



1 Introduction

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1.1 INTRODUCTION

The Mordialloc Bypass (Freeway) (the project) is the proposed construction and operation of a new freeway connecting the Dingley Bypass with the Mornington Peninsula Freeway in Melbourne's south-eastern suburbs. The project would be located mainly within land reserved for road purposes. Most of this reservation is already covered by a Public Acquisition Overlay (PAO), some of which is in VicRoads' ownership.

The proposed alignment (shown in Figure 1.1) is about 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 located in the City of Greater Dandenong. It also passes between the western boundary of Braeside Park and the eastern boundary of the Woodlands Industrial Estate constructed wetlands, crosses constructed wetlands at Waterways, and passes within 1km of the Ramsar-listed Edithvale–Seaford Wetlands. The northern and southern ends of the alignment pass through and along the border of the South East Green Wedge.

On 13 September 2017, the Victorian Minister for Planning determined that the project could reasonably be considered to have or be capable of having a significant effect on the environment and that an Environment Effects Statement (EES) must be prepared to enable the Minister assessment of the project's environmental effects. This EES assesses the construction, operation and maintenance of a four-lane dual freeway with a posted speed of 100km/h.

The delegate for the Commonwealth Minister for the Environment and Energy decided on 30 January 2018 that the project constitutes a controlled action under Section 75 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act). The EES assessment process has been accredited to assess the project for the purposes of the EPBC Act, in accordance with the bilateral agreement between the Commonwealth and Victorian governments.

A project reference design (also referred to as the 'preliminary design') was used to assess the environmental effects of the project. The reference design is the preliminary design of the project within a defined project boundary which provides scope for innovation in the ultimate design to be developed to achieve optimum environmental outcomes. The project's final design will be resolved through the concurrent design and construct (D&C) procurement process. Environmental Performance Requirements (EPRs) will provide the performance based requirements that set the outcomes, objectives or limits that must be achieved by the final design. The EPRs may include outcomes, objectives or limits set by regulation, policy or guidelines, or may be project commitments to achieve a particular objective.

The proponent for the project is Major Road Projects Authority (MRPA). Both MRPA and VicRoads are referred to throughout this EES and supporting documents. MRPA is now responsible for the planning and delivery of the project, but once completed the operation and maintenance responsibilities will be handed over to VicRoads (refer to Section 1.6).

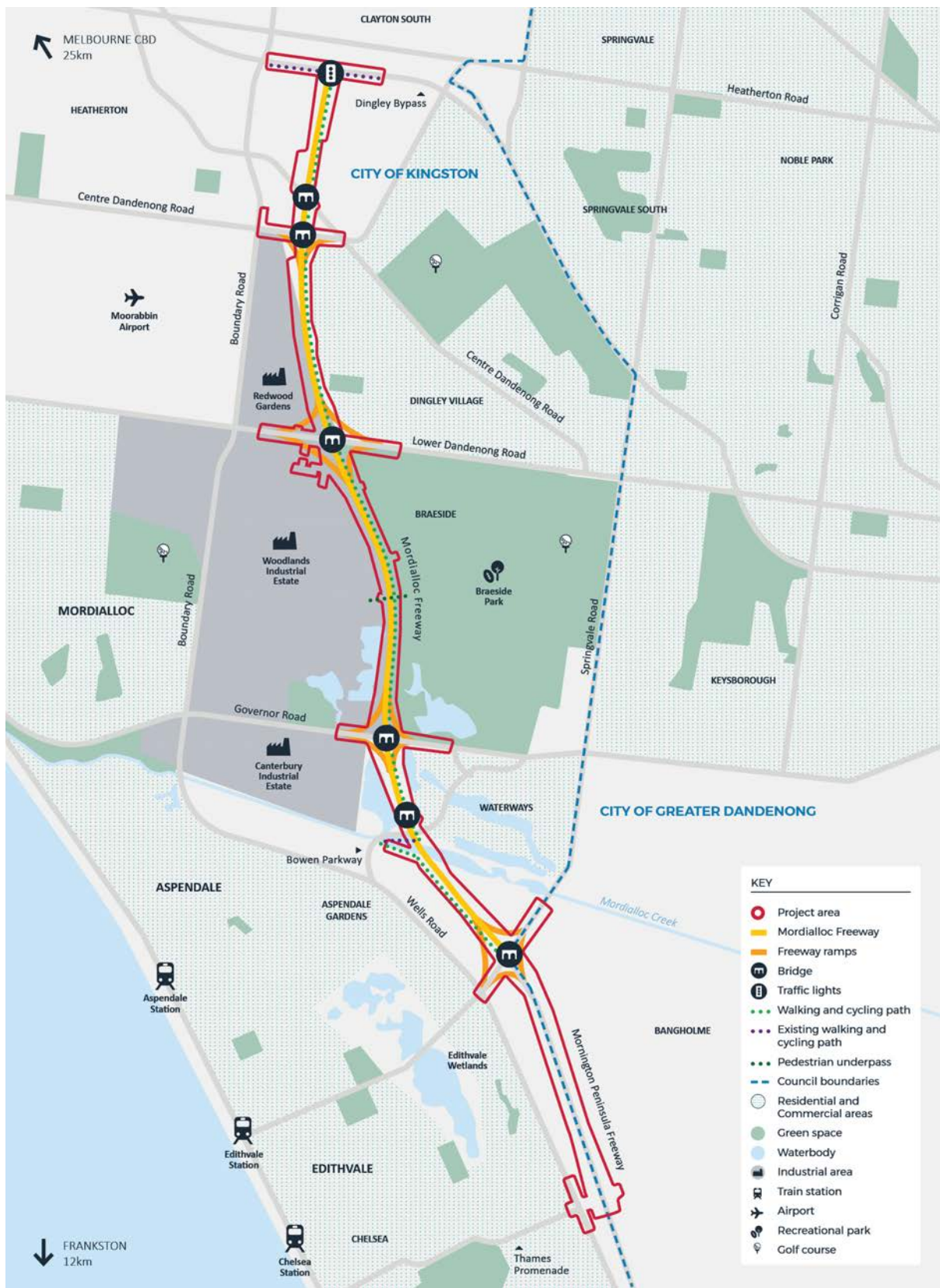


Figure 1.1 Project overview

1.2 PURPOSE OF THIS DOCUMENT

This EES is the primary document used to inform stakeholders, the community and government about the potential benefits and impacts of the project. It has been prepared to document the potential impacts of the construction and operation of the project in accordance with the *Scoping Requirements for Mordialloc Bypass Environment Effects Statement* (May 2018) (scoping requirements) prepared by the Department of Environment, Land, Water and Planning (DELWP) and issued by the Victorian Minister for Planning.

The scoping requirements contain a set of draft EES evaluation objectives that have regard to key issues and relevant statutory provisions. Figure 1.2 outlines the draft EES evaluation objectives for each technical topic and signposts where they are addressed in this EES.



Figure 1.2 Draft EES evaluation objectives

The EES process is described in greater detail in Chapter 4: *EES assessment framework and approach*. The engagement activities that have been used to inform the community and other stakeholders about the project are detailed in Chapter 7: *Consultation and stakeholder engagement*.

1.3 PROJECT OVERVIEW

The project is a new section of freeway to connect the Dingley Bypass to the Mornington Peninsula Freeway. Improvements to the shared use path network and on-road public transport will also be delivered as part of the project.

A bypass around Mordialloc to Frankston was first proposed in 1954 by the Melbourne and Metropolitan Board of Works on the basis that heavy traffic was affecting the amenity and development of bayside suburbs. The majority of the land required for the project has been reserved for road purposes in the Kingston and Greater Dandenong Planning Schemes since the 1990s, through the application of the of the Public Acquisition Overlay and the Road Zone.

In 2010, VicRoads commissioned a strategic transport assessment followed by a feasibility study to investigate the benefits, impacts and feasibility of constructing a bypass 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 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 demonstrates that between 2021 and 2031, traffic demand (without the project) along Mornington Peninsula Freeway is to increase by more than eight percent primarily due to population growth and land use development in the south-eastern suburbs. The increase in traffic demand will lead to increased congestion and longer travel times. The modelling has shown that a freeway would best provide for the increased travel demand associated with this growth, instead of an arterial road.

The historical concept development of the project is shown in Figure 1.3. Further information on the environmental, social, economic and transport context for the project is provided in Chapter 2: *Project rationale and benefits* of this EES.

