REFERRAL OF A PROJECT FOR A DECISION ON THE NEED FOR ASSESSMENT UNDER THE *ENVIRONMENT EFFECTS ACT 1978*

REFERRAL FORM

The *Environment Effects Act 1978* provides that where proposed works may have a significant effect on the environment, either a proponent or a decision-maker may refer these works (or project) to the Minister for Planning for advice as to whether an Environment Effects Statement (EES) is required.

This Referral Form is designed to assist in the provision of relevant information in accordance with the *Ministerial Guidelines for assessment of environmental effects under the Environment Effects Act 1978* (Seventh Edition, 2006). Where a decision-maker is referring a project, they should complete a Referral Form to the best of their ability, recognising that further information may need to be obtained from the proponent.

It will generally be useful for a proponent to discuss the preparation of a Referral with the Department of Planning and Community Development (DPCD) before submitting the Referral.

If a proponent believes that effective measures to address environmental risks are available, sufficient information could be provided in the Referral to substantiate this view. In contrast, if a proponent considers that further detailed environmental studies will be needed as part of project investigations, a more general description of potential effects and possible mitigation measures in the Referral may suffice.

In completing a Referral Form, the following should occur:

- Mark relevant boxes by changing the font colour of the 'cross' to black and provide additional information and explanation where requested.
- As a minimum, a brief response should be provided for each item in the Referral Form, with a more detailed response provided where the item is of particular relevance. Cross-references to sections or pages in supporting documents should also be provided. Information need only be provided once in the Referral Form, although relevant cross-referencing should be included.
- Responses should honestly reflect the potential for adverse environmental effects. A Referral will only be accepted for processing once DPCD is satisfied that it has been completed appropriately.
- Potentially significant effects should be described in sufficient detail for a reasonable conclusion to be drawn on whether the project could pose a significant risk to environmental assets. Responses should include:
  - a brief description of potential changes or risks to environmental assets resulting from the project;
  - available information on the likelihood and significance of such changes;
  - the sources and accuracy of this information, and associated uncertainties.
- Any attachments, maps and supporting reports should be provided in a secure folder with the Referral Form.
- A CD or DVD copy of all documents will be needed, especially if the size of electronic documents may cause email difficulties. **Individual documents should not exceed 2MB.**

- A completed form would normally be between 15 and 30 pages in length. Responses should not be constrained by the size of the text boxes provided. Text boxes should be extended to allow for an appropriate level of detail.
- The form should be completed in MS Word and not handwritten.

The party referring a project should submit a covering letter to the Minister for Planning together with a completed Referral Form, attaching supporting reports and other information that may be relevant. This should be sent to:

Postal address

Minister for Planning
PO Box 500
EAST MELBOURNE VIC 3002

Couriers

Minister for Planning
Level 17, 8 Nicholson Street
EAST MELBOURNE VIC 3002

In addition to the submission of the hardcopy to the Minister, separate submission of an electronic copy of the Referral via email to ees.referrals@dpcd.vic.gov.au is encouraged. This will assist the timely processing of a referral.

REFERRAL OF A PROJECT FOR A DECISION ON THE NEED FOR ASSESSMENT UNDER THE ENVIRONMENT EFFECTS ACT 1978

REFERRAL FORM

DINGLEY ARTERIAL
(SPRINGVALE ROAD TO PERRY ROAD)

Version 3: January 2007

PART 1 PROPONENT DETAILS, PROJECT DESCRIPTION & LOCATION

1. Information on proponent and person making Referral

Name of Proponent:	VicRoads
Authorised person for proponent:	Frank De Santis
Position:	Project Director – Eastern Projects
Postal address:	Unit 12/613 Maroondah Highway Mitcham VIC 3132
Email address:	Frank.DeSantis@roads.vic.gov.au
Phone number:	9872 7002
Facsimile number:	9872 7099
Person who prepared Referral:	Sam Kutrolli
Position:	Senior Project Delivery Engineer
Organisation:	VicRoads
Postal address:	Unit 12/613 Maroondah Highway Mitcham VIC 3132
Email address:	sam.kutrolli@roads.vic.gov.au
Phone number:	9872 7026
Facsimile number:	9872 7099
Available industry & environmental expertise:	VicRoads has extensive experience in road planning, construction and environmental management. Notwithstanding this, VicRoads has engaged suitably qualified consulting firms to undertake necessary investigations and prepare relevant documentation.

2. Project – brief outline

Project title:
Dingley Arterial

Project location:
The proposal is part of the greater Dingley Corridor.

