

Frankston Bypass Project Environment Effects Statement

Summary Brochure



If you would like to contact SEITA with questions or comments about the Frankston Bypass EES process, please contact:

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Introduction

This brochure provides a summary of the Environment Effects Statement (EES) prepared by the Southern and Eastern Integrated Transport Authority (SEITA) for the Frankston Bypass.

It provides an overview of the following:

- The project background and description
- The draft EES evaluation objectives
- The project approvals framework
- The key environmental issues, impacts and mitigation measures
- Information on the Public Exhibition and submissions phase.

The reserve for a Frankston Bypass has existed in municipal planning schemes since the 1960s. In 2007 the State Government requested that SEITA conduct an EES for a Frankston Bypass. The EES focused on a corridor extending from the Mornington Peninsula Freeway and EastLink interchange in Carrum Downs to the Mornington Peninsula Freeway at Mount Martha, a distance of around 25km.

The primary objective of a Frankston Bypass is to achieve a continuous and balanced road network, with sufficient capacity in the Frankston-Mornington Peninsula corridor to meet future travel demands resulting from *Melbourne 2030 – Planning for Sustainable Growth*, having due regard to social, environmental and economic implications. The project requires assessment under the Victorian *Environment Effects Act 1978* and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

An EES has been prepared by SEITA in accordance with the Scoping Requirements issued by the Minister for Planning in September 2007. The Scoping Requirements set out the matters requiring investigation and evaluation with regard to the bypass.

Frankston Bypass corridor

The Frankston Bypass corridor is located in the municipalities of Frankston and Mornington Peninsula, in the south-east of Melbourne. These municipalities are facing steady population growth, with Government projections indicating the combined population will grow from 260,000 in 2006 to 310,000 in 2031.

These municipalities face significant transport challenges that will become more acute as Melbourne's economy and population continue to grow. Areas such as central Frankston and the southern end of the Frankston Freeway at Cranbourne-Frankston Road are already experiencing severe traffic congestion, particularly during weekday peak periods, long weekends and holiday periods.

Traffic modelling shows this congestion will increase, with traffic on the Frankston Freeway (north of Cranbourne-Frankston Road) expected to grow by around 25 per cent by 2031. Similarly, traffic on the Moorooduc Highway through southern Frankston is expected to increase by around 30 per cent by 2031. On weekends and during holiday periods, these traffic volumes can increase by a further 20 per cent.



Mornington Peninsula Access and Mobility Study (MPAMS)

In 2006, the Frankston and Mornington Peninsula Councils conducted MPAMS together with the Department of Transport and VicRoads. This strategic study identified the Frankston Bypass as a possible solution to long term mobility and accessibility demands in the area. It concluded that a bypass of Frankston appeared to be justified before 2031 to reduce local and regional congestion levels and improve access to the Mornington Peninsula. It also recommended the need for a more detailed assessment of social, environmental and economic factors to be undertaken through an EES process.

Frankston Bypass EES

In March 2007, the State Government requested that SEITA investigate the development of a Frankston Bypass to provide a continuous and balanced road network with sufficient road capacity to meet future travel demands over the next 25 years and beyond. The construction of a Frankston Bypass would complete the missing link in the Mornington Peninsula Freeway corridor from EastLink to Mount Martha. SEITA's investigations have found that the project would provide a consistent road system connecting with the metropolitan area to serve residents, visitors and the business sector alike.

The Frankston Bypass would also strengthen the Frankston Transit City program; with Frankston one of nine metropolitan Transit Cities identified by the State Government. In particular, the project would meet the Transit City objective of reducing congestion and improving liveability for residents. The projected growth in traffic volumes likely to occur through Frankston without a bypass would constrain the development of the Frankston Transit City.

In summary, the Frankston Bypass would assist the projected economic growth, social development and overall environment of the region by:

- Providing additional road system capacity to accommodate growth and provide travel time and cost savings for freight and tourist traffic to and from the Mornington Peninsula
- Separating freight and visitor traffic to the Mornington Peninsula from east-west traffic and Frankston local traffic, thereby improving the efficiency and safety of both movements
- Improving the local environment and amenity within Frankston and surrounding regions and enhancing development of the Frankston Transit City.

Proponent

SEITA was established on 1 July 2003 to facilitate delivery of EastLink, Australia's largest urban road project at the time. Given the close proximity of EastLink and the proposed Frankston Bypass, the State Government requested SEITA to undertake the EES in close collaboration with VicRoads. For the purpose of this EES, SEITA is the proponent.