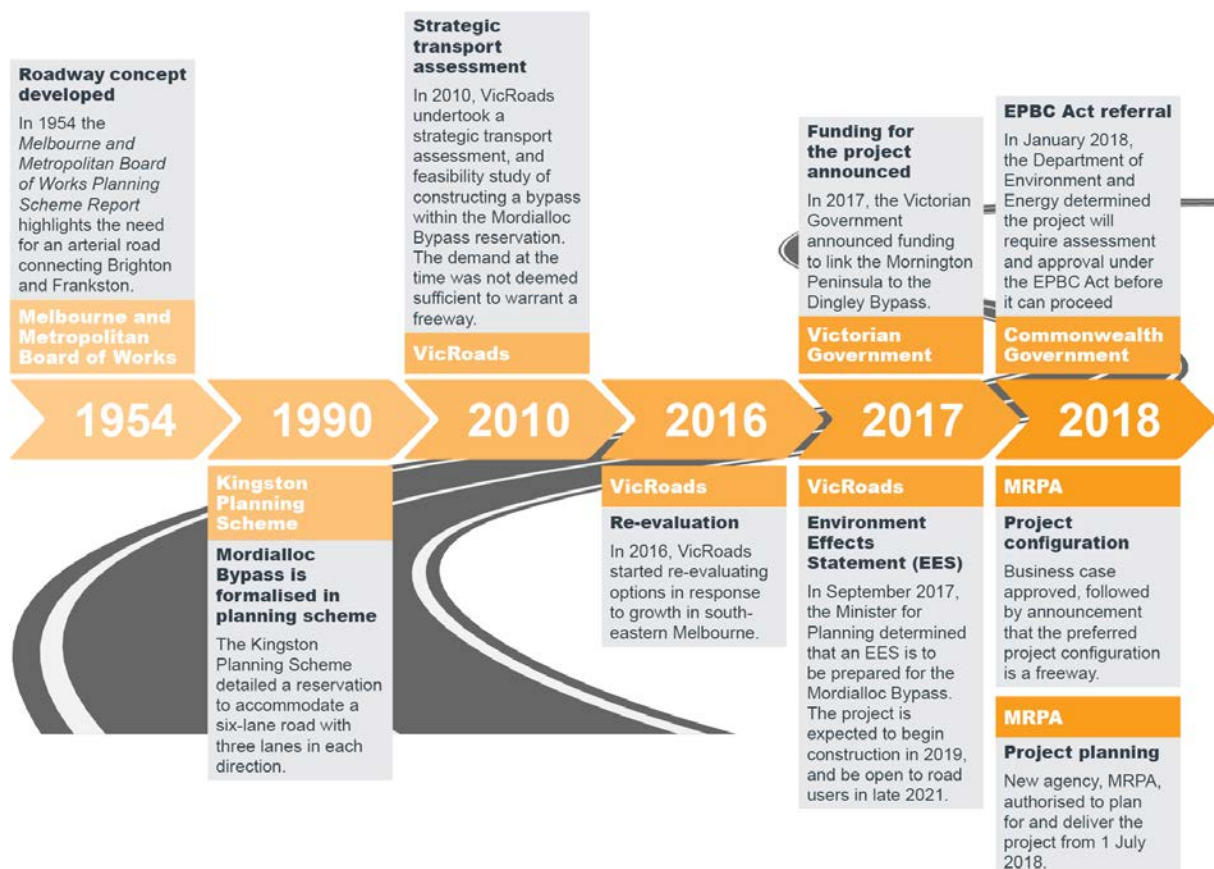


Figure 1.3 Project concept development

The project is approximately 9.7km in length, comprising two, two-lane 7.5km-long carriageways (with a path for walking and cycling) along the greenfield alignment. Another 2.2km of roadworks would be required to connect the project to the Mornington Peninsula Freeway. Mordialloc Creek and the associated Waterways Wetlands would be spanned by twin 400m-long bridges.

The infrastructure proposed as part of the project and assessed in this EES includes:

- a standard four-lane freeway (two lanes in each direction), divided by a centre median
- a 100km/hr posted speed limit
- full diamond interchanges at Springvale Road, Governor Road and Lower Dandenong Road where the Mordialloc Bypass (Freeway) will be elevated over the arterial roadway with northbound and southbound entry and exit ramps providing access for all directions of travel
- a half, single-point urban interchange at Centre Dandenong Road where the Mordialloc Bypass (Freeway) will be elevated over Centre Dandenong Road and southbound entry and northbound exit ramps will provide accessibility to and from the south
- addition of northbound entry and southbound exit ramps at the existing Mornington Peninsula Freeway interchange at Thames Promenade to provide access to and from the Mordialloc Bypass (Freeway). The existing interchange provides ramps to and from Mornington Peninsula Freeway to the south only. The proposed entry and exit ramps would create a full diamond interchange at Thames Promenade
- an at-grade T-intersection with traffic lights at Dingley Bypass
- elevation of the Mordialloc Bypass (Freeway) over Old Dandenong Road and Bowen Parkway to maintain existing connectivity on these routes
- shared use path running north-south along the length of the Mordialloc Bypass (Freeway) and connecting existing paths along the north side of Dingley Bypass and the south side of Springvale Road at the Chelsea Heights Hotel
- bus queue jump lanes provided at the proposed Springvale Road and Centre Dandenong Road interchanges.