The project is located between Springvale Road and Perry Road in Keysborough along the Dingley Corridor road reservation, for a distance of approximately 3.5 kms. (Melways 88 J6 to Melways 89 E10)

The approximate route location is shown in the Greater Melbourne Street Directory (2008). Page 88 Grid Reference J6 to Page 89 Grid Reference E10.

Short project description:
Construction of a new dual carriageway arterial road along the Dingley Corridor connecting Westall Road to the Dandenong Bypass between Springvale Road and Perry Road in Keysborough.

3. Project description

Aim/objectives of the project

The objectives for the Dingley Arterial Project are as follows:

- improved accessibility to EastLink, and the south eastern suburbs;
- improved regional freight efficiency;

- improved road safety;
- reduced congestion on the existing arterial network; and
- improved level of service on key bus routes along Cheltenham Road and Springvale Road.

By improving access in the region, the link will also assist the City of Greater Dandenong achieve its long term access, mobility and planning objectives and assist the development of Dandenong as a Central Activities District.

Background/rationale of project

A reservation for the Dingley Corridor has been included in planning schemes for about 40 years. The full Dingley Corridor reservation comprises an 18.4 km route between Warrigal Road, Moorabbin and the South Gippsland Freeway, Dandenong South.

A number of sections of the Dingley Corridor have already been constructed including:

- Westall Road (Springvale Bypass) - four-lane dual carriageway arterial road between Spring Road and Springvale Road. Completed in 1994.
- South Road Extension - two-lane single carriageway arterial road between Warrigal Road and Old Dandenong Road. Completed in September 2007.
- Dandenong Bypass - four-lane dual carriageway arterial road between Perry Road and South Gippsland Highway (part of EastLink Project). Completed in December 2007.

In December 2007, the Premier announced that the Government was investigating opportunities to extend the Dandenong Bypass in both directions, including the section from Springvale Road to Perry Road. This project was subsequently announced in the Victorian Transport Plan on 8 December 2008 for a cost of $80M, with construction to commence in early 2011.

The project seeks to achieve improved road network connectivity, efficiency, and accessibility and remove congestion on the existing surrounding arterial road network by providing a new link between Westall Road and the Dandenong Bypass.

Main components of the project

The project will consist of a 3.5 kms dual carriageway arterial road between Springvale Road and Perry Road with signalised at grade intersections at Springvale Road, Cheltenham Road, Chapel Road and Perry Road. Preliminary concept plans are provided as Attachment A to this document.

Ancillary components of the project

Ancillary components of the project include the following:

- Relocation of utility services and installation of new street lights at intersections;
- Provision of a pedestrian / cycle path; and
- Truncation of Coomoora Road and Stanley Road.

Key construction activities:

The main construction activity will be civil works associated with the construction of a new road.

Construction activities (within the right of way corridor) will include some clearing of vegetation, general earthworks (including topsoil stripping, excavation, filling and topsoil spreading) drainage installation, pavement construction, shared use paths, landscaping and installation of traffic signals, lighting and signage.

Key operational activities:

☐ No ☒ Yes

The main operational activity will be the ongoing road maintenance consistent with prevailing practices and standards. This will include the maintenance of landscape; storm water drains, road pavement, pedestrian/cycle path, traffic signals, street lighting, road furniture and linemarking.
Key decommissioning activities:
Not applicable.
Is the project an element or stage in a larger project?
☐ No ☒ Yes
The construction of a new dual carriageway arterial road connecting Westall Road to Dandenong Bypass between Springvale Road and Perry Road is the next stage in the long term investment plan for the Dingley Corridor. A series of sections are proposed to be constructed over the long term to ultimately provide a freeway connecting the South Road Extension in Oakleigh South to the South Gippsland Freeway in Dandenong South.
Is the project related to any other past, current or mooted proposals in the region?
☒ No ☐ Yes

4. Project alternatives

Brief description of key alternatives considered to date Key alternatives considered included: • An alternative design option which includes a full diamond interchange at Springvale Road, a southern half diamond interchange at Cheltenham Road and a grade separation at Chapel Road; • Upgrade of the existing road network. These alternatives were not considered to give the best community outcome within budgetary constraints.
Brief description of key alternatives to be further investigated (if known)**:** No alternatives are being investigated.

5. Proposed exclusions

Statement of reasons for the proposed exclusion of any ancillary activities or further project stages from the scope of the project for assessment: Not applicable.

6. Project implementation

Implementing organisation: VicRoads **Implementation timeframe:** The project implementation timeframe is summarised in the table below.