Draft EES evaluation objectives

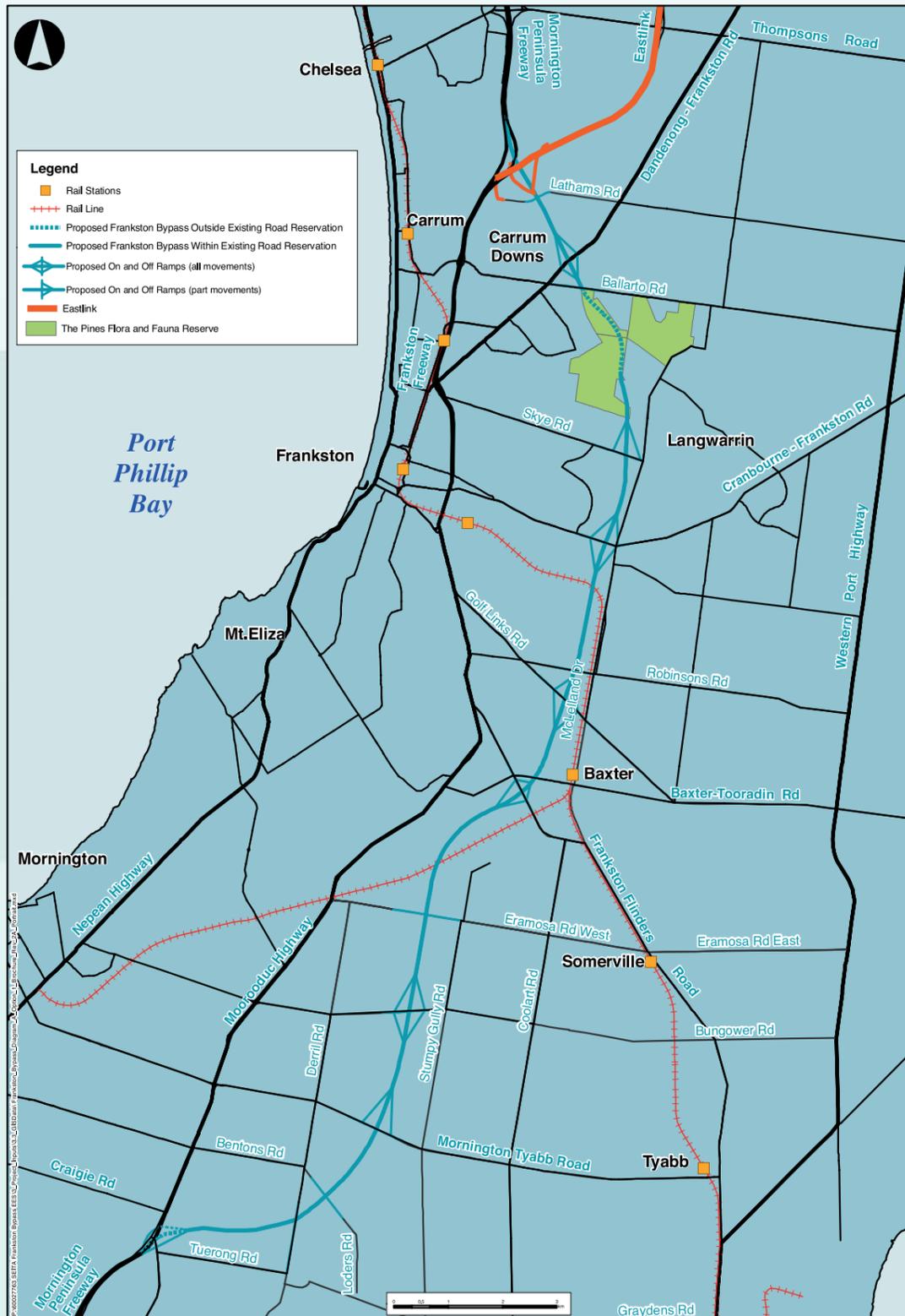
The draft EES evaluation objectives identified by the Minister for Planning within the Frankston Bypass Scoping Requirements address the key environmental, social and economic issues relevant to the proposal. The draft EES evaluation objectives, which reflect relevant legislation and government policy, are:

- To provide a continuous and balanced road network into the future with sufficient road system capacity in the Frankston-Mornington Peninsula corridor to meet the likely road travel demands resulting from *Melbourne 2030 – Planning for Sustainable Growth*.
- To reduce traffic congestion in the central area of Frankston and assist its development as a Transit City under the framework established by Melbourne 2030 and Linking Melbourne.
- To protect residents' amenity and well-being and minimise any dislocation of residents or severance of communities, to the extent practicable.
- To avoid or minimise impacts on species and communities listed under the *Flora and Fauna Guarantee Act 1988* and the *Environment Protection and Biodiversity Conservation Act 1999* to the extent practicable; to avoid or minimise impacts on other indigenous species and communities and maintain habitat connectivity; and to comply with net gain requirements for biodiversity outcomes.
- To avoid or minimise impacts on Aboriginal and post-settlement cultural heritage, to the extent practicable.
- To minimise any impacts on the long-term viability of rural land uses potentially affected by the infrastructure corridors.
- To protect waterway and floodplain function, including river health values, surface water quality and stream flows and groundwater quality.
- To protect catchment and biodiversity values (including habitat connectivity) and protect against weed invasion.
- To protect the character of significant landscapes, open space and recreation values, to the extent practicable.
- Overall, to provide a clear societal benefit, taking account of residual environmental effects as well as economic outcomes.

Description of the Frankston Bypass

After investigating a long list of options and taking into account community feedback, SEITA has determined that its preferred option for the Frankston Bypass is a 25km roadway connecting the Mornington Peninsula Freeway and EastLink at Carrum Downs to the Mornington Peninsula Freeway at Mount Martha (Figure 1). The project provides a freeway standard roadway with interchanges at key arterial cross roads, largely within the existing road reserve corridor.

Figure 1: Proposed Frankston Bypass



SEITA has concluded that this option best meets the draft EES evaluation objectives and provides the greatest overall balance between social, environmental and economic outcomes.

Planning for the greater Mornington Peninsula Freeway (including the proposed Frankston Bypass) began in the 1960s when a road reserve corridor was designated in the Metropolitan Planning Scheme. The road reserve corridor is identified by a combination of a Public Acquisition Overlay and Road Zone – Category 1 in the Frankston and Mornington Peninsula Planning Schemes. Over time, private land affected by these overlays has been acquired and residential and rural properties have developed with the project in mind. At this point in time, the State Government owns around 65 per cent of the 25km road reserve corridor.

Proposed route deviations

There are two locations where the proposed Frankston Bypass deviates outside the reserve corridor to minimise environmental impacts. These are:

- The Pines Flora and Fauna Reserve to avoid an area of higher vegetation values (the alignment remains within Crown Land).
- Tuerong Road to avoid impacts on the vulnerable fish species Dwarf Galaxias (the alignment remains on the private property already affected at this location; however, it does not impact any property improvements).

There are other minor widening proposals outside the reserve corridor proposed. These changes are required to account for the design of the bypass to current standards or to reinstate access to severed private properties through Moorooduc.

