10. APPENDIX 2 – CITY OF KINGSTON – MORDIALLOC BYPASS PRIORITY PROJECT OUTCOMES, DECEMBER 2018
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This report outlines the City of Kingston’s adopted position with regards to the Mordialloc Bypass Project (the ‘Project’). The report considers feedback from public consultation undertaken during November 2018 and will form part of Council’s submission to Planning Panels Victoria as part of the Environmental Effects Statement process.

The report considers a substantial volume of project information made available to Council by the Major Road Projects Authority (MRPA) and VicRoads, including; a landscape concept plan developed by VicRoads (May 2018), reference design, project performance requirements and other background information underpinning the current design intent.

In October 2018 the Mayors of Glen Eira, Kingston and Monash joined together to call for an urgent commitment from the Victorian Government to extend Westall Road to link the Dingley Bypass and new Mordialloc Freeway with the Monash Freeway. The City of Kingston recognises the importance of the planned Mordialloc Bypass connection, however is still committed to ensuring that maximum efficiency of the network is realised through the prioritisation of the Westall Road link in conjunction with the delivery of the Mordialloc Bypass.

Council’s Position

The City of Kingston supports the principles and objectives of the VicRoads reference design, however on behalf of the community, Council is committed to ensuring that these principles and objectives are well realised and that the project is an exemplar that achieves sensitive integration with the region.

Based upon Council’s review, 6 priority outcomes have been identified that are considered to be critical to the success of the project. Refer page opposite.

Specifically, the project must not;

- Divide the community;
- Impede the realisation of strategic objectives for the region;
- Impact negatively on the liveability of the surrounding residential areas and workplaces;
- Or
- Have a detrimental impact on the environmental values of the region.

Council Engagement Through Design Development

To ensure that the priority outcomes outlined in this report are addressed through the design development process, Council requests that the MRPA set up an appropriate engagement forum that enables Council and other key stakeholders to review information and provide feedback. For example; an Urban Design Assessment Panel (UDAP).
IDENTITY AND ENVIRONMENT

1. The development tells a clear story about place; a region invested in an environmentally progressive future.

MOVEMENT AND CONNECTIONS

2. Links and journeys are well used: integrated, direct, accessible, legible, attractive and safe.

3. Important community connections are maintained and future strategic connections are allowed for.

AMENITY

4. Effective short and long term visual screening.

5. High quality, visually recessive bridge structures.

6. The sensitive interfaces of Braeside Park, Dingley Village, Aspendale Gardens and Waterways communities are well managed in the design response.
The landscape, communities and economies of the south-eastern region are taking on a new form. This change is being driven largely by population growth, transport infrastructure investment, new tourism and economic trends, and the vision of key strategies such as the South East Green Wedge Management Plan.

The Mordialloc Bypass is located entirely within the municipality of Kingston and passes through sections of the Green Wedge as well as industrial and residential areas. A number of important local strategic drivers and considerations affect the development of the freeway connection.

**KINGSTON GREEN WEDGE**

The Kingston Green Wedge Plan 2012 and the Sand Belt Open Space Development Plan 1994 are of particular relevance to the proposed route. They outline a vision for the region that will see creation of an extensive open space network or ‘Chain of Parks’ linked by walking and cycling trails, protection of significant environmental assets, support for more sustainable land use practices and regional renewable energy initiatives and the phasing out of heavy industry and landfill.

**SIGNIFICANT CONSERVATION AREAS**

Braeside Park sits immediately adjacent to the proposed freeway. The park covers an area of 295 hectares and contains areas of remnant native bushland, native grasslands and extensive seasonal wetlands. The park is managed by Parks Victoria and is identified in the Kingston Planning Scheme as an area of environmental significance and a recreational asset for the region.

To the south-west of the project site is the Ramsar listed Edithvale Seaford wetlands. They cover over 250 hectares and are the largest wetland of their type in the Westernport region and the only remnant of the once 4000 hectare Carrum Carrum Swamp.

The rare birds, including native and migratory species, that visit the Edithvale and Seaford Wetlands also visit the wetlands adjoining the freeway reserve; Waterways, Woodlands and Braeside Park Wetlands. There is substantial movement of birds flying across the freeway reserve to access the wetlands adjacent.

**SENSITIVE RESIDENTIAL INTERFACES**

Three established residential communities share a direct interface with the freeway corridor; Dingley Village, Aspendale Gardens and the Waterways estate. It is of particular importance to Council that these interfaces are well managed in terms of visual and noise amenity. The Waterways Estate is specifically subject to a Design and Development Overlay in the local planning scheme that aims to conserve and enhance a landscape character supportive of indigenous flora and fauna habitats.

**EMPLOYMENT PRECINCTS**

The project area also interfaces with regionally significant employment precincts and transport connections, such as Woodlands Industrial Estate and Moorabbin Airport.