Milestone	Project Timeframe
Project Commencement (Funding Approval)	Mid 2009
Commence Survey / Preconstruction / Design	Mid 2009
Advertise Contract	Mid 2010
Contract Award	Late 2010
Contract Construction	Late 2010 – early 2013
Practical Completion (open to traffic)	Early 2013

Proposed staging:

The project is proposed to be constructed in a single stage of construction.

7. Description of proposed site or area of investigation

Has a preferred site for the project been selected?

☐ No ☒ Yes

A road reservation has been reserved along the Dingley Corridor for a future road. The proposed alignment between Springvale Road and Perry Road has been located within this road reservation.

General description of preferred site, (including aspects such as topography/landform, soil types/degradation, drainage/ waterways, native/exotic vegetation cover, physical features, built structures, road frontages; attach ground-level photographs of site, as well as A4/A3 aerial/satellite image(s) and/or map(s) of site & surrounds, showing project footprint):

The project site has been predominantly cleared of indigenous vegetation, with the exception of one small area near Rivergum Place Way which is dominated with Coast Manna-gums.

Evidence on site, including floristic composition and soil characteristics, suggested that moderately to highly modified forms of Damp Sands Herb-rich Woodland (EVC 3) and Plains Grassy Woodland (EVC 55) were present in the study area.

The topography is flat or gently undulating comprising of sandy loamy soils of moderate fertility. The Haileybury Catchment Drain flows north to south into an adjacent stormwater retarding basin near Cheltenham Road.

Site area : 36.7(hectares)

Route length: Approximately 3.3 kms and typically 90 m in width

Current land use and development:

The land through which it is proposed to construct the Dingley Arterial is zoned RDZ1. This land is currently being leased for various uses including commercial, public parks and agricultural purposes.

The following land uses have been identified within the road reservation:

- Miranda Riding School
- Green open spaces
- Sports grounds
- Market gardens
- Various roads that cross the alignment path
- Coomoora Woodlands Reserve
- Car yard

Description of local setting

The study area comprises approximately 50 hectares of public road reserve located in Keysborough, approximately 25 km south east of Melbourne's CBD. The site is bordered by residential development (to the north east) a business precinct and Tatterson Park (to the south west), Perry Road (to the east) and Springvale Road (to the west).

Planning context

Land required for the project is currently zoned as RDZ1 as shown in Attachments C1 and C2.

The following overlays exist within the land required:

- Public Acquisition Overlay (PAO) as shown in Attachments C3 and C4.
- Special Building Overlay (SBO) as shown in Attachment C5.

The following overlays exist adjacent to the land required:

- Developer Contribution Plan Overlay (DCPO) as shown in Attachments C6 and C7.
- Design and Development Overlay (DDO) as shown in Attachment C8.
- Development Plan Overlay (DPO) as shown in Attachments C9 and C10.
- Environmental Audit Overlay (EAO) as shown in Attachments C11 and C12.
- Land Subject to Inundation Overlay (LSIO) as shown in Attachment C13 and C14.

VicRoads is working closely with City of Greater Dandenong to ensure all relevant planning permits and approvals associated with the above overlays are sought and issued within the timeframes allowed in the project schedule.

Local government area(s):

The proposed alignment runs through the City of Greater Dandenong.

8. Existing environment

Overview of key environmental assets/sensitivities in project area and vicinity
(cf. general description of project site/study area under section 7):

Evidence on site including floristic composition and soil characteristics suggested that moderately to highly modified forms of Damp Sands Herb-rich Woodland and Plains Grassy Woodland were present in the study area. Damp Sands Herb-rich Woodland (EVC 3) has a vulnerable conservation status in the Gippsland Plain bioregion, while Plains Grassy Woodland (EVC 55) has an endangered conservation status in the Gippsland Plain bioregion.

Other key environmental sensitivities from the project include the following:

- Proximity to residential areas; and
- Proximity to public reserves, in particular Coomoora Woodlands Reserve and Tatterson Park.

9. Land availability and control

Is the proposal on, or partly on, Crown land?

☒ No ☒ Yes

Current land tenure:

Land required for the project is currently owned by VicRoads. A number of properties are currently leased to a number of Tenants with short term leases. There is a small possibility that slivers of land may be required to be acquired, which will be confirmed subject to detailed design.

Refer to Attachment B which shows land owned by VicRoads required for this project.

Intended land tenure

Land required for the project will be declared as road reservation. Any surplus land may remain in VicRoads ownership for potential future road upgrades and may be leased to the public, or may be sold.

Other interests in affected land

Utility services in the road reservation. Initial investigation indicates minimal impact on utility services within the affected land. This will be confirmed in the detail design phase.

10. Required approvals

State and Commonwealth approvals required for project components.

State funding approval has been granted with funding to commence in 09/10.

Targeted flora and fauna surveys indicate that no species requiring approval under the Environment Protection and Biodiversity Conservation Act 1999.

Targeted flora and fauna surveys indicate that a number of species listed as protected under the Flora and Fauna Guarantee Act 1988, occur within the impacted area. These species include

- Family Asteraceae (daisies):
  - Annual Fireweed
- Family Orchidaceae (orchids):
  - Hyacinth-orchid
- Genus Acacia (wattles):
  - Black Wattle
  - Spike Wattle
  - Sweet Wattle
- Genus Correa (correas):
  - Common Correa
- Genus Xanthorrhoea (grass tree):
  - Small Grass-tree

Permits to remove affected vegetation will be sought from the Department of Sustainability and Environment.

Have any applications for approval been lodged?

☐ No ☒ Yes

A business case report has been submitted resulting in state funding approval.

Approval agency consultation:

The Dingley Arterial (Springvale Road to Perry Road) has been discussed with Department of Transport, City of Greater Dandenong, City of Kingston and Melbourne Water.

Other agencies consulted:

Nil at this stage but will consult with all relevant state departments and agencies.

PART 2 POTENTIAL ENVIRONMENTAL EFFECTS

11. Potentially significant environmental effects

Overview of potentially significant environmental effects (identify key potential effects and comment on their significance and likelihood, as well as key uncertainties):

No potentially significant environmental effects are considered likely given that:

- Less than 10 ha of intact native vegetation is proposed to be cleared;
- There would be no potential loss of a significant proportion of habitat for a threatened species; and
- No Ramsar or important wetlands are within the study area.
- No aquatic, estuarine or marine ecosystems within the study area.
- No potential for extensive or major effects on the health, safety or well-being of the human community in the area.
- Greenhouse gas emissions directly attributable to the operation of the facility will be less than 200,000 tonnes of carbon dioxide equivalent per annum.

Potential Environmental Effects however include the following:

- Vegetation removal. Impacts will be reduced by minimising the footprint width, complying with Net Gain Policy requirements, and implementing an Environmental Management Plan.
- Cultural heritage. Impacts will be reduced by minimising the footprint width and implementing an EMP.
- Reduction of water quality from sediment and toxicant runoff from the site and roads. Impacts will be reduced during construction by implementing an EMP and post construction by implementing best practice water sensitive urban design treatments for road and stormwater runoff.
- Visual Impacts. Impacts will be reduced by implementing a landscape plan.
- Reduced air quality. VicRoads has undertaken a preliminary assessment using the EPA approved Air Quality Screening Tool and found that no State Environmental Protection Policy intervention levels will be approached or exceeded due to the project.
- Dust. Dust during construction will be reduced by implementing dust control measures such as stabilising disturbed soil through watering or grassing, undertaking rehabilitation of disturbed areas as soon as possible and the use of defined haul routes.
- Social Impacts. Impacts will be reduced by developing and implementing a consultation plan in liaison with the City of Greater Dandenong and regular dialogue with impacted residents and stakeholders.
- Traffic disruption. Traffic disruption will be minimised as much as far as practical. Traffic management plans will be put in place during construction with advance warning to commuters of any temporary inconveniences.
- Production of Waste. Contractors will be encouraged to carry out all works in such a manner as to minimise the generation of waste materials and whenever possible to recover and recycle such materials.
- Noise. Increased ambient noise resulting from traffic using the new road link will be minimised through use of noise attenuation barriers, potentially in conjunction with architectural acoustic treatments to highly impacted dwellings.

12. Native vegetation, flora and fauna

Native vegetation

Is any native vegetation likely to be cleared or otherwise affected by the project?

☒ NYD ☒ No ☒ Yes If yes, answer the following questions and attach details.

What investigation of native vegetation in the project area has been done? (briefly describe)

A desk top Flora and Fauna report and Targeted Flora field survey has been undertaken by Brett Lane and Associates – refer to Attachments D1 and D2.

What is the maximum area of native vegetation that may need to be cleared?

☒ NYD Estimated area: 1.2 hectares

How much of this clearing would be authorised under a Forest Management Plan or Fire Protection Plan?

☒ N/A ..... approx. percent (if applicable)

Which Ecological Vegetation Classes may be affected? (if not authorised as above)

☒ NYD ☒ Preliminary/detailed assessment completed. If assessed, please list.

Four habitat zones (ranging from low to very high quality) of Plains Grassy Woodland (EVC 55) and Damp Sands Herb-rich Woodland (EVC 3) along with scattered trees (mostly medium to large) were recorded within the study area that may be affected. Damp Sands Herb-rich Woodland has a vulnerable conservation status and Plains Grassy Woodland has an endangered conservation status.

Have potential vegetation offsets been identified as yet?

☒ NYD ☒ Yes If yes, please briefly describe.

A habitat hectare assessment and net gain analysis has been undertaken by Brett Lane and Associates (refer Attachment E). Offset sites are being sought through Bushbroker and Trust for Nature.

Other information/comments? (eg. accuracy of information)

Nil.

NYD = not yet determined

Flora and fauna

What investigations of flora and fauna in the project area have been done?

A desk top Flora and Fauna report and Targeted Flora field survey has been undertaken by Brett Lane and Associates – refer to Attachments D1 and D2.

Have any threatened or migratory species or listed communities been recorded from the local area?

☒ NYD ☒ No ☒ Yes

Seven species are included under the Flora and Fauna Guarantee Act 1988. They are:

- Family Asteraceae (daisies):
  - Annual Fireweed
- Family Orchidaceae (orchids):
  - Hyacinth-orchid
- Genus Acacia (wattles):
  - Black Wattle

- Spike Wattle
- Sweet Wattle

- Genus Correa (correas):
  - Common Correa
- Genus Xanthorrhoea (grass tree):
  - Small Grass-tree

Targetted searches were undertaken in suitable habitat for the EPBC Act listed Matted Flax-lily (*Dianella amoena*) and the EPBC Act and FFG Act listed Clover Glycine (*Glycine latrobeana*). Neither species was located within the alignment.

A total of 13 threatened fauna species have been identified as potentially occurring within the project area, however the likelihood of regular occurrence in all cases but one is low or very low. In the single case where likelihood of regular occurrence is high the species is Pacific Gull and the occurrence refers to this species commuting over the project area without landing. Species with a low likelihood of occurrence include Latham's Snipe and the Grey-headed Flying-fox. Species with a very low likelihood of occurrence include the Australasian Shoveler, Black Falcon, Cape Barren Goose, Eastern Great Egret, Hardhead, Nankeen Night Heron, Spotted Harrier, Swift Parrot, Glossy Grass Skink and Growling Grass Frog. Details of these threatened species are provided in Attachment D2.

If known, what threatening processes affecting these species or communities may be exacerbated by the project? (eg. loss or fragmentation of habitats) Please describe briefly.

Reduction in potential habitat area.

Fragmentation of habitat.

Damage to trees and disturbance to understorey vegetation.

Weed and pathogen invasion.

Erosion of soil and ground conditions, and increase of dust.

Are any threatened or migratory species, other species of conservation significance or listed communities potentially affected by the project?

☒ NYD ☒ No ☒ Yes

There is a minor potential impact on seven flora species under the FFG Act. These are:

- Family Asteraceae (daisies):
  - Annual Fireweed
- Family Orchidaceae (orchids):
  - Hyacinth-orchid
- Genus Acacia (wattles):
  - Black Wattle
  - Spike Wattle
  - Sweet Wattle
- Genus Correa (correas):
  - Common Correa
- Genus Xanthorrhoea (grass tree):
  - Small Grass-tree

There is a minor potential impact on 13 threatened fauna species identified as potentially occurring within the study area through habitat loss. However the likelihood of regular occurrence in all cases but one is low or very low. In the single case where likelihood of regular occurrence is high the species is Pacific Gull and the occurrence refers to this species commuting over the project area without landing. Species with a low likelihood of occurrence include Latham's Snipe and the Grey-headed Flying-fox. Species with a very low likelihood of occurrence include the Australasian Shoveler, Black Falcon, Cape Barren Goose, Eastern Great Egret, Hardhead, Nankeen Night Heron, Spotted Harrier, Swift Parrot, Glossy Grass Skink and Growling Grass Frog. Details of these threatened species are provided in Attachment D2.

Is mitigation of potential effects on indigenous flora and fauna proposed?
☒ NYD ☒ No ☒ Yes

The principles of Net Gain will be followed, where native vegetation removal is avoided where possible, minimised where practical, and offset if removal cannot be practically avoided. Sourcing of net gain offsets is underway. In addition, a number of species affected by the new alignment in the Coomoora Woodlands Reserve that come under the FFG Act will be translocated to unaffected areas of the Coomoora Woodlands Reserve to reduce removal of high value species. Impacts during construction will be mitigated through best practice environmental management. This includes:

- Any tree pruning to be undertaken by an experienced arborist to prevent disease or unnecessary damage to trees or disturbance to understorey vergetation.
- Weed control to be carried out by an experienced bush regenerator in disturbed areas after construction to control any weed outbreaks in bushland or wetland areas.
- All machinery brought on site to be weed and pathogen free.
- Machinery wash down and personnel rest areas to be located well away from areas of native vegetation and the adjacent Melbourne Water retarding basin.
- Best practice erosion control to be employed including the use of sediment fences and bunding of stockpiles.