Vertical design

The bypass vertical design has been developed to current design standard for this type of road and to minimise amenity, access and environmental impacts. This has led to sections of the route being proposed for construction in cut (below the ground surface) as shown in Table 1.

Table 1: Proposed areas of cut

Location of cut	Estimated maximum depth of cut (m below ground surface)	Approximate length (m)
Frankston-Cranbourne Road	14	700
Robinsons Road – Golf Links Road area	8	2,200
Loders Road	11	600

Interchanges and access

No roads would be permanently closed as part of the project and pedestrian bridges would maintain access at key locations across the bypass. A number of interchanges are proposed to cater for travel demand, with cross roads grade separated as outlined in Table 2 and Table 3. At this stage, there are no proposals to upgrade existing cross roads, other than where necessary to construct interchanges. All cross roads have sufficient capacity for the foreseeable future to accommodate traffic volumes predicted by transport modelling.

New service roads are not required as part of the project; however, revised access to some private properties would be provided. Access provision has been made to landlocked parcels south of Frankston-Flinders Road, Mornington-Tyabb Road, Loders Road and Moorooduc Highway (near Tuerong Road).

Table 2: Location and description of interchanges

Location of Freeway Interchanges	Design Comment
EastLink	Freeway to Freeway; over EastLink
Frankston Dandenong Road	Closed diamond; over cross road remaining at existing level
Skye Road	Northerly oriented closed half diamond; under cross road raised 7m at freeway
Cranbourne-Frankston Road	Closed diamond; under cross road remaining at existing level
Golf Links Road	Closed diamond; under cross road raised 3m at freeway
Frankston-Flinders Road	Closed diamond; under cross road remaining at existing level
Bungower Road	Spread diamond; under cross road remaining at existing level
Mornington-Tyabb Road	Northerly oriented spread half diamond; under cross road remaining at existing level
Old Moorooduc Road	Closed diamond; over cross road lowered 4m at freeway

Table 3: Location and type of cross roads

Location of Cross Road	Design Comment
Lathams Road	Overpass raised 8m above existing road level
Ballarto Road	Overpass raised 9m above existing road level
Robinsons Road	Overpass raised 2m above existing road level
Baxter-Tooradin Road	Underpass, road remaining at existing road level
Eramosa Road West	Overpass raised 10m above existing road level
Loders Road	Overpass raised 1m above existing road level
Derril Road	Underpass lowered 1m below existing road level

Waterways and drainage

Although a number of existing waterways would be traversed by the project, the proposed bypass would be designed to ensure it does not impact on waterways nor change the flooding regime in the area. The design includes realignment of man-made sections of Tamarisk Creek.

Drainage would be designed to accommodate a 1 in 100 year flood event and to avoid the flooding of private property. The drainage strategy would allow surface water to cross the bypass through required waterway openings. Where the bypass is in cut, runoff would either be directed into the roadway drainage system or re-directed via a catch drain to a downstream crossing point. However, this would depend on the volume of runoff and the agreement of Melbourne Water and/or the local council.

Fauna underpasses

The bypass has been designed with consideration of fauna connectivity. A dedicated fauna underpass would be constructed within the Pines Flora and Fauna Reserve to maintain habitat connectivity on either side of the proposed bypass. A number of dedicated fauna culverts and pipes would also be installed on either side of the underpass in consultation with the Department of Sustainability and Environment (DSE) and Parks Victoria to facilitate movement of small mammals, particularly the Southern Brown Bandicoot. Tamarisk Creek would require a number of drainage structures and some of these would be designed to function as fauna underpasses. Representations of the design of fauna underpasses within the Pines Flora and Fauna Reserve are provided in Figure 2.

Figure 2: Artistic representations of the fauna underpass



Local amenity

Road traffic noise attenuation would be achieved in sensitive areas using a combination of noise walls and noise mounds, in accordance with the *VicRoads Traffic Noise Reduction Policy*. Actual heights of the noise walls would be confirmed during the detailed design phase for the project.

Residents would benefit from the establishment of a pedestrian walking and cycling path along the bypass, creating new recreational opportunities. A three metre wide path would be provided incorporating several pedestrian bridges and underpasses. The route would be finalised in consultation with Bicycle Victoria and local councils; however, it is likely to connect to the Paterson River path which forms part of the Dandenong Valley and EastLink Trails. There is also an opportunity to join the pathway south of Baxter towards Mornington, possibly along the disused Mornington Rail Line.

Consistent with many recent freeway developments, the carriageway of the Frankston Bypass would not be lit, which in turn reduces visual impacts. Lighting would be provided along all exit and entry ramps and at ramp cross road intersections. The interchanges through Moorooduc would be of a rural standard with minimal lighting.

Construction timing

The timing for construction of the Frankston Bypass would be determined by the State Government taking into account the availability of funds, other priorities across the State and progress of land acquisition within the route corridor.

EES approvals process

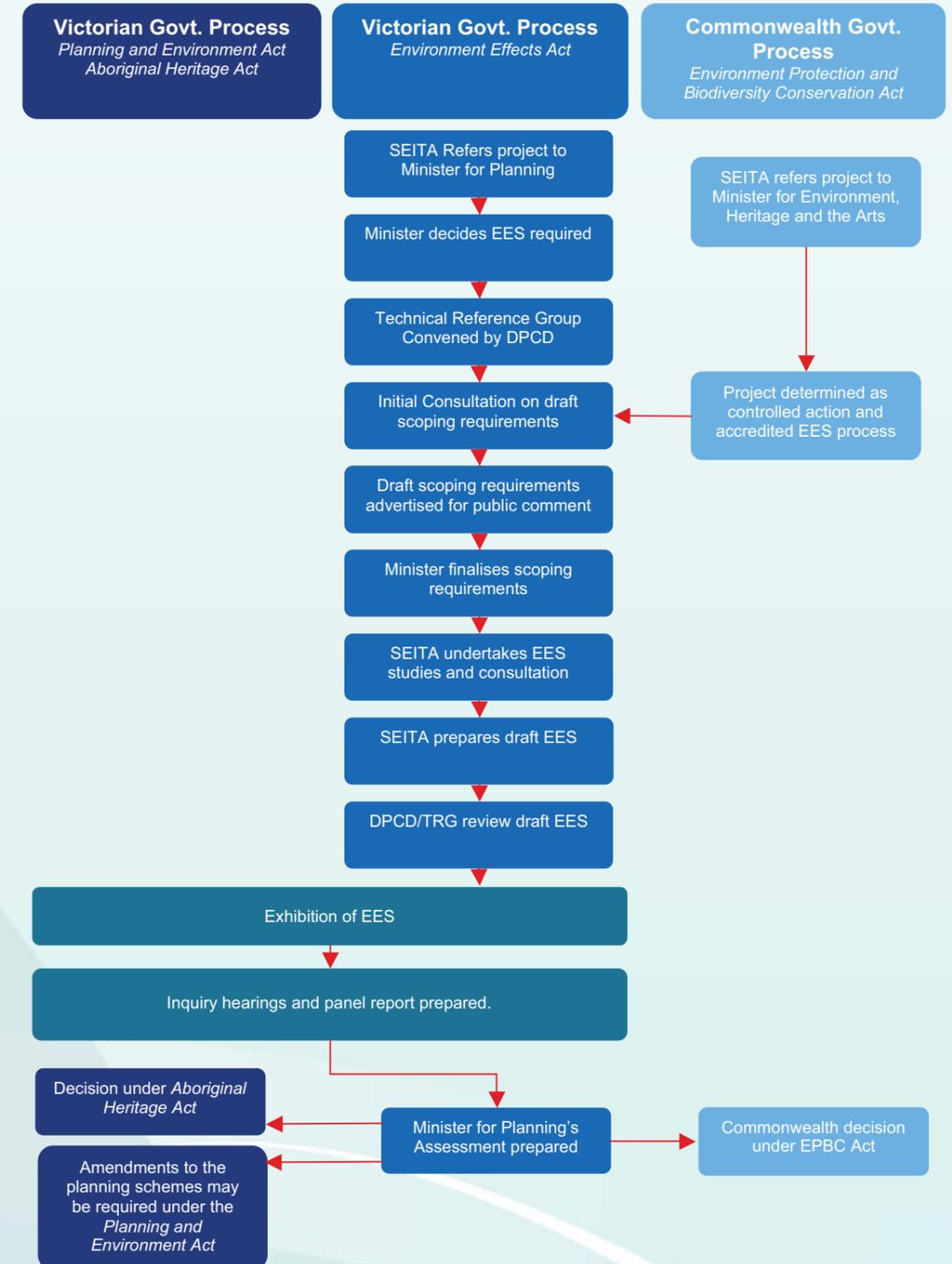
This EES and its associated technical studies have been reviewed to ensure they comply with the Scoping Requirements. The EES addresses the Scoping Requirements and has therefore been endorsed for exhibition by the Minister for Planning. In addition to preparing the EES, SEITA has prepared a draft Cultural Heritage Management Plan for the project and identified the necessary planning scheme amendments to fully accommodate the proposed bypass.

The completed EES is on public exhibition for a period of six weeks from 10 November to 19 December 2008 in order to seek public submissions. The draft Cultural Heritage Management Plan is being exhibited with the EES. Details of how to obtain EES documentation are provided at the end of this Summary Brochure.

A planning panel appointed by the Victorian Minister for Planning will consider submissions on the EES. The panel will conduct hearings and then make recommendations to the Victorian Minister for Planning. The Minister will then prepare a Ministerial Assessment Report. Approval decisions will then be made under the Commonwealth *EPBC Act 1999* and the *Aboriginal Heritage Act 2006*. Amendments to the planning scheme may be required under the *Planning and Environment Act 1987*. The key steps in the approvals process for the Frankston Bypass project are illustrated in Figure 3.



Figure 3: Key Steps – Frankston Bypass EES Process



Project development process

A three phase approach was adopted for the preparation of the EES. Phase 1 involved an initial long list of bypass options being identified and assessed. In Phase 2, a short list of three options with the greatest potential to achieve the draft EES evaluation objectives underwent further design development and assessment, resulting in the selection of a preferred option. The three options considered in Phase 2 are shown in Figure 4. The three options differ only in the southern part of the study area, south of Baxter. Option 1 was determined to be the preferred option.

Option 2

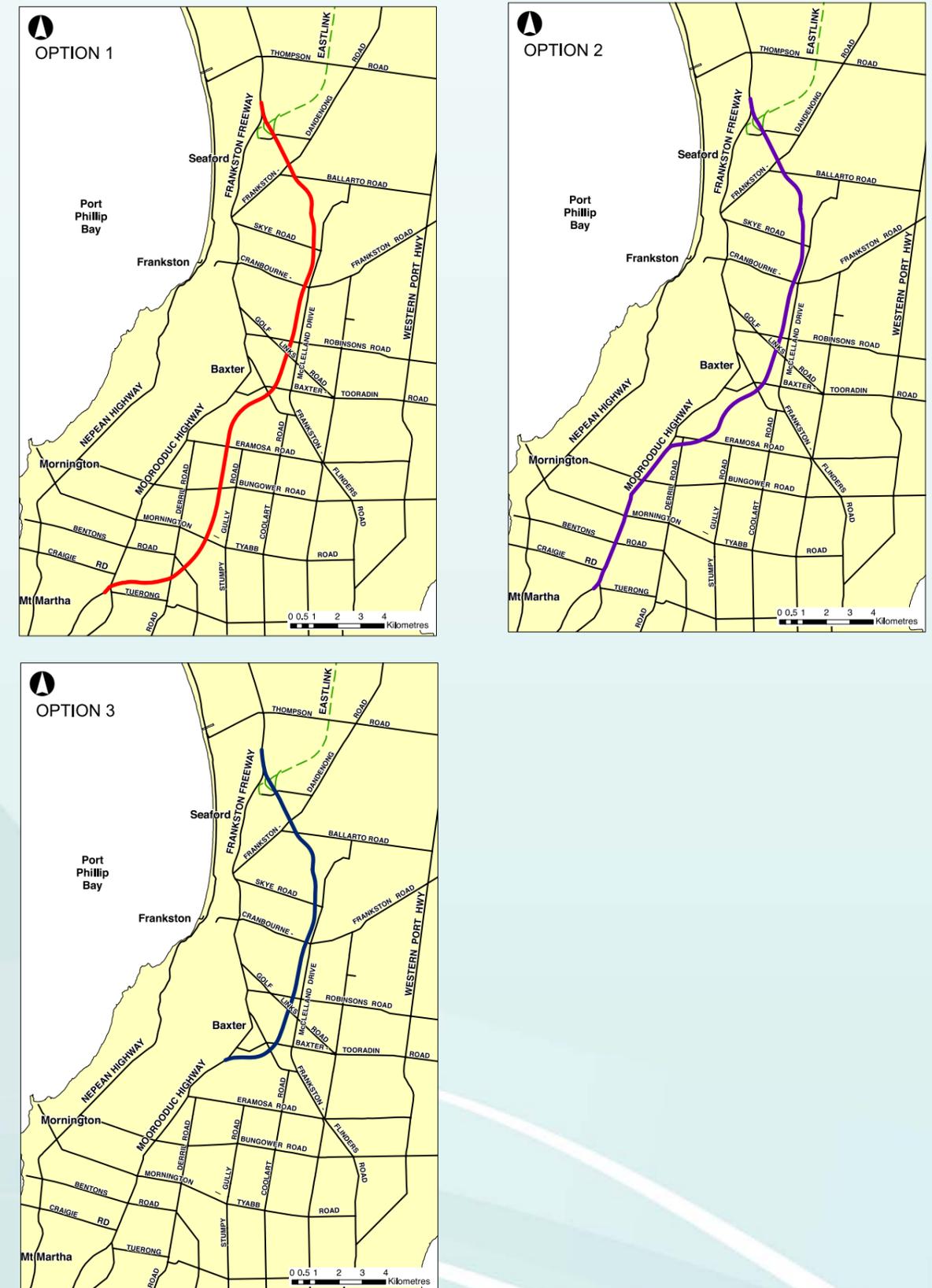
This option was not preferred in light of major social impacts and cost implications resulting from land acquisition. A number of residential and commercial properties would need to be acquired to upgrade the Moorooduc Highway to freeway standard. Additionally, there would be significant amenity issues for surrounding residents and greater impact on community facilities. This option would have impacts on motorists and landowners during construction; additionally, it would result in reduced trade for businesses along the highway and considerable social dislocation for residents. There was strong community opposition to Option 2.

Option 3

This option was not preferred as it would not meet the long-term road capacity requirements in Frankston and the Mornington Peninsula. It would also not alleviate traffic congestion on Moorooduc Highway south of Sages Road and the travel time between EastLink and Mt Martha would be 20–30 minutes longer than for Options 1 and 2. This option could also create development pressure outside existing urban growth areas, which is generally not desirable in the Mornington Peninsula area. There was also strong community opposition, as the community regards this option as a short-term solution.

The preferred option (Option 1) was examined in detail during Phase 3 of the EES. The three phase approach allowed for progressively more detailed investigations. During this process, assessment criteria for the project were developed in consultation with project specialists taking into account the Scoping Requirements and applicable legislation and policy. Mitigation measures were developed to reduce the impact on environmental, social and economic factors. These measures were then incorporated into the project design, resulting in changes to the project description. Otherwise, mitigation measures were incorporated into the Environmental Management Framework.

Figure 4: Bypass Options 1, 2 & 3 alignments carried forward for Phase 2 assessment



Impact assessment

The preferred option for the Frankston Bypass has been assessed for possible environmental, economic and social impacts. Detailed investigations have been conducted to fully understand the existing environment in the study area, to assess the possible impacts of construction and operation of the bypass and to identify measures to mitigate these possible impacts. The impact assessments are based on the draft EES evaluation objectives identified in the Scoping Requirements. A summary of key assessment findings is provided in the following sections.

Public amenity, safety and access

The proposed bypass would improve performance of the road network in the Mornington Peninsula, including reduced traffic congestion and improved road safety. The bypass would reduce peak travel times between Carrum Downs and Mt Martha over the next 20 years by around 50 minutes. Without a bypass, transport modelling predicts that it would take 75 minutes to travel from Mt Martha to EastLink at Carrum Downs in the coming decades. This level of congestion would have major social, economic and environmental consequences.

Frankston and the Mornington Peninsula currently have a higher proportion of fatal and serious road crashes than the rest of metropolitan Melbourne and Victoria. The Frankston Bypass would be built to the highest safety standards and would have benefits for road safety in the region, substantially reducing the number of casualty crashes.

The Frankston Bypass would have minor and localised impacts on public amenity and these impacts have been investigated. Severance of open space in the reserved corridor would be offset, in part, by considerable investment in new pedestrian and cycling paths and additional access to the Pines Flora and Fauna Reserve. An assessment of visual impacts concluded that high visual impacts would be confined to the local area, typically only affecting residential properties immediately adjacent to the bypass. Through the rural area the bypass would be visible from residences located within 500m. The visual impact of the bypass would be reduced using landscaping and screening.

