

MORDIALLOC BYPASS PROJECT INQUIRY AND ADVISORY COMMITTEE**ENVIRONMENTAL PERFORMANCE REQUIREMENTS**

This table is an initial response to the issues raised in the evidence and public submissions as at the date of the document and will be updated during the course of the hearing. It is made subject to the further submissions of MRPV including its formal right of reply to the IAC.

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
EM1	<p>Environmental Management Strategy</p> <p>Prepare an Environmental Management Strategy consistent with the Environmental Management Framework (EMF) to the satisfaction of the Minister for Planning under the Incorporated Document applicable to the project. The Environmental Management Strategy is to demonstrate how the EMF and EPRs will be implemented in the design, construction and operation of the project and is to be approved by the Minister for Planning prior to the commencement of any works other than preparatory works referred to in the Incorporated Document.</p> <p>The Environmental Management Strategy must incorporate an Environmental Management System that complies with AS/NZS ISO 14001: 2015 <i>Environmental management systems – Requirements with guidance for use</i>.</p> <p>The EMF must be updated and re-assessed by the Minister for Planning prior to additional traffic lanes being added to the project in the future.</p> <p>The approved Environmental Management Strategy must be made publicly available.</p>	All		<p>EMS to cover operation phase also. Reference to “State” in the EPR and others is unclear, suggest Minister for Planning or other satisfactory entity.</p> <p>Grammar suggestions.</p> <p>Public should have access to EMS consistent with other projects.</p>
EM2	<p>Environmental management plans</p> <p>Prepare and implement a Construction Environmental Management Plan (CEMP), Operations Environmental Management Plan (OEMP) and other management plans as required by the EPRs in accordance with the Environmental Management Strategy. All other plans must be prepared to</p>	All	In response to the submission of VicRoads, in response to the change from MRPA to MRPV, and to improve drafting.	MRPV is not a legal entity, query legal entity to approve other plans (Transport for Victoria or Major Transport Infrastructure Authority).

¹ MRPV ‘Day 1’ changes are depicted in this document in blue.

² Kingston City Council requested changes are depicted in this document in red, additional changes from Kingston City Council Version 1 to this version (Version 2) are highlighted **yellow**.

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<p>the satisfaction of MRPV or the authority specified in the EPRs. Plans that apply to the operation phase of the project, including the OEMP, must be prepared in conjunction with VicRoads. All plans specified in the EPRs must be implemented.</p> <p>The CEMP must be prepared in accordance with Environment Protection Authority (EPA) Publication 480 <i>Environmental Guidelines for Major Construction Sites</i> (EPA Victoria 1996) and must be to the satisfaction of the Independent Reviewer and Environmental Auditor (IREA).</p> <p>The process for development and implementation of the CEMP and other management plan(s) must include consultation with consulting ecologists (in respect of impacts on native vegetation, fauna and wetland areas), Kingston City Council, Greater Dandenong City Council, VicRoads, Melbourne Water and EPA Victoria as relevant. These consultation processes must be described in the Environmental Management Strategy. The CEMP and other management plan(s) must be integrated and must be approved by the Minister for Planning prior to the commencement of works (except for preparatory works referred to in the Incorporated Document). The OEMP must be approved by the Minister for Planning prior to opening the project to the public.</p>		In response to recommendation of Helen Jones (expert report, section 4.3).	
<p>EM3 Environmental compliance</p> <p>Appoint an Independent Reviewer and Environmental Auditor (IREA) to review and approve the CEMP and OEMP and other plans approved under the EPRs, to ensure compliance with the Environmental Management Strategy and EPRs with the approved Environmental Management Strategy. The IREA must produce six monthly audit reports which the Major Transport Infrastructure Authority must forward to the Minister for Planning during construction. Audit reports must be made publicly available.</p>	Pre-construction, Construction		<p>Prefer independent review consistent with other projects (eg, West Gate Tunnel Project)</p> <p>In part deals with lack of information about design, and significantly constructions techniques, in Wetlands.</p>
<p>EM4 Environmental complaints management</p> <p>Prior to the commencement of works a process for recording, managing, and resolving complaints received from affected stakeholders must be developed and implemented. The complaints management arrangements must be consistent with Australian Standard <i>AS/NZS 100002: 2014 Guidelines for Complaint Management in Organisations</i>.</p>	Construction		