In line with the Kingston Municipal Strategic Statement; Council is committed to supporting the continued growth and diversification of employment precincts to maintain their viability. The Woodlands Industrial Estate is demonstrating a positive transition towards a more diversified precinct with a range of business and land use activities, such as; a hotel, restaurant, financial services and a community garden. Maintaining and increasing connectivity to this precinct is a high priority for Council.
In the 1970s a road reserve was put aside, as part of a broader, integrated freeways plan, for a six lane connection to accommodate the future urban growth of the south-eastern region. VicRoads are proposing to develop the Mordialloc Bypass within what remains of this corridor; a 9.7 kilometre freeway link that will connect the Dingley Bypass to the Mornington Peninsula Freeway at Springvale. The freeway aims to reduce congestion on arterial roads by creating a continuous connection to Frankston. The Bypass will traverse constructed wetlands, move between established residential communities, industrial areas, conservation areas, open space and agricultural land within the South East Green Wedge.

The current project proposal includes:

- a dual carriageway with two to three lanes in each direction
- bridges over Springvale, Governor, Lower Dandenong and Centre Dandenong Roads, along with new freeway entry and exit ramps
- bridges over Old Dandenong Road and through the sensitive Waterways area
- traffic lights at the Dingley Bypass intersection
- an upgrade of the existing interchange at Thames Promenade, Chelsea, with the Mornington Peninsula Freeway, along with freeway entry and exit ramps
- a new shared walking and cycling path along the length of the freeway on the eastern side
- fauna exclusion fences adjacent to Braeside Park and wetlands and habitat crossing points for fauna under the freeway
- a pedestrian underpass between Braeside Park and Woodlands industrial precinct
- extensive wetlands and water sensitive urban design treatments
- tree planting and landscaping along the length of the corridor
- noise walls to residential areas.

For more information visit http://roadprojects.vic.gov.au/
A range of investigations were undertaken in 2017 and a reference design was developed by VicRoads in May 2018 that guided the project performance and contractual requirements for the recently released design and construct tender. This tender is being administered by the Major Road Projects Authority (MRPA) on behalf of VicRoads.

Kingston City Council officers have met regularly with VicRoads and the MRPA since early 2017 to provide feedback and input as the planning and design progressed. This has included officer representation on the Technical Reference Group established by the MRPA as part of the Environmental Effect Statement process.

Council has passed two Notices of Motion on 22 May 2017 and 25 September 2017 outlining issues to be resolved collaboratively with VicRoads.

As a result of this positive collaboration, a number of the points raised in the Notices of Motion have been considered and addressed by VicRoads and the MRPA in the development of the design and construct tender, including:

- Incorporation of tall indigenous tree planting along the acoustic fence adjacent to wetlands, to encourage safe crossing of birds over the freeway.
- Incorporation of acoustic screening at the interface of Aspendale Gardens, Dingley Village and Waterways residential areas.
- Retaining the Old Dandenong Road connection between Boundary and Tootal Roads.
- Establishment of wetlands along the route of the Bypass.
- Accommodation of the Chain of Parks shared trail and minimal disruption to the Braeside Park historic buildings and ranger’s facilities on the eastern side of the freeway.
- Public consultation with community members from Dingley Village, Waterways and Aspendale Gardens (east of Wells Road).

Outstanding issues from the Notices of Motion are captured within the requested project outcomes in this report, such as:

- Establishment of acoustic fence treatments adjacent to important open space assets and conservation areas such as Braeside Park, the Ranger’s facilities and the Woodlands wetlands.
- Provision of a grade separated pedestrian and cycling connection (under or overpass) at the Dingley Bypass intersection.

The project is currently in tender design phase, which is running concurrently with an Environmental Effects Statement (EES) process. The EES investigation commenced, following finalisation of the scoping requirements of the EES by DELWP in May 2018. Findings were presented to stakeholders for comment in late October and will be finalised in early 2019 when the successful tenderer is appointed. Once finalised, the proponent will be required to address the recommendations of the EES.

The EES focuses on the potential effects on:

- biodiversity and habitat – migratory birds and the native vegetation when modifying grasslands and wetlands.
- surface water and groundwater – the quality of water flows and drainage in the Mordialloc Creek catchment and the Edithvale-Seafield Wetlands.
- noise and air quality – increased traffic and noise for residents and nearby park lands, in addition to local air quality with exposure to vehicle emissions.
- landscape and visual amenities – impacts to wetlands and local amenity from new infrastructure such as bridges and overpasses.
- traffic and transport – journey and road safety improvements.

Other studies include:

- Land contamination
- Cultural heritage
- Amenity and environmental quality
- Social, land use and infrastructure.