Other information/comments? (eg. accuracy of information)

Nil.

13. Water environments

Will the project require significant volumes of fresh water (eg. > 1 Gl/yr)?
☒ NYD ☒ No ☒ Yes If yes, indicate approximate volume and likely source.

Will the project discharge waste water or runoff to water environments?
☒ NYD ☒ No ☒ Yes If yes, specify types of discharges and which environments.

There maybe controlled discharge of excess rain water runoff into natural water courses after appropriate treatment. VicRoads will continue to liaise with Melbourne Water to ensure all necessary steps to avoid adverse impacts to receiving waters are avoided, and beneficial uses are protected.

Are any waterways, wetlands, estuaries or marine environments likely to be affected?
☒ NYD ☒ No ☒ Yes If yes, specify which water environments, answer the following questions and attach any relevant details.

Are any of these water environments likely to support threatened or migratory species?
☒ NYD ☒ No ☒ Yes If yes, specify which water environments.

Are any potentially affected wetlands listed under the Ramsar Convention or in 'A Directory of Important Wetlands in Australia'?
☒ NYD ☒ No ☒ Yes If yes, please specify.

Could the project affect streamflows?
☒ NYD ☒ No ☒ Yes If yes, briefly describe implications for streamflows.

Could regional groundwater resources be affected by the project?
☒ NYD ☒ No ☒ Yes If yes, describe in what way.

Could environmental values (beneficial uses) of water environments be affected?
☒ NYD ☒ No ☒ Yes If yes, identify waterways/water bodies and beneficial uses (as recognised by State Environment Protection Policies)

Could aquatic, estuarine or marine ecosystems be affected by the project?
☒ NYD ☒ No ☒ Yes If yes, describe in what way.

Is there a potential for extensive or major effects on the health or biodiversity of aquatic, estuarine or marine ecosystems over the long-term?
☒ No ☒ Yes If yes, please describe. Comment on likelihood of effects and associated uncertainties, if practicable.

Is mitigation of potential effects on water environments proposed?
☒ NYD ☒ No ☒ Yes If yes, please briefly describe.

Good construction practice for the containment and treatment of sediment from rain on exposed excavated land in accordance with EPA regulations and guidelines.

Other information/comments? (eg. accuracy of information)

Nil.

14. Landscape and soils

Landscape

Has a preliminary landscape assessment been prepared?
☒ No ☒ Yes If yes, please attach.

Is the project to be located either within or near an area that is:

- **Subject to a Landscape Significance Overlay or Environmental Significance Overlay?**
  ☒ NYD ☒ No ☒ Yes If yes, provide plan showing footprint relative to overlay.

- **Identified as of regional or State significance in a reputable study of landscape values?**
  ☒ NYD ☒ No ☒ Yes If yes, please specify.

- **Within or adjoining land reserved under the *National Parks Act 1975* ?**
  ☒ NYD ☒ No ☒ Yes If yes, please specify.

- **Within or adjoining other public land used for conservation or recreational purposes ?**
  ☒ NYD ☒ No ☒ Yes If yes, please specify.

Tatterson Park located south of Cheltenham Road and Coomoora Reserve located south of Coomoora Road will both abut the new alignment.

Is any clearing vegetation or alteration of landforms likely to affect landscape values?
☒ NYD ☒ No ☒ Yes If yes, please briefly describe.

The project will require removal of vegetation located in the road reserve.

Is there a potential for effects on landscape values of regional or State importance?
☒ NYD ☒ No ☒ Yes Please briefly explain response.

Is mitigation of potential landscape effects proposed?
☒ NYD ☒ No ☒ Yes If yes, please briefly describe.

Impact on landscape values will be minimised through implementation of an appropriate roadside landscape design.

Other information/comments? (eg. accuracy of information)

Nil.