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
AQ1	<p>Air quality (operation)</p> <p>The project must be designed and constructed to minimise air quality impacts during operation and to ensure the requirements of relevant legislation, policies and guidelines are met, including but not limited to:</p> <ul style="list-style-type: none"> • <i>State Environment Protection Policy (Air Quality Management)</i> • <i>State Environment Protection Policy (Ambient Air Quality)</i>. 	All		
AQ2	<p>Air quality (construction)</p> <p>Measures to minimise dust, odour and other air emissions must be implemented in accordance with relevant legislation, policies and guidelines including, but not limited to:</p> <ul style="list-style-type: none"> • EPA Victoria Publication 480: <i>Environmental Guidelines for Major Construction Sites</i>; • VicRoads Contract Specification Standard Section 177, with PM10 monitoring undertaken for both residential and commercial receptors. 	Construction	In response to the recommendation of Ian Wallis (expert report, section 4.3).	
B1	<p>Fauna habitat</p> <p>Direct and indirect impacts on fauna must be minimised by preserving and enhancing habitat and facilitating habitat connectivity where practicable. This will be achieved through implementation of (as a minimum):</p> <ul style="list-style-type: none"> • fauna crossings, including culverts modified for fauna movement between the Braeside Park wetlands and Woodlands Industrial Estate wetlands (minimum of 3 culverts), and between the Waterways wetland waterbodies south of Governor Road (minimum of 2 culverts) • undertaking further detailed research, including collaboration of ecologists and traffic engineers to establish a recommended optimal design for the location, form, materials and height of the proposed multi-function fauna barriers to limit mortality, between Braeside Wetlands, Woodlands Wetlands and Waterways Wetlands. • multi-function fauna barriers to limit fauna mortality, limit disturbance to surrounding habitat areas and encourage culvert use by fauna between Braeside Wetlands and Woodlands Wetlands, and between the 	All	In response to the recommendation of Rodney van der Ree (expert report, sections 4.3.1 and 4.3.4).	<p>Reflect uncertainty as to optimal multi-function fauna barrier height.</p> <p>Consistent with evidence of Dr van der Ree. Allows for higher barrier that may be associated with visual and/or acoustic barrier.</p>

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<p>Waterways Wetland waterbodies south of Governor Road.</p> <ul style="list-style-type: none"> • a solid fauna barrier to limit fauna mortality and encourage culvert use on the eastern side of the new roadway, north of the Parks Victoria office and adjacent to Braeside Park • wildlife friendly fencing that does not use barbed wire, including to control human and dog access to Braeside Wetlands and Braeside Park from the shared user path or roadway • landscaping including: <ul style="list-style-type: none"> • the use of site-specific indigenous species • creating or revegetating habitat that maximises connectivity and minimises predation risk at fauna crossing points and under the constructed bridge over Waterways wetlands • open wetland and grassy habitat where appropriate, including swales adjacent to fauna barriers • a dual bridge structure at Mordialloc Creek/Waterways wetland to allow light penetration and facilitate fauna movement. 			
<p>B2 Lighting design</p> <p>Fauna sensitive lighting design principles must be incorporated into lighting design in sensitive areas around wetlands and Braeside Park. The design principles are:</p> <ul style="list-style-type: none"> • Siting of lights: <ol style="list-style-type: none"> a. Use lights only where necessary and use the minimum brightness (lumens) possible b. Site lighting columns away sites of ecological value to the extent possible c. Minimise the height of lighting where possible. • Fixtures: <ol style="list-style-type: none"> d. Use shielding to fully shield bulbs and lenses and to minimise light spill onto sites of ecological value 	All		

