Submission Cover Sheet
Mordialloc Bypass Project EES IAC

Request to be heard?: yes

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Organisation: Defenders of the South East Green Wedge
Affected property: Mordialloc Bypass (Freeway)
Attachment 1: DSEGW_submission
Attachment 2:
Attachment 3:
Comments: Defenders of the South East Green Wedge submission uploaded
The Defenders of the South East Green Wedge recognise that considerable effort has been put into preparation of the Environmental Effects Statement (EES) for the Mordialloc Bypass (Freeway). Our comments on the EES concern consideration of the effects of the Mordialloc Freeway on the Green Wedge and associated environmentally significant assets.

The northern and southern ends of the freeway pass through or border the South East Green Wedge in the City of Kingston. South of the Dingley bypass to Centre Dandenong Road is Green Wedge Zone 2. On the east from Lower Dandenong Road to Governor Road the freeway borders environmentally significant Braeside Park. South of Governor Road the alignment passes west of Waterways Estate, south of the main drain through Green Wedge Zone 1. Across Springvale Road the proposed freeway joins the existing Mornington Peninsula Freeway, in the Green Wedge of the City of Greater Dandenong.

It is clear that designs for the freeway, bridges and overpass structures are conceptual only and to be finalised after the successful tender is accepted.

If the project is permitted, its design and implementation needs to be consistent with the policies of the Kingston and Greater Dandenong Planning Schemes and other relevant land use planning strategies.

These include the likely effects on the landscape, environmental and recreational values of the Green Wedge, Waterways, Braeside Park and Mordialloc Creek environs and other nearby areas such as Edithvale -Seaford wetlands.

The Victorian Planning Provisions (VPPs)

Clause 12 Environmental and landscape values

12.05-2S Landscapes Kingston Planning Scheme and Greater Dandenong Planning Scheme has the objective:
To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.

The bridges over the Waterways wetlands, Mordialloc Creek and the Springvale Road-Mornington Peninsula freeway interchange will result in a totally unacceptable loss of landscape, visual amenity and recreational value of significant open spaces. They will obscure the delightful semi-rural expanse of open landscape of Braeside Park, the Woodlands Estate wetlands and Waterways wetlands.

Braeside Park is an important and significant conservation area, the views of which are a recognised feature of the local landscape.

The considerable bulk and height of twin 400m bridges over Waterways will result in a visually prominent structure with impacts on sensitive ecology and flow paths.

The Wetlands that characterise the area will not be visible when hidden behind the opaque noise walls.

VPPs Clause 13 Environmental risks and amenity

13.03-1S Floodplain management Kingston Planning Scheme and Greater Dandenong Planning Scheme has the objective:
To assist the protection of:
- Life, property and community infrastructure from flood hazard
- The natural flood carrying capacity of rivers, streams and floodways
- The flood storage function of floodplains and waterways
- Floodplain areas of environmental significance or of importance to river health

The freeway has sections and bridges that extend through Land Subject to Inundation overlays and Urban Floodway Zones. This will impact on ground and surface water with consequences for the existing wetlands and their environmental features.
The hydrology of the Edithvale-Seaford wetlands and their connectivity with the aquifers of Braeside Park, Waterways wetlands and Woodlands Estate wetlands needs to be preserved.

Disturbance of coastal acid sulphate soils will have consequent environmental effects, particularly on the Ramsar site, and affect runoff into Mordialloc Creek and its outflow into Port Phillip Bay.

Consideration needs to be given to the short and long term effects of climate change on groundwater dependent ecosystems, surface water, Mordialloc Creek drainage and the floodplain, as well as the impact of increased carbon emissions from increased traffic density.

The Kingston Planning Scheme at *Clause 21.10 Green Wedge Zone* has the following objectives:

**Objective 1:** To support and maintain the green wedge concept whilst ensuring activities in the Green Wedge are consistent with, and contribute to, optimal long term planning solutions for the whole of the south east metropolitan Green Wedge.

**Objective 2:** To protect the use of high quality agricultural land for agricultural purposes.

**Objective 5:** To protect and enhance environmental values including wetlands, flora and fauna habitats, and drainage functions.

**Objective 6:** To protect the Port Phillip and Western Port Catchments in accordance with the ‘Port Phillip and Western Port Regional Catchment Strategy’.

**Objective 7:** To ensure that use and development within the Green Wedge does not compromise metropolitan urban growth strategies.

**Objective 8:** To manage the edge of the urban areas in a manner which ensures that the Green Wedge area is both stable and enduring.

**Objective 9:** To protect and further develop the scenic and landscape values of the Green Wedge.

**Objective 10:** To provide for open space links and opportunities for recreation.

The visual and landscape quality of the Green Wedge is reduced where it interfaces with the freeway. A freeway with several bridges is far from protecting and developing the scenic and landscape values of the Green Wedge.

Environmental values are not protected when there is potential to alter the habitats of flora and fauna, hence modifying their populations. Two hundred species of birdlife, including several protected local and migratory species such as the highly endangered Australian Bittern and the Migratory Latham Snipe, will be affected by habitat loss and disrupted flight connectivity between their multiple wetland habitats.

As previously described, the hydrology of the Edithvale-Seaford wetlands and their connectivity with the aquifers of Braeside Park, Waterways wetlands and Woodlands Estate wetlands needs to be maintained. Run-off from the freeway will ultimately flow into Mordialloc creek, an important element of the drainage system into Port Phillip Bay. For protection of both the catchment areas and the Bay run-off will need to be polished up to an acceptable standard.

*Clause 22.4-03 Kingston Planning Scheme* further emphasises that all planning outcomes in the Green Wedge must result in an urban form of high design standard and low visual impact.

An important aspect of the Green Wedge that needs constant reinforcement is the need to maintain the ‘hard edge’ between urban and non-urban areas at the interface of the Green Wedge and urban area.

Instead, construction of this freeway will pose significant, damaging, environmental, ecological and visual effects, ranging from habitat destruction to noise, air and visual pollution. It will lead to further degradation of the nearby Green Wedge and the wetland areas, with adverse consequences for their flora and fauna.
Conclusion: On balance, we consider that the many detrimental impacts from the proposed freeway would greatly outweigh any benefits that may be obtained by improved traffic and therefore strongly urge that the proposal be abandoned.