The noise assessment indicated that construction of the bypass may increase noise disturbance for communities adjacent to the construction zone. Construction noise would be managed in accordance with the Environmental Management Plan, based on relevant EPA guidelines for construction site noise. Operation of the bypass would lead to an increase in traffic noise levels. Noise barriers would be used to ensure traffic noise levels meet the *VicRoads Traffic Noise Reduction Policy*.

Economic aspects and livelihoods

The bypass route north of Baxter traverses urban areas, including industrial and residential land uses, while the route to the south of Baxter is within the rural landscape of the Moorooduc Plain. The area south of Baxter is currently valued for its rural character and agricultural uses. Agricultural land use is principally based on livestock and cropping with moderate productivity.

The Frankston Bypass would have a strong economic impact on Frankston and the Mornington Peninsula, with businesses benefiting from reduced travel times, fuel and vehicle efficiency and improved access. The road user benefit cost analysis shows that the benefits of the Frankston Bypass to the Victorian community outweigh the costs by 2.2 to 3 times.



Construction of the bypass is likely to generate 1,700 temporary jobs annually during its two and a half year construction and around 2,400 indirect jobs each year in its early operation. Other economic benefits of the bypass include increased passing trade for Baxter, improved access to the Carrum Downs industrial area and increased attractiveness of tourism and conference facilities on the Mornington Peninsula due to reduced travel times. Some businesses relying on passing trade along Moorooduc Highway are likely to be affected and may need to adjust their operations to the changed conditions.

Impact on farm viability is expected to be minimal with most land holdings relatively unaffected due to their small size and the general acknowledgement of the long-term presence of the reserve corridor in the region. Nevertheless, construction of the bypass would result in loss and severance of some agricultural land. The annual productivity loss for farming operations due to land loss and severance is predicted to be around \$100,000.

Air emissions

The bypass is predicted to decrease congestion, increase traffic efficiency and increase travel speeds on the road network in the area. During operation, a bypass would reduce overall greenhouse gas emissions from transport in the area by 500,000 tonnes of carbon dioxide equivalents per year or 10 million tonnes over the next 20 years, without considering improvements in vehicle fuel efficiency technology. These savings come from reduced congestion and greater free-flowing traffic conditions. Although there would be some unavoidable gas emissions generated during construction, this is far outweighed by the overall long-term benefits of the road.

Notwithstanding this anticipated decrease in emissions compared to the no project scenario, a number of mitigation measures would be considered. These include using locally sourced materials, using recycled and reused materials, considering construction materials with low embodied emissions providing they meet relevant specifications, using fuel efficient construction vehicles, using energy efficient lighting and using renewable sources of electricity.

Similarly, air quality modelling predicted the bypass would reduce pollution emissions to the atmosphere in the area over time compared with the no project scenario. The modelling predicts that pollutant concentrations would be below State Environment Protection Policy (Air Quality Management) intervention levels. Whilst construction activities could generate dust in the vicinity of the bypass, this would be primarily an amenity issue. Impacts would be mitigated with dust suppression measures as specified in the Environmental Management Plan.

Flora and fauna

The indigenous habitats in the general area have been heavily cleared and are now dominated by a few larger remnant areas, such as the Pines Flora and Fauna Reserve, the nearby Langwarrin Flora and Fauna Reserve and a patchwork of medium to small remnant areas. Construction of the Frankston Bypass would require removal of native vegetation including the following ecological vegetation classes: damp sands, herb-rich woodland, swampy woodland, plains grassy wetland and heath woodland.

In development of the project preliminary design, the three-step process of avoid, minimise and offset was adopted in accordance with the *Native Vegetation Management Framework (NRE, 2002)*. Further options to avoid and minimise impacts on native vegetation would be considered, where possible, during detailed design.

The Frankston Bypass is subject to Victoria's net gain requirements, meaning that any vegetation removed must be replaced or 'offset' with other suitable vegetation located within the same bioregion. Appropriate offsets for all impacted native vegetation would be determined and implemented in conjunction with DSE. In addition, the habitat area of the corridor would be expanded through revegetation and rehabilitation of degraded areas within the Pines Flora and Fauna Reserve and extensive landscaping along the bypass. This would include planting many hundreds of thousands of plants, shrubs and trees, consistent with similar road projects in the metropolitan area.

Various species in the region are protected under the Commonwealth *EPBC Act 1999* and the *Victorian Flora and Fauna Guarantee Act 1988*. Table 4 presents the key listed flora and fauna recorded or likely to occur in the study area and summarises the potential impacts on these species. The bypass would not have a significant impact on the listed flora species, the internationally protected Edithvale-Seaford Wetlands and Western Port Wetland or listed migratory species that could occur in the region.

Table 4: Assessment of impacts on listed species

Species common name	Relevant legislation	Findings of assessment
River Swamp Wallaby-grass	Vulnerable under EPBC Act	There is a small established population of this species in the Pines Flora and Fauna Reserve. Construction of the bypass would result in the loss of 0.03 ha of habitat, which is not considered a significant impact to this species. Mitigation measures proposed include a retaining wall adjacent to the critical habitat area and definition of minimum construction footprint to minimise disturbance to soil and vegetation.
Maroon Leek-orchid	Endangered under EPBC Act; FFG listed	Suitable habitat is present in the study area for Maroon Leek-orchid, Clover Glycine and Swamp Fireweed. These species were not recorded during EES field surveys, but some species have limited flowering periods and may be detected during targeted surveys. Consideration will be given to targeted surveys in critical areas in consultation with DSE following detailed design. If populations are found then avoid and minimise steps would be followed.
Clover Glycine	Vulnerable under EPBC Act; FFG listed	
Swamp Fireweed	Vulnerable under EPBC Act	
Southern Brown Bandicoot	Endangered under EPBC Act	This species was found within the Pines Flora and Fauna Reserve during EES field surveys. Construction through the Pines Flora and Fauna Reserve would remove some habitat for this species that could impact existing populations. Impacts on the Southern Brown Bandicoot would be mitigated by construction of a large fauna underpass and other smaller culverts and pipes to provide for habitat connectivity. Additionally, the habitat area will be expanded through revegetation and rehabilitation within the reserve. A management plan for the bandicoot population would be developed in consultation with DSE and Parks Victoria, including monitoring to ascertain the effectiveness of the habitat connectivity structures.
Growling Grass Frog	Vulnerable under EPBC Act; FFG listed	This species was not found during EES field surveys but it has potential to occur in farm dams and wetlands in the study area. Suitable habitat for this species would be impacted at some locations such as Devilbend Creek and Willow Road Reserve. The bypass would maintain connectivity at all creek crossings and minimise impacts on the wetland habitat areas at Willow Road Reserve.

Species common name	Relevant legislation	Findings of assessment
Dwarf Galaxias	Vulnerable under EPBC Act; FFG listed	This fish is known to occur in the Balcombe Creek, Boggy Creek and Watsons Creek catchments. Water sensitive road design would be used to avoid/minimise alterations to receiving surface waters and any impacts post-construction would be monitored. A major known population has been avoided through redesign of the interchange at Mt Martha. Nevertheless, construction management controls would be implemented to avoid impact on the Devilbend and Tuerong Creeks.
Australian Painted Snipe	Vulnerable under EPBC Act; FFG listed	This species was not recorded during field surveys, but it could occasionally occur in dense vegetation near wetlands in the study area. The bypass is unlikely to have a significant impact on Australian Painted Snipe due to the relative lack of suitable habitat in the study area.
Swift Parrot	Endangered under EPBC Act; FFG listed	This species has been recorded foraging in flowering eucalypts in the local area, but the study area does not appear to be an important component of the Swift Parrot's winter habitat.
Swamp Skink	FFG listed	The Swamp Skink was found within the study area during the EES field surveys. This species could be affected by removal of some habitat in the Pines Flora and Fauna Reserve and in the Willow Road area. Proposed mitigation measures for this species include installation of culverts and an underpass in the Pines Flora and Fauna Reserve and reinstatement of a more natural flow for Tamarisk Creek.
Hooded Robin	FFG listed	This species was found within the study area during EES field surveys; however, the local area is unlikely to support a significant population of the species. Maximising the amount of retained vegetation would reduce the effect of habitat loss and fragmentation for this species.
Lewin's Rail	FFG listed	Despite a small area of suitable habitat, these species may occasionally visit farm dams and wetlands in the study area. Previous records are associated with the Edithvale-Seaford Wetlands, which the bypass is unlikely to affect, although sediment and contaminant controls would further minimise risks to wetlands and associated fauna.
Baillon's Crake	FFG listed	
Little Egret	FFG listed	
Intermediate Egret	FFG listed	These bird species were not recorded during EES field surveys, although they are possible visitors to farm dams and wetlands in the vicinity of the study area. Previous records are associated with the Edithvale-Seaford Wetlands, which the bypass is unlikely to affect, although sediment and contaminant controls would further minimise risks to wetlands and associated fauna.
Great Egret	FFG listed	
Freckled Duck	FFG listed	
Blue-billed Duck	FFG listed	
Powerful Owl	FFG listed	The Powerful Owl may occasionally visit the Pines Flora and Fauna Reserve, particularly areas with large trees, but was not identified during EES field surveys. The bypass may remove some foraging habitat and nesting trees for this species. Minimising clearing, especially in the Pines Flora and Fauna Reserve, will mitigate the potential impact on this species. Additionally, the habitat area would also be expanded through revegetation and rehabilitation in the Pines Flora and Fauna Reserve.



Specific mitigation measures for flora and fauna will be included in the Environmental Management Plan to mitigate the potential direct and indirect impacts during construction and operation of the bypass. These measures include:

- Providing for fauna movement between fragmented habitat areas
- Minimising the interactions between fauna and vehicles during road construction and operation
- Minimising potential impacts on ecosystems
- Implementing measures to control erosion, weed and disease spread and to limit dust, noise and light.

Surface water and groundwater

The proposed bypass would be designed to ensure it does not change the flooding regime in the area, maintains overland flow and protects private land and infrastructure from flooding. The Frankston Bypass would cross a number of creeks or their tributaries. Potential impacts to surface water could occur for a variety of reasons, including vegetation removal, hydrologic changes to waterways, water quality decline, stream bed degradation, in-stream barriers or changes to waterway and floodplain hydraulics.

Mitigation measures for the construction of the bypass would be managed in accordance with the Environmental Management Plan and waters would be reinstated in accordance with Melbourne Water, VicRoads and State Environment Protection Policy guidelines. Emergency response procedures would be developed to isolate accidental spills. Impacts on aquatic species, hydraulic capacity and floodplain characteristics would be controlled by design standards.

The groundwater levels would be impacted in areas where the bypass is constructed 'in cut' and below the groundwater level. However, the assessment for these locations indicates that groundwater users greater than 100m from the alignment are unlikely to be significantly affected.

Heritage

Extensive site investigations have been undertaken to identify Aboriginal cultural heritages places that could potentially be affected by the project. Twenty-three Aboriginal sites have been located within or adjacent to the bypass route. Of these, nine can be avoided entirely. Only one site of high scientific significance has been identified within the bypass footprint; however, since the road would be built on fill at this location, this site can be protected through adoption of specific construction techniques.

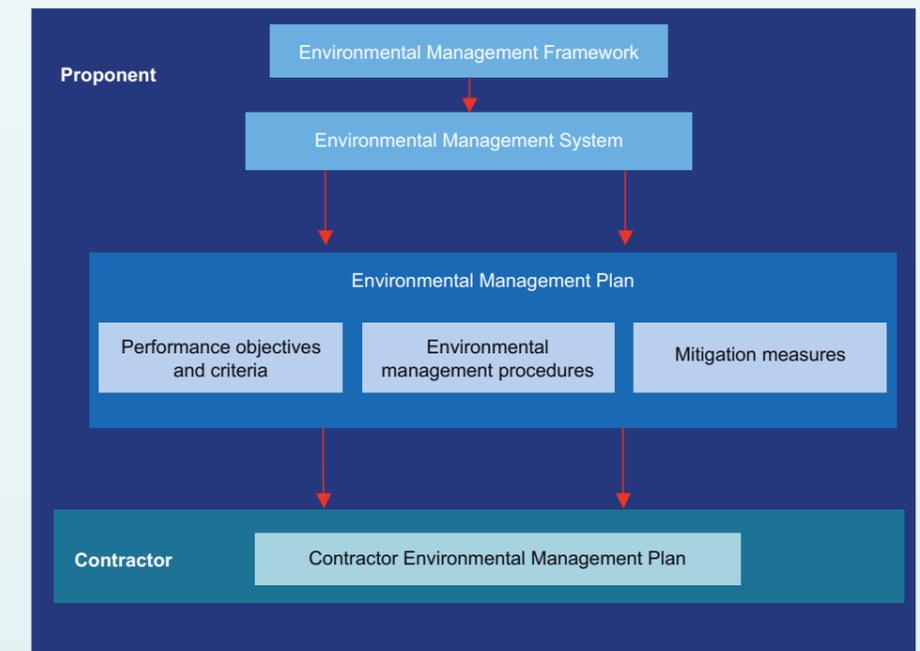
Most of the heritage places that are likely to be impacted by construction activities are relatively diffuse, low significance artefact scatters which are well represented in the region or there are more significant artefact scatters with substantial components that can be protected. Salvage would generally be undertaken for these sites and a draft Cultural Heritage Management Plan has been prepared setting out procedures for the salvage of heritage places.

Parts of one non-Aboriginal heritage site, the Westerfield Environs at Frankston South, may be impacted by construction of the bypass. This site is not listed in the Victorian Heritage Register. Further investigation of this site would be conducted to mitigate potential impacts.

Environmental management

The Environmental Management Framework identifies the environmental management structure that would be in place during construction and operation of the Frankston Bypass. The key elements of the Environmental Management Framework and their interrelationships are presented in Figure 5.

Figure 5: Environmental management framework



The commitments made in the Environmental Management Framework would be addressed using an environmental management system for the project. Environmental management requirements will be detailed in the project Environmental Management Plan, including management procedures, mitigation measures and performance standards for monitoring and review.

The Environmental Management Framework sets out the mitigation measures that SEITA has committed to in relation to the bypass design, along with initiatives to monitor and control potential environmental impacts during construction and operations phases. The Environmental Management Plan would be regularly reviewed and audited.

Conclusion

The EES supports the proposal for a Frankston Bypass substantially in the reserve corridor between EastLink and the Mornington Peninsula Freeway at Carrum Downs and the Mornington Peninsula Freeway at Mt Martha, a distance of approximately 25km.

EES development involved investigation of a wide range of options for the proposed bypass. The preferred option identified through this process was subject to detailed assessment. Whilst impacts are identified, they are able to be adequately mitigated through the measures outlined in the EES. The proposed bypass route has the least impact on private property and amenity in comparison with other short-listed options.

The EES has found the bypass would resolve road traffic issues within the project corridor and cater for long-term population and economic growth forecast for the region. It would achieve greater mobility and accessibility, whilst delivering improvements in relation to congestion, road safety, air quality and greenhouse gas emissions. Impacts on ecology, heritage and surface water would be carefully managed.

The bypass would have a strong economic benefit to Frankston and the Mornington Peninsula, with businesses benefiting from reduced travel times, fuel and vehicle efficiency and improved access. Construction of the bypass would be likely to create employment opportunities and enhance the Frankston Transit City program.

The EES development has been interactive with significant community and stakeholder engagement. The draft EES evaluation objectives identified by the Minister for Planning within the Scoping Requirements reflect legislation and government policy and take into account the key environmental, social and economic issues relevant to the proposal. The Frankston Bypass is now on statutory exhibition from 10 November to 19 December 2008, providing further scope for community input.



How to lodge a submission

The EES has been placed on exhibition for public comment for the period 10 November 2008 until 19 December 2008. It is available for inspection during normal business hours at the following locations:

- **SEITA** Building 1, Level 1 Brandon Business Park, 540 Springvale Road Glen Waverley VIC 3150
- **Frankston City Council** Civic Centre, Davey Street Frankston VIC 3199
- **Mornington Library** Vancouver Street Mornington VIC 3931
- **Rosebud Library** McDowell Street Rosebud VIC 3939
- **Hastings Library** 7 High Street Hastings VIC 3915
- **Department of Transport Library** Level 5 121 Exhibition Street Melbourne VIC 3000 (phone 9655 8600 prior to arrival).

Interested persons and organisations wishing to comment on the EES are invited to make written submissions by 5.00pm on 19 December 2008.

Submissions on the EES report should be *mailed to*:

Frankston Bypass EES Submissions
Planning Panels Victoria
GPO Box 2392 Melbourne VIC 3001

Or *delivered to*:

Level 1, 8 Nicholson Street
East Melbourne VIC 3002

Submissions will be treated as public documents and must include the name and postal address of the submitter. Anonymous or email submissions will not be considered. Copies of all submissions received on the exhibited documents will be forwarded to the Department of Planning and Community Development and SEITA. All submissions may be made available for any person to inspect upon request at the conclusion of the exhibition at Planning Panels Victoria.

Further information

- Questions relating to the **EES process** should be directed to the Department of Planning and Community Development Phone: 03 9637 9621
- Questions relating to the **panel process** should be directed to the Panels Victoria Phone: 03 9637 9691
- Questions relating to the **bypass itself** should be directed to the proponent (SEITA) Phone: 03 8562 6800