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<p>e. Avoid reflective surfaces under lights.</p> <ul style="list-style-type: none"> • Wavelengths: <p>f. Use narrow-spectrum light sources to lower the range of species affected by lighting, and avoid blue and white wavelengths (4200 kelvin, ideally <3000 kelvin)</p> <p>g. Use long wavelength bulbs to minimise the emission of UV light.</p>			
<p>B3 Native vegetation and habitat</p> <p>Native vegetation removal must be avoided, minimised and managed in accordance with the <i>Guidelines for the removal, destruction or lopping of native vegetation 2017</i> (Guidelines 2017). Native vegetation offsets will be required for the removal of native vegetation, with the area (in hectares) to be calculated and approved in accordance with these guidelines. No-go zones will be established to protect sensitive vegetation, trees and habitat areas that are not removed in accordance with the Guidelines 2017. No-go zones will be detailed, protected and managed in accordance with the Environmental Management Strategy developed as per EPR EM1.</p>	All		<p>‘All’ includes operation phase as ‘no go’ zones should apply into the future</p> <p>Comment of Mr Lance Lloyd: The plans for these EPRs need to be more detailed to enable these to be evaluated for effectiveness. The effectiveness will depend upon the degree and extent of implementation of the EPRs. It is recommended that an ecologist is used to overview the implementation of the mitigation measures as the work proceeds. Please see proposed changes to EPR EM2.</p>
<p>B4 Fauna (construction)</p> <p>Minimise, monitor and document impacts on fauna during construction works, including:</p> <ul style="list-style-type: none"> • obtaining all relevant permits under the Wildlife Act 1975 • pre-clearing fauna surveys and relocation of fauna by qualified fauna handlers to nearby suitable habitat • directional temporary construction lighting to minimise lighting impact on sensitive fauna habitat • noise and vibration impacts on sensitive fauna • if construction works near wetlands occur between September and 	Construction		<p>Comment of Mr Lance Lloyd: The plans for these EPRs need to be more detailed to enable these to be evaluated for effectiveness. The effectiveness will depend upon the degree and extent of implementation of the EPRs. It is recommended that an ecologist is used to overview the implementation of the mitigation measures as the work proceeds. Please see proposed changes to EPR EM2.</p>

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<p>March, monitoring of birds before and at regular intervals during construction to assess disturbance impacts, with minimisation of noisy and high disturbance works where practicable</p> <ul style="list-style-type: none"> • regular inspections of excavations/trenches • restricting heavy construction vehicles along Edithvale Road • adding high value habitat trees (including hollow-bearing and large trees) into no-go zones where suitable • closure of excavations/trenches at the end of each day, where practicable, inspection of excavation/trenches for fauna at the start of each day and immediately before backfilling • minimise barriers to fauna movement at the end of each day and installation of fauna movement devices where effective to create safe crossing opportunities • enforced speed limits of 40km per hour within construction areas, outside of existing arterial roads. 			
<p>B5 Native vegetation (construction)</p> <p>Monitor, minimise and document impacts on retained/adjacent native vegetation, including:</p> <ul style="list-style-type: none"> • pre-clearing surveys for threatened flora in the Mordialloc Creek/Waterways wetland impact area are to be conducted by a suitably qualified ecologist, and plants are to be relocated to a suitable recipient site where considered practicable by the ecologist • mapping and fencing of no-go zones and tree protection zones • no site compound, temporary offices, hardstand, plant storage facility or stockpiles will be established within no-go zones, nor will any works be conducted in such areas • environmental induction/training for construction personnel • development and implementation of weed hygiene measures to avoid the spread or introduction of weeds during construction, including vehicle and 	Construction		<p>Comment of Mr Lance Lloyd: The plans for these EPRs need to be more detailed to enable these to be evaluated for effectiveness. The effectiveness will depend upon the degree and extent of implementation of the EPRs. It is recommended that an ecologist is used to overview the implementation of the mitigation measures as the work proceeds. Please see proposed changes to EPR EM2.</p>

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	<p>equipment hygiene measures</p> <ul style="list-style-type: none"> as far as practicable, re-establishing the landform and substrate under the Mordialloc Creek bridge following bridge construction. 			
B6	<p>Flora and Fauna (operation)</p> <p>Prior to opening the project to the public, a Flora and Fauna Monitoring and Management Plan must be prepared by suitably qualified ecologists in consultation with Department of Environment and Energy (DoEE), Department of Environment, Land, Water and Planning (DELWP), Melbourne Water, Parks Victoria, VicRoads and any other relevant land manager. The plan must include flora and fauna monitoring by ecologists after opening, including:</p> <ul style="list-style-type: none"> annually, for 5 years after construction is completed, including one monitoring event prior to opening monitoring of bird use of nearby wetlands (Woodlands Wetlands, Braeside Park Wetlands, and Waterways Wetlands) and threatened flora and weeds at the Waterways Wetlands. monitoring of measures to allow habitat connectivity for threatened fauna including Waterways bridge, fauna culverts, and revegetation evaluation of measures (fencing and barriers) to reduce wildlife and vehicle collisions. 	Operation	In response to the recommendation of Rodney van der Ree (expert report, section 4.3.1).	<p>Drafting amendments</p> <p>Comment of Mr Lance Lloyd: Native vegetation offsets and landscaