted in the design to meet the key requirements of Melbourne Water.

The assessment found that pollutant loadings entering Edithvale–Seaford Wetlands, Waterways wetlands and Woodlands Industrial Estate wetlands can be minimised and managed with the provision of bio-retention systems. Sufficient spill containment would also be provided at the stormwater discharge outfalls to reduce the risk of impacts from oil and fuel spills on the wetlands.

Flood modelling indicates stormwater does not flow into the Braeside Park wetlands from the project area; therefore, no water quality impacts are expected to occur because of the project.

The project would have minimal impact on surface water and floodplain environments, and minimal effects on water quality and beneficial uses, including the ecological character of the Ramsar-listed Edithvale–Seaford Wetlands.

As the project would be built predominantly above the existing surface level, it would have only a minimal localised effect on groundwater, resulting from compression of soils restricting flows directly beneath the road embankment structures.

Beyond the project boundary, the effects would be negligible and are not predicted to affect groundwater contributions to the Edithvale–Seaford Wetlands.

Soils and contaminated land

Construction activities associated with the project have the potential to disturb existing and former landfill sites north of Lower Dandenong Road and potential acid sulfate soils in the area south of Braeside Park.

The potential impacts of encountering contamination during construction would be managed through the development and implementation of a CEMP, including a Soil Management Plan, addressing the relevant standards, guidelines, statutory requirements and best practice (including EPA Victoria and Worksafe guidelines).

Cultural heritage

Fieldwork investigations found Aboriginal cultural heritage sites containing low-density stone artefact distributions. Due to previous site disturbance, the project would have a low overall impact on Aboriginal cultural heritage. Impacts would be managed through the Cultural Heritage Management Plan prepared for the project, which requires approval from Aboriginal Victoria.

Although there are currently no registered historical heritage places within the study area, the EES was prepared on the assumption that a

recent proposed amendment to the Kingston Planning Scheme Heritage Overlay may potentially move the extent of the existing heritage overlay for Braeside Park Precinct into the project area.

The reference design has minimised effects on this precinct by realigning the design to avoid the former Braeside Treatment Plant buildings (now occupied by Parks Victoria).

Impacts on other historical archaeological features related to the Braeside Treatment Plant are expected, but such features are likely to be of low historical archaeological significance (e.g. sewage pipes, access pits and the metal ventilation stack).

Detailed design of the permanent and temporary works will avoid impacts on the Braeside Park Precinct brick buildings, and will avoid or minimise impacts, where practicable, on other features in the Braeside Park Precinct. The City of Kingston will be consulted on matters related to the Braeside Park Precinct prior to planning approvals.

Amenity and environmental quality

The project has the potential to impact on visual amenity in the area, due to the visual intrusion of the project structure on the existing landscape, and through vegetation or wetland loss. A Landscape Concept Plan has been developed to illustrate the proposed landscape design for the project.

Project specific mitigation measures for landscape and visual impacts include design measures to minimise visual effects through barriers and planting, crime prevention design audits, integration of additional publicly accessible community infrastructure and amenity and minimising removal of existing vegetation.

A landscape management strategy will ensure healthy growth of planted vegetation and weed management during operation of the road.

The primary noise effects relate to traffic noise on the bypass. New sections of freeway within the Mordialloc Bypass (Freeeway) corridor require traffic noise to be no more than 63dB(A) in accordance with the VicRoads *Traffic Noise Reduction Policy*, whilst the existing Mornington Peninsula Freeway (between Springvale Road and Thames Promenade) will be no more than 68dB(A). Modelling results for the impact assessment indicated that Project Objective Noise Limits can be achieved at all identified receptors through the design and implementation of noise barriers along the alignment.

During construction, noise issues from construction activities would be managed in accordance with EPA guidelines. Following construction, traffic noise would be monitored to verify conformance with project objectives.

Air quality impacts from construction activities are predicted to be minor and would be managed in accordance with EPA guidelines through the implementation of the CEMP. With the application of standard controls, operational impacts on air quality are predicted to be negligible for carbon monoxide, particulate matter (PM10 and PM2.5) and nitrogen dioxide, and would meet EPA requirements.

Social, land use and infrastructure

The project would contribute to the direction and strategies of Plan Melbourne by delivering improved transport in one of greater Melbourne's fastest growing areas. At a local level, the reservation for the project between the Dingley Bypass and Thames Promenade is detailed in the Kingston Planning Scheme and the Greater Dandenong Planning Scheme, and as such it has avoided redevelopment and remains largely greenfield.

Land within the project area is predominantly under the control and management of VicRoads. This reflects the long-held expectation that the project would be constructed. However, one public and three private parcels of land lie outside the existing public acquisition overlay (PAO) and would therefore need to be acquired. The acquisition of these parcels and the application of the PAO is required as part of the amendment process, which is to occur following the Minister's assessment of this EES.

During construction of the project, there is the potential for social impacts due to changes to local access routes and connections. Waterways Estate is predicted to be most affected due to its limited access to the arterial road network. Bus routes on east–west routes around Dingley Village may also be disrupted during construction.

These impacts would be mitigated through a Community and Stakeholder Engagement Plan and Traffic Management Plan with measures to minimise disruption to all forms of transport.

Once operational, the project would create positive social impacts by providing improved access and connectivity, reduced traffic volumes, and improvements to safety, amenity and active transport.

The economic benefits of the project would be far reaching, and it would act as a catalyst for growth in the south-eastern suburbs. Improving east–west and north–south connectivity and addressing the capacity constraints in the corridor would improve accessibility between National Employment and Innovation Clusters, industrial areas and residential areas in the south-east, which are among the most important employment generators in Melbourne.

Australian Little Bittern

Cumulative impacts

Cumulative impacts from other nearby projects, such as the Edithvale and Bonbeach Level Crossing Removal project, are not expected to be significant and will be managed through the Environmental Management Framework (EMF). The EMF will also monitor and manage any additional projects that may arise during the construction of the freeway.

MANAGING THE POTENTIAL IMPACTS

The project design, construction and maintenance is in accordance with an Environmental Management Framework (EMF). The EMF outlines clear accountabilities for managing and monitoring environmental effects and hazards associated with the construction and operation phases of the project to achieve acceptable environmental outcomes.

In accordance with EES scoping requirements, the EMF will outline:

- the relevant environmental management plans for construction and operation phases of the project
- a program for community consultation, stakeholder engagement and communications during the construction and operation of the project, including opportunities for local stakeholders to engage with MRPA to seek responses to issues that might arise when the project is undertaken.

The key planning approval for the project will be the addition of an Incorporated Document into the Kingston and Dandenong Planning Scheme to apply site-specific controls to the project area. The Incorporated Document will include a requirement for the Environmental Management Framework to be submitted and approved by the Minister for Planning before the start of works. Use and development of land for the project would be required to comply with the approved framework.

Detailed design and construction would be required to progress in accordance with the EPRs included in the Environmental Management Framework.

NEXT STEPS

The EES will be on public exhibition for a minimum of 30 days, during which time the public can view the EES and make written submissions. Following public exhibition of the EES and associated draft Planning Scheme Amendment documentation, it is expected that an independent Inquiry Panel will be appointed by the Minister for Planning to assess the environmental effects of the project.

The Minister for Planning will prepare an assessment of the environmental effects of the project based on the EES documents, public submissions, MRPA's response to submissions and the Independent Inquiry Panel's report. The Minister's assessment will inform decision-makers in regards to the following approvals required for the project:

- Federal environmental approval under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth)
- Planning approvals under the *Planning and Environment Act 1987* (Vic)
- Cultural Heritage Management Plan approval under the *Aboriginal Heritage Act 2006* (Vic).

Upon publishing the notice of Planning Scheme Amendment (PSA) in the Victorian Government Gazette, MRPA would then be able to commence the land acquisition and compensation process for the amended Public Acquisition Overlay (PAO) under the PSA.

HOW TO GET INVOLVED

The EES and draft Planning Scheme Amendment (PSA) will be on public exhibition for a minimum of 30 business days.

The EES, draft PSAs and supporting documentation can be viewed at the following locations and downloaded from the project website: **www.roadprojects.vic.gov.au/projects/mordialloc-freeway**

Mordialloc Freeway Info Hub:
358 Boundary Road, Dingley Village.
Viewings by appointment or as otherwise advertised

City of Kingston offices:
1230 Nepean Highway, Cheltenham
Monday to Friday 8.30am to 5.00pm

Chelsea Library:
1 Chelsea Road, Chelsea, Victoria
Monday to Friday 10.00am to 2.00pm

City of Greater Dandenong offices:
Level 3, 225 Lonsdale Street, Dandenong
Monday to Friday 8.30am to 5.00pm

Springvale Library:
411 Springvale Road, Springvale
Monday to Friday 9.00am to 9.00pm

State Library Victoria:
328 Swanston Street, Melbourne

Department of Environment, Land, Water and Planning:
8 Nicholson Street, Melbourne
Monday to Friday 9.00am to 5.00pm

Submissions

Submissions on the Mordialloc Bypass (Freeway) EES must be made in writing and received by **5pm on Thursday 6 December 2018.**

Online submissions are preferred and can be lodged via the Victorian Government's engagement website **www.engage.vic.gov.au/mordialloc-bypass-ees-inquiry**

Written submissions must be accompanied by a coversheet obtained only by calling Planning Panels Victoria on (03) 8392 5121. Each written submission must have a separate coversheet and they cannot be copied.

- All submissions must state the name and address of the person making the submission.
- Where a submission is made by two or more persons, it must state the name and address of the person who will represent these persons in any formal public hearing and be the main point of contact.
- Anonymous submissions will not be considered.
- Submissions will be treated as public documents, in accordance with the Planning Panels Victoria Privacy Collection Notice.

For more information about the EES submission process or public hearings, contact Planning Panels Victoria at **www.engage.vic.gov.au/mordialloc-bypass-ees-inquiry** or on (03) 8392 5121.

CONTACT US

contact@roadprojects.vic.gov.au

1800 105 105

Major Road Projects Authority
GPO Box 4509, Melbourne VIC 3001

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@roadprojectsvic

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