Council is currently reviewing the recently released Environmental Effects Statement and will undertake its own assessment of potential environmental effects associated with the project. The outcome of the review will inform Council’s submissions through the EES process.

For information on the EES findings, visit http://roadprojects.vic.gov.au/projects/mordialloc-freeway/view-the-ees
Reference design for the Mordialloc Bypass developed by VicRoads

Minister for Planning’s assessment and decision to commence EES process

Scoping requirements released

EES and Draft PSA released for public comment

COUNCIL

MAY 2017

Notice of Motion #1

DEVELOPMENT OF PRIORITY OUTCOMES
PUBLIC CONSULTATION ON THE PRIORITY OUTCOMES

DEC - 2018

COUNCIL ADOPTED
POSITION AND
PREPARATION OF
SUBMISSION
TO THE EES

NOV - 2018

MAY - 2017

Notice of Motion #2

SEPT - 2017

SEPT - 2017

SEPT - 2017

MAY - 2017

TENDER AWARD

DEC - 2018

FINAL EES

EARLY 2019

06.

PROJECT TIMELINE

EnvironmenT Effect Statement

ENVIRONMENT EFFECT STATEMENT

OCT 2018

MAY 2018

SEPT - 2017

Reference design for the Mordialloc Bypass developed by VicRoads

Minister for Planning’s assessment and decision to commence EES process

Scoping requirements released

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COUNCIL

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Notice of Motion #2

SEPT - 2017

SEPT - 2017

SEPT - 2017

MAY - 2017

TENDER AWARD

DEC - 2018

FINAL EES

EARLY 2019

06.

PROJECT TIMELINE

EnvironmenT Effect Statement
IDENTITY AND ENVIRONMENT

REPRESENTING A REGION INVESTED IN AN ENVIRONMENTALLY PROGRESSIVE FUTURE THROUGH DESIGN.
Infrastructure and landscape design can tell a clear story about the character and identity of an area. The current proposal states the objective of ‘Local Identity’; building an understanding of place through highlighting intrinsic characteristics. Council supports this objective but believes the proposed built form design, materiality, wayfinding elements and vegetation treatments do not communicate a unified story about the identity of the region that will be recognisable to motorists or pedestrians.

The current design potentially communicates a mixed message. Planting arrangements are both formal/linear (referencing agricultural uses and varying adjacent urban form) and informal/scattered (referencing indigenous vegetation communities). Noisewall forms are influenced by the nearby Dingley Bypass for continuity but are not representative of a clear theme.

Whilst the area that the freeway traverses is indeed diverse, Council believes there is a strong overarching identity that should be communicated and that strategic environmental objectives and values are strongly tied to this. This identity or ‘theme’ can be defined as:

“A REGION INVESTED IN AN ENVIRONMENTALLY PROGRESSIVE FUTURE”.

Council sees that this vision represents the values and aspirations of the region embodied in key strategies such as the Kingston Green Wedge Plan 2012 and the Local Planning Scheme. In particular;

1. Protection of areas of conservation significance (eg Braeside Park and Ramsar wetlands),
2. Encouraging ecologically sensitive development,
3. Investment in renewable energy,
4. Reatain and enhance land use to encourage more sustainable agricultural practices and food security,
5. Creation of habitat and open spaces, and
6. Investment in diverse economies and healthier, better connected communities.

In terms of character and identity, Council’s key strategies identify a preference towards low visual impact development, the use of indigenous vegetation in landscaping to represent pre-settlement landscapes (wetlands and open woodlands), and a muted colour palette.
IDENTITY AND ENVIRONMENT

OUTCOME 1

THE DEVELOPMENT TELLS A CLEAR STORY ABOUT PLACE – A REGION INVESTED IN AN ENVIRONMENTALLY PROGRESSIVE FUTURE

The Dingley Bypass/ Mordialloc Bypass intersection is an identified ‘Green Wedge Gateway site’ in the Green Wedge Plan that must incorporate ‘well designed, high quality architecture that is underpinned by the principles of sustainability’. The current design for this entry and along the length of the bypass, requires further work to ensure that it communicates a strong and legible identity that supports Council’s vision for the region.

THE MOTORIST’S JOURNEY

Under the current design proposal, motorists will travel along open and semi-rural areas in the northern section, past scattered Eucalypts and formal, banded shrub plantings, into closed sections of roadway, bounded on both sides by an abrupt metal noisewall interface. Along the journey there will be glimpses of the surrounding area at bridges through semi-transparent plexi-glass panels and open sections with clear views to the Woodlands Industrial Estate, Braeside Park and open tracts of undeveloped land. The wetlands, which characterise this area will not be visible on the drive, masked by opaque noisewalls.

The proposed noisewall materiality includes corten (weathered steel) sheeting panels in most sections; varying in height from 0.5 to 6 metres. Some sections are proposed to use plexi-glass panels with a gradation of semi-transparency at the base to fully transparent panels at the top. Transparent sections are mostly located on bridges and adjacent to Chadwick Park.