The proposed alignment also allows for a future upgrade from a four-lane to a six-lane freeway within the construction footprint. The project has accounted for the six-lane width by allowing for a lane to be added to each carriageway in the future.

Further details on the project are provided in Chapter 6: *Project description* of this EES.

1.4 PROJECT OBJECTIVES

The project objectives 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
- improve public transport performance
- 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.

AMENITY

In this EES, amenity refers to the pleasantness or attractiveness of a place. Impacts to amenity are considered in relation to air quality, noise and vibration, and landscape and visual effects.

1.5 PROJECT BENEFITS

The project would provide a much-needed additional travel route, easing congestion and improving safety on nearby roads. It would also improve access to the Dandenong South Employment and Innovation Cluster, the industrial areas in Braeside and Moorabbin, and other nearby residential, recreation, 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 project would reduce the tendency for through-traffic to use local and low-capacity arterial roads, meaning fewer vehicles would travel through residential areas, especially in the middle south-eastern suburbs, facilitating amenity improvements. 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.

Further discussion around the benefits of the project is provided in Chapter 2: *Project rationale and benefits* of this EES.

1.6 PROJECT PROPONENT

MRPA, an administrative office within the Department of Economic Development, Jobs, Transport and Resources under the Public Administration Act 2004, is the proponent for the project and would be responsible for its delivery.

Beginning its operations on 1 July 2018, MRPA is a new dedicated government body for planning and delivering major road projects in Victoria. Major road projects that were being delivered by the Major Project Division of VicRoads will now be delivered by MRPA.

MRPA is one of several agencies assisting the State Government to achieve its integrated transport policy objectives. In relation to the project, MRPA is responsible for all delivery aspects including:

- planning and development of the project concept design
- coordinating technical and site investigations
- stakeholder engagement
- obtaining the key planning and environmental approvals (including preparation of this EES)
- coordinating procurement activities
- construction delivery and project commissioning.

VicRoads would operate and maintain the project upon commissioning.

1.7 PROJECT DELIVERY

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 D&C contract is being conducted alongside the EES process. A request for expressions of interest was released on 14 February 2018. MRPA expects to announce a preferred tenderer in October 2018 and award the final contract once an EES decision has been made by the Victorian Minister for Planning.

1.8 DRAFT PLANNING SCHEME AMENDMENT

Included as part of this EES is a draft planning scheme amendment (draft PSA) of the Kingston Planning Scheme and the Greater Dandenong Planning Scheme (included as Attachment II: *Draft planning scheme amendment*).

The draft PSA proposes to insert the incorporated document 'Mordialloc Bypass Incorporated Document, August 2018' (incorporated document) into the Greater Dandenong and Kingston Planning Schemes to facilitate development of the project. The incorporated document provides a project specific planning control which will govern the use and development of the project.

The draft PSA also proposes to apply the Public Acquisition Overlay to the following parcels of land:

- Parcel CP106278, 1-7 Bell Grove Braeside
- Parcel CP161872, 63-67 Tarnard Drive, Braeside
- Parcel CP101726, 414-426 Lower Dandenong Road Braeside
- Parcel Res 1 PS327478, 47 Mills Road, Braeside.

The draft PSA will amend the boundary of Heritage Overlay HO104, Braeside Park Precinct, to accurately reflect the location of the heritage asset.

Once the Minister for Planning's assessment of the EES process is completed, it is proposed that the draft PSA would be made by the Minister for Planning under section 20(4) of the Planning and Environment Act 1987.

1.9 PROVISION FOR ADDITIONAL LANES

As described in Section 1.3, the project consists of the construction and operation of a four-lane freeway, with future provisions for a six-lane freeway within the construction footprint. Studies have assessed a reference design that caters for an additional lane in each direction; the carriageways, including bridges, will be wide enough to allow for lanes to be added without significant construction works (subject to future approval requirements).

