



MORDIALLOC FREEWAY  
OCTOBER 2018

# ENVIRONMENT EFFECTS STATEMENT



## Social Effects, Economic Effects and Land Use and Planning

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 a range of assessments to understand how the construction and operation of the freeway could impact local communities. The investigations will help inform how we manage the potential impacts of the project.

The full reports of these studies are available in Chapter 9: Land Use and Planning, Chapter 19: Social Effects, and Chapter 20: Economic Effects of the EES Main Report.

### What our studies found

#### Changes to social activities

The social assessment carried out by our technical experts found that the most significant impacts of the project would be temporary and occur during construction only.

These impacts include changes to:

- Informal recreational activities in the freeway corridor
- Local road networks
- Pedestrian and cycling access

The assessment also highlights that once operational, the freeway will provide the local community with improved access and connectivity to local amenities.

#### Potential economic impacts

The economic assessment identified six areas that have potential to be affected by the project. These areas include properties that may be impacted due to:

- Land acquisition
- Restricted access and reduced amenity, particularly during construction.

The assessment also highlights that once operational, the project is expected to generate benefits through improving access to key economic and employment clusters while delivering a more balanced transport network for local businesses.

### Land Use and Planning

The changes to land use around the project area are expected to be negligible as the land for the freeway is already under VicRoads management. There are four private pieces of land not included in the existing Public Acquisition Overlay (PAO).

The land use and planning assessment found that the informal open space within the freeway corridor would no longer be available to the public, therefore some other land uses may be impacted through reduced amenity.

### Being accountable for what we do

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

A Community and Stakeholder Engagement Plan will also be developed, to ensure that all potentially affected communities and businesses are identified and notified of potential disruptions in a timely manner. We will work with the community to reduce disruption where possible.

Our EPRs will ensure that we minimise all impacts to the local community.

A full list of our EPRs can be found in Chapter 9: Land Use and Planning, Chapter 19: Social Effects, and Chapter 20: Economic Effects of the EES Main Report.

### EES Documentation

You can view the full EES documentation

Online: [roadprojects.vic.gov.au/projects/mordialloc-freeway](https://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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