Soils

Is there a potential for effects on land stability, acid sulphate soils or highly erodible soils? ☒ NYD ☒ No ☒ Yes The project is located within an area of relatively flat topography, and not in an area prone to acid sulphate soils, or highly erodible soils.
Are there geotechnical hazards that may either affect the project or be affected by it? ☒ NYD ☒ No ☒ Yes A geotechnical risk assessment and an investigation for contaminated material have been carried out. These are attached in Appendix F1 and F2 respectively. No significant risks that cannot be readily addressed have been identified.
Other information/comments? (eg. accuracy of information)

15. Social environments

Is the project likely to generate significant volumes of road traffic, during construction or operation? ☒ NYD ☒ No ☒ Yes There will be periods of increased traffic congestion during construction at the Springvale Road, Cheltenham Road, Chapel Road and Perry Road intersections. Construction at these sites will be restricted to off peak periods to minimise traffic congestion. Once the new road is opened to traffic, traffic flows in the surrounding road network will improve resulting in reduced traffic congestion. It is estimated that 25,000 to 35,000 vehicles per day will use the new arterial road when it is opened to traffic in 2013.
Is there a potential for significant effects on the amenity of residents, due to emissions of dust or odours or changes in visual, noise or traffic conditions? ☒ NYD ☒ No ☒ Yes There is the potential for the emission of dust and noise during construction. These will be managed in accordance with EPA guidelines and regulations and VicRoads environmental management guidelines and specifications. There will also be changes to the visual amenity of the area following road construction. This will also be mitigated by implementation of an appropriate roadside landscape plan. There will also be increased noise levels adjacent to the new road. Noise levels will be controlled in accordance with VicRoads Traffic Noise Reduction Policy.
Is there a potential for exposure of a human community to health or safety hazards, due to emissions to air or water or noise or chemical hazards or associated transport? ☒ NYD ☒ No ☒ Yes
Is there a potential for displacement of residences or severance of residential access to community resources due to the proposed development? ☒ NYD ☒ No ☒ Yes Closure of Coomoora Road at Springvale Road and truncation of Stanley Road on either side of the new road is proposed. Access to all properties will remain available via local roads in the area.

Are non-residential land use activities likely to be displaced as a result of the project?
☒ NYD ☒ No ☒ Yes

Market gardeners and other commercial operators who have short term leases on land owned by VicRoads will not have their leases extended and therefore be required to close or relocate their businesses.

Do any expected changes in non-residential land use activities have a potential to cause adverse effects on local residents/communities, social groups or industries?
☒ NYD ☒ No ☒ Yes

Market gardeners and other commercial operators who have short term leases on land owned by VicRoads will not have their leases extended and therefore be required to close or relocate their businesses.

Is mitigation of potential social effects proposed?
☒ NYD ☒ No ☒ Yes

Affected parties will be given notice that their leases will not be extended to allow them as much time as possible to make arrangements to cease operations.

Other information/comments? (eg. accuracy of information)

Nil.

Cultural heritage

Have relevant Indigenous organisations been consulted on the occurrence of Aboriginal cultural heritage within the project area?
☒ No If no, list any organisations that it is proposed to consult.
☒ Yes If yes, list the organisations so far consulted.

As there is no Registered Aboriginal Party for this area, the consultation so far has been with the following groups who have sent out representatives for fieldwork. These groups are all RAP applicants for areas which include the project area.

Sonia Murray, Executive Secretary,
Bunurong Land Council Aboriginal Corporation
PO Box 96, Cockatoo 3781

BOON WURRUNG FOUNDATION
1 / 250 VICTORIA PARADE EAST MELBOURNE
VIC 3002 TEL: 94125162 FAX: 94125161 EMAIL: boonwurrung@iinet.net.au

Megan Goulding
Interim Chief Executive Officer
Wurundjeri Tribe Land & Compensation Cultural Heritage Council Incorporated
1 St Heliers Street
Abbotsford VIC 3067

Allan Wandin
Wandoon Estate Aboriginal Corp
19 Barak Lane Healesville 3777

What investigations of cultural heritage in the project area have been done?

A Desktop Assessment was carried out by Andrew Long and Associates in 2008 (refer Appendix G1) and Standard Assessment was also undertaken by Andrew Long and Associates in 2009 (refer Appendix G2). A Complex Heritage Assessment was undertaken by Urban Colours. A copy of the Complex Heritage Assessment report including plans of the assessment are included as Appendix G3.

Is any Aboriginal cultural heritage known from the project area?

× NYD × No × Yes If yes, briefly describe:

- Any sites listed on the AAV Site Register
- Sites or areas of sensitivity recorded in recent surveys from the project site or nearby
- Sites or areas of sensitivity identified by representatives of Indigenous organisations

Two registered Aboriginal cultural heritage places have been identified within or immediately adjacent to the project area (AAV 7922-0725 & 0726), both immediately north of Cheltenham Road in the vicinity of an artificial wetland. Of these, a scarred tree (AAV 7922-0725) which is located in the road reserve is expected to be avoided as the design is developed while the other, a single silcrete flake (AAV 7922-0726), lies outside the project area.

Are there any cultural heritage places listed on the Heritage Register or the Archaeological Inventory under the *Heritage Act 1995* within the project area?

× NYD × No × Yes

Is mitigation of potential cultural heritage effects proposed?

× NYD × No × Yes

A Cultural Heritage Management Plan (CHMP) will be developed and approved by Aboriginal Affairs Victoria (AAV) prior to commencement of construction. The CHMP will specify contingencies and responsibilities in the event of items of Aboriginal cultural heritage being discovered.

Other information/comments? (eg. accuracy of information)

Nil.

16. Energy, wastes & greenhouse gas emissions

What are the main sources of energy that the project facility would consume/generate?

× Electricity network. If possible, estimate power requirement/output .....
× Natural gas network. If possible, estimate gas requirement/output .....
× Generated on-site. If possible, estimate power capacity/output .....
× Other. Vehicle fuel,-petrol,diesel,LPG / Vehicle exhaust emissions

What are the main forms of waste that would be generated by the project facility?

× Wastewater. Describe briefly.
× Solid chemical wastes. Describe briefly.
× Excavated material. Earth excavation for removal from site for construction, however this is expected to be minimal as most of the new road will be built on fill, and earth excavated in cut sections will be used as fill where possible.
× Other.

What level of greenhouse gas emissions is expected to result directly from operation of the project facility?

- X Less than 50,000 tonnes of CO_2 equivalent per annum
- X Between 50,000 and 100,000 tonnes of CO_2 equivalent per annum
- X Between 100,000 and 200,000 tonnes of CO_2 equivalent per annum
- X More than 200,000 tonnes of CO_2 equivalent per annum

Greenhouse gas emission savings of around 10,000 tonnes of CO2 per annum are expected as a result of this project due to a reduction of congestion on the local road network.

17. Other environmental issues

Are there any other environmental issues arising from the proposed project?

X No X Yes If yes, briefly describe.

18. Environmental management

What measures are currently proposed to avoid, minimise or manage the main potential adverse environmental effects? (if not already described above)

X Siting:

X Design:

The road is being designed within the reserved corridor to avoid as much native vegetation present as possible and minimise the extent of native vegetation that needs to be removed in line with Victoria's Native Vegetation Management Framework.

X Environmental management:

A Project Environmental Protection Strategy (PEPS) will be prepared in accordance with VicRoads Project Management Guidelines for Environmental Protection. This plan will all environmental and social issues discovered in background studies to provide guidance for the design and construction phases of the project. The PEPS will also document relevant legislative environmental obligations.

A requirement of the contract for construction of the new road will be the development of a detailed Contractors Environmental Management Plan in line with the PEPS document. The contract will also require detailed environmental management plans be prepared for each construction activity and stage of work.

19. Other activities

Are there any other activities in the vicinity of the proposed project that have a potential for cumulative effects?

X NYD X No X Yes If yes, briefly describe.

20. Investigation program

Study program

Have any environmental studies not referred to above been conducted for the project?

☒ NYD ☒ No ☒ Yes If yes, briefly describe.

- A complex Cultural Heritage Assessment is underway.
- A detailed noise level assessment and noise attenuation design is underway.
- Preparation of a native vegetation offset management plan is underway.

Has a program for future environmental studies been developed?

☒ NYD ☒ No ☒ Yes If yes, briefly describe.

Consultation program

Has a consultation program conducted to date for the project?

☒ No ☒ Yes

Significant consultation has been undertaken with the City of Greater Dandenong and City of Kingston officers. A Project Liaison Group and Project Advisory Group has been established with the City of Greater Dandenong. The Project Liaison Group has been meeting monthly since late 2008.

Has a program for future consultation been developed?

☒ NYD ☒ No ☒ Yes

A community consultation plan has been developed for this project (refer attachment H) and will be updated as the project progresses.

Authorised person for proponent:

I, FRANK DE SANTIS (full name),

PROJECT DIRECTOR EASTERN PROJECTS (position), confirm that the information contained in this form is, to my knowledge, true and not misleading.

Signature _____

Date 5/10/09.

Person who prepared this referral:

I, SHPETIM KUTROLLI (full name),

Senior Delivery Engineer (position), confirm that the information contained in this form is, to my knowledge, true and not misleading.

Signature S. Kutrolli.

Date 5 Oct 2009.