Further investigations will be required prior to the construction of the additional two lanes to understand the additional impacts of higher traffic volumes, including:

- Traffic and Transport Impact Assessment
- Air Quality Impact Assessment
- Noise Impact Assessment.

The outcomes of these additional assessments will be detailed in an updated Environmental Management Framework to be submitted to the Minister for Planning prior to the development of the additional two lanes (refer to Chapter 23: *Environmental Management Framework*).

1.10 STRUCTURE OF THIS EES

The structure and content of this EES aligns with the evaluation objectives set out in the scoping requirements (DELWP 2018). This EES comprises:

- a summary report
- a main report providing a comprehensive response to the scoping requirements
- appendices providing the specialist investigations underpinning the main report.

A draft planning scheme amendment is also attached to this EES to show proposed amendments to the Kingston and Greater Dandenong Planning Schemes.

Table 1.1 outlines the structure of the EES main report.

Table 1.1 Structure of EES main report

Chapter number	Chapter title	Chapter summary
1	Introduction	Describes the project, its proponent, objectives and EES structure.
2	Project rationale and benefits	Outlines the previous studies and context (transport, historical, social and economic) for the project.
3	Legislative framework and approval requirements	Describes the approvals framework and legislation relevant to the project.
4	EES assessment framework and approach	Describes the methodology used to prepare this EES including environmental risk assessment and the scope of specialist studies.
5	Project alternatives	Describes the project alternatives that have been considered, and the process followed to develop the reference design.
6	Project description	Outlines the proposed project and associated construction and operation.
7	Consultation and stakeholder engagement	Describes key stakeholders in the project, the consultation undertaken by VicRoads and MRPA, and major issues identified by stakeholders and the community.
8	Traffic and transport	Chapters 8 to 20 describe the discipline-specific environments that the project operates within, and the potential risks and impacts of the project. It explores mitigation and management measures for these risks, and the residual environmental effects of the project.
9	Land use and planning	
10	Biodiversity	
11	Landscape and visual effects	
12	Noise and vibration effects	
13	Air quality and greenhouse gas	
14	Aboriginal cultural heritage	
15	Historical cultural heritage	
16	Surface water and hydrology	
17	Groundwater	
18	Soils and contaminated land	
19	Social effects	
20	Economic effects	
21	Cumulative impacts	Describes the potential cumulative effects of the project (noise, air quality, visual amenity) at sensitive receivers, along with the cumulative impacts from other projects in the area.
22	Matters of National Environmental Significance	Assesses the project's potential to impact Matters of National Environmental Significance, as defined within the EPBC Act.

Chapter number	Chapter title	Chapter summary
23	Environmental management framework	<p>Outlines the MRPA environmental management process and describes the environmental management plan that would be used in the construction, operation and maintenance of the project.</p> <p>Outlines the monitoring programs, auditing and reporting that would be carried out for the project and environmental offsets commitments.</p> <p>Contains EPRs that encapsulate the processes, plans, programs and commitments mentioned above.</p> <p>Note that where the conditional tense is used throughout this EES (e.g. the use of 'would' rather than 'will'), this relates to the project requiring approval before it can proceed. If the project is approved and does proceed, all proposed EPRs and management measures outlined in Chapter 23: <i>Environmental management framework</i> would be implemented.</p>
24	Conclusion	Presents the conclusions of this EES.

Several documents are included as attachments to this EES, providing supporting information. Table 1.2 provides a list of these attachments and a brief description.

Table 1.2 Attachments to the EES

Attachment	Title	Attachment summary
I	Environmental risk assessment report	A detailed report containing an assessment of all environmental risks associated with the planning, construction and operation of the project.
II	Draft planning scheme amendment	Includes a copy of the draft Incorporated Document, associated Explanatory Report, maps and other documents proposed to be lodged, subject to assessment and approval of the project.
III	Maps and figures	Large versions of key maps and figures found within this EES main document and supporting documents.
IV	Engagement report	Provides a summary of the feedback captured about the concept design between August and October 2017.

Specialist studies underpinning the main report are presented in the appendices. These studies explore:

- key issues associated with (or risks posed by) the project
- characteristics of the existing environment that could be impacted by the project
- design and mitigation measures that would mitigate the risk of environmental impacts
- the likely effects of the project and evaluation of their significance
- the identification of EPRs to manage risks of effects.

Table 1.3 outlines the structure of the appendices.

Table 1.3 Specialist studies undertaken for the EES

Appendix number	Study	Author/organisation	Relevant EES chapter
Appendix A	Transport impact assessment	WSP	Chapter 8: <i>Traffic and transport</i>
Appendix B	Land use and planning impact assessment	WSP	Chapter 9: <i>Land use and planning</i>
Appendix C	Flora and fauna impact assessment	WSP	Chapter 10: <i>Biodiversity</i>
Appendix D	Landscape and visual impact assessment	Aspect	Chapter 11: <i>Landscape and visual effects</i>
Appendix E	Noise and vibration impact assessment	WSP	Chapter 12: <i>Noise and vibration effects</i>
Appendix F	Air quality impact assessment	Ian Wallis Consulting Environmental Engineers	Chapter 13: <i>Air quality and greenhouse gas</i>
Appendix G	Greenhouse gas impact assessment	WSP	Chapter 13: <i>Air quality and greenhouse gas</i>
Appendix H	Aboriginal cultural heritage impact assessment	Archaeology at Tardis	Chapter 14: <i>Aboriginal cultural heritage</i>
Appendix I	Historical heritage impact assessment	Andrew Long and Associates	Chapter 15: <i>Historical cultural heritage</i>
Appendix J	Surface water impact assessment	WSP	Chapter 16: <i>Surface water and hydrology</i>
Appendix K	Groundwater impact assessment	WSP	Chapter 17: <i>Groundwater</i>
Appendix L	Contaminated land impact assessment	WSP	Chapter 18: <i>Soils and contaminated land</i>
Appendix M	Social impact assessment	WSP	Chapter 19: <i>Social effects</i>
Appendix N	Economic impact assessment	Essential Economics	Chapter 20: <i>Economic effects</i>
Appendix O	Preliminary tree assessment	C&R Ryder Consulting	Chapter 10: <i>Biodiversity</i> Chapter 11: <i>Landscape and visual effects</i>

1.11 CONSULTATION AND PUBLIC EXHIBITION

MRPA has undertaken significant community consultation to inform the preparation of this EES. Community members, including residents, businesses and other interested parties, have had the opportunity to provide comment and feedback throughout the project through early engagement (involving online consultation), the public exhibition of the EES scoping requirements, and community pop-up information sessions.

Further community comment is being sought during public exhibition of this EES. The stakeholder consultation undertaken to date and that proposed for during and after the EES public exhibition phase is summarised in Chapter 7: *Consultation and stakeholder engagement*.

1.12 EES EXHIBITION

This EES has been placed on exhibition for public comment. Hard copies may be examined during normal business hours at the following locations:

- 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.

Included as part of this EES is the draft planning scheme amendment (PSA) of the Kingston and Greater Dandenong Planning Schemes (included as Attachment II: *Draft planning scheme amendment*). The draft PSA proposes to insert an incorporated document into the Schedule to Clause 45.12 of the Kingston Planning Scheme and the Schedule to Clause 72.04 of the Greater Dandenong Scheme. The incorporated document exempts MRPA from needing individual planning permits for works associated with the project. Once the EES process is completed, the PSA (including the incorporated document) would be approved by the Minister for Planning under section 20(4) of the *Planning and Environment Act 1987* (Vic) (P&E Act). This section of the P&E Act allows the Minister to amend planning schemes without having to give formal notice and consultation, and therefore there may be no further opportunity for public comment on these amendments beyond the EES public exhibition stage.

1.12.1 Obtaining and purchasing copies of the EES

The EES, draft PSAs and supporting documentation can be viewed and downloaded from the MRPA Mordialloc Bypass (Freeway) Project website (<https://roadprojects.vic.gov.au/projects/mordialloc-freeway>). Note: If you experience any problems downloading any of the exhibited documents or require assistance accessing them, please contact MRPA on the phone number or email below.

Free copies of both the EES Summary Brochure and a USB of the complete EES Main Report and Appendices are available from MRPA visit, <https://roadprojects.vic.gov.au/projects/mordialloc-freeway>, email contact@roadprojects.vic.gov.au or call 1800 105 105. Hard copies of the EES will also be available to purchase.

1.12.2 How to lodge a submission

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 on the Victorian Government's engagement portal at www.engage.vic.gov.au/mordialloc-bypass-ees-inquiry.

Written submissions must be accompanied by a coversheet 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 the Planning Panels Victoria at www.engage.vic.gov.au/mordialloc-bypass-ees-inquiry or on (03) 8392 5121.