HOW THE DESIGN CAN STRENGTHEN COUNCIL’S ENDORSED IDENTITY FOR THE REGION

In addition to the current scheme, the development needs to demonstrate that:

1. The environmental assets of the region are valued, specifically Braeside Park and adjacent wetland systems.

2. Creation and protection of habitat and ecological diversity are core drivers of the design response

3. The region is supportive of innovative and progressive strategies that build resilience.

1. VALUING ENVIRONMENTAL ASSETS OF THE REGION

Council is pleased to see that the current proposal aims to reduce impacts on the Waterways wetlands by minimising impacts from the bridge infrastructure that will cross it and that soundwalls will be incorporated. Tall trees are proposed adjacent to the noise walls to enable water birds with long take off distances to perceive the freeway and make their way over it safely. In addition to these treatments, it is of utmost importance that noise impacts on Braeside Park are minimised, whilst retaining views to this distinctive conservation asset. Likewise, views to all adjacent wetlands should be a feature of the journey.

2. PROTECTION AND ENHANCEMENT OF BIODIVERSITY

The City of Kingston Biodiversity Strategy 2018-2023 highlights the importance of open space in retaining and enhancing biodiversity values. Integral to this is connectivity between conservation assets. Water corridors and physical connections with high quality habitat are imperative in facilitating movement of indigenous fauna species.

Freeway developments cause a major barrier to achieving this connectivity both physically and from light and noise impacts. The current proposal attempts to overcome this by incorporating possum crossings over the freeway, noise walls and tree planting buffers, habitat crossings via culverts under the freeway and WSUD treatments that maintain hydrological function and improve water quality. Council is concerned that some of these treatments (habitat crossings) are not well proven and noise impacts to Braeside Park are not being mitigated.

To further support Council’s strategic biodiversity objectives the development should use exclusively indigenous plant species and native species that achieve creation of quality local habitat. The corridor itself is also an opportunity to create connectivity.
Integrated solar panels on noise walls.
Calder Freeway - Melbourne
IDENTITY AND ENVIRONMENT

OUTCOME 1 CONTINUED

THE DEVELOPMENT TELLS A CLEAR STORY ABOUT PLACE – A REGION INVESTED IN AN ENVIRONMENTALLY PROGRESSIVE FUTURE

3. DEMONSTRATING SUPPORT FOR A PROGRESSIVE FUTURE

Further treatments can be considered that strengthen the theme, such as incorporation of integrated stormwater treatments (Chadwick Reserve), design of the built form (incorporating recycled materials, recognisable motifs or patterns and solar panels), landscape design (selecting iconic locally indigenous species representative of pre-settlement landscapes) and integration with the currently proposed way finding elements and incorporation of artwork.

The weathered steel and plexi-glass panel treatment is largely sympathetic to Council’s preferred design outcome, however it is imperative that the design of each of these materials work together to demonstrate a strong thematic outcome.

A unique opportunity exists to lay a ‘purple’ pipeline for recycled water in conjunction with the upcoming Mordialloc Freeway works to provide a strategic and cost-effective way to provide recycled water infrastructure to Kingston’s Green Wedge which is home to market gardens, golf courses and parkland (with possible future open space including Hawthorn Football Club).
THE MORDIALLOC BYPASS DESIGN CAN STRENGTHEN THE IDENTITY OF THE REGION BY ADDRESSING THE FOLLOWING DESIGN CRITERIA:

1. Maintain clear views to the assets of the region to highlight places that are representative of an integrated urban ecology, specifically: Braeside Park (transparent noise wall interface), wetlands (transparent noise wall interface).

2. Create a continuous habitat corridor of trees along the length of the freeway using only locally indigenous species.

3. Showcase identifiable indigenous species at key nodes and interchanges.

4. Embed environmental targets within the development that exceed the bare minimum, such as noise walls that integrate solar panels and extensive use of recycled materials.

5. Install a ‘purple pipeline’ along the length of the freeway as part of Council’s water security objectives for green space.

6. Provide an architectural and urban design response that references this theme eg: celebration of recycled materials within the materiality, especially at key nodes and interfaces, branding way finding elements and the built form with recognisable forms, motifs, colours and patterns that represent the theme.

7. Incorporate interpretive art and signage that informs and celebrates local flora and fauna.

8. Retain as many indigenous trees as possible using protection measures during construction and consider alternative path alignments to minimise impacts.

9. Ensure the preformed corrugated sheet ‘zig zag’ pattern is integrated with the theming and other urban design outcomes such as bridge design and paving treatments.

10. Expand and enhance Chadwick Reserve with the creation of wetlands in the western portion of the site to both treat and harvest stormwater for re-use.