



MORDIALLOC FREEWAY
OCTOBER 2018

ENVIRONMENT EFFECTS STATEMENT



Noise and Vibration

The 9km Mordialloc Freeway will improve access to Melbourne's south-eastern suburbs, completing the missing link from Frankston to Clayton.

We've now undertaken 13 key investigations to fulfil our requirements as part of the Environment Effects Statement (EES).

We engaged a team of technical experts to undertake detailed investigations for the project, including field assessments and noise modelling to understand how noise and vibration effects of the freeway could impact residents and nearby land users. The investigations will help inform how we manage the potential impacts of the project.

The full report of this study is available in Chapter 12: Noise and Vibration of the EES Main Report.

What our studies found

The existing noise environment

We engaged a team of technical experts to carry out detailed noise and vibration studies. Their investigations found the existing noise levels in the project area are consistent with suburban areas close to arterial roads. Noise levels were recorded between 48 and 55dBA along the majority of the alignment

At the northern end of the project, noise comes from:

- Existing traffic on surrounding arterials, Centre Dandenong Road, Lower Dandenong Road, Boundary Road and Springvale Road
- Moorabbin Airport
- Woodlands Industrial Estate

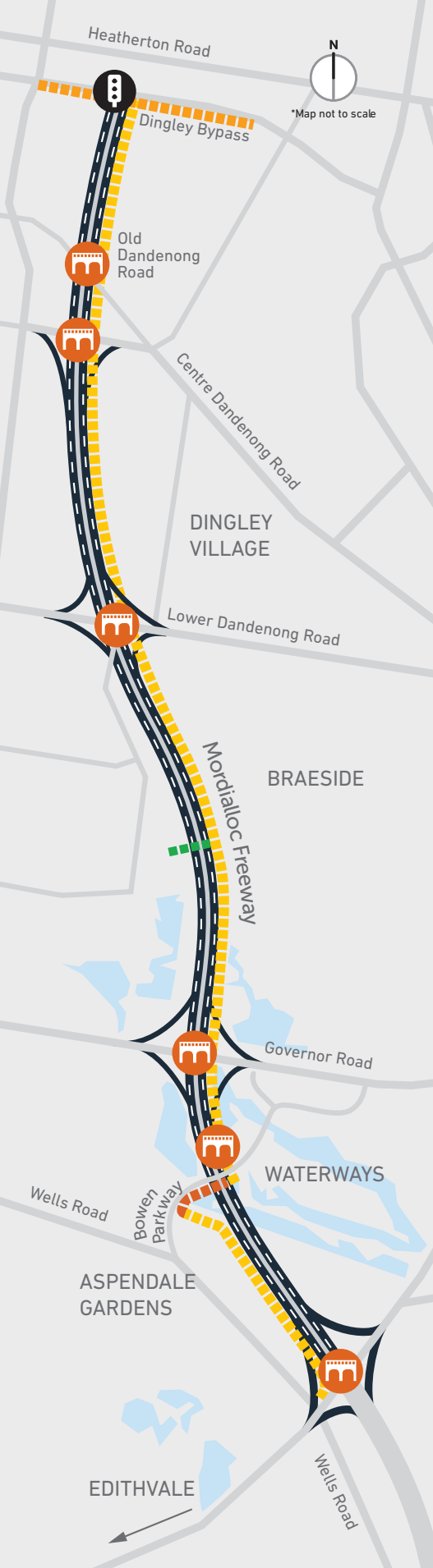
Noise sources in the middle of the project area include existing traffic on:

- Springvale Road to the east
- Governor Road running east-west immediately north of Waterways.

Existing noise in the southern end of the project area is from traffic on:

- Springvale Road
- Boundary Road
- Mornington Peninsula Freeway

Three locations adjacent to the Mornington Peninsula Freeway within the project area recorded noise levels between 58 and 60 dBA.



Setting noise limits for the freeway

We will set two noise limits along the freeway. These levels are known as Project Objective Noise Limits (PONLs).

Both noise levels comply with the VicRoads Traffic Noise Reduction Policy (2005), and Road Design Note 06-01 (RDN 06 -01) which are:

- 63dBA: Mordialloc Freeway between Springvale Road and the Dingley Bypass
- 68dBA: Mordialloc Freeway and Mornington Peninsula Freeway between Springvale Road and Thames Promenade



60dBA to 63Dba – office environment

What we'll do to minimise noise and vibration

We're committed to reducing the impact of noise and vibration in the community. To help us achieve this we'll:

- Install noise barriers adjacent to residential areas
- Use Open Grade Asphalt (OGA) for the freeway surface as it generates lower tyre noise compared to other road surfaces
- Develop a Construction Noise and Vibration Management Plan (CNVMP) with the contractor in accordance with the Environment Protection Authority (EPA)
- Monitor traffic noise 6-12 months after project completion to ensure noise levels are within the established limits.

Being accountable for what we do

We have established Environmental Performance Requirements (EPRs) which define the noise and vibration outcomes we will be required to achieve during the design, construction and operation of the Mordialloc Freeway.

The above measures will help us to achieve our EPRs and ensure noise and vibration impacts from the project are minimised.

A full list of our EPRs can be found in Chapter 12: Noise and Vibration of the EES Main Report.

EES Documentation

You can view the full EES documentation

Online: roadprojects.vic.gov.au/projects/mordialloc-freeway

In person at:

- Mordialloc Freeway Info Hub
- City of Kingston offices
- City of Greater Dandenong offices
- Chelsea Library
- Springvale Library
- State Library of Victoria
- Department of Environment, Land, Water and Planning (Melbourne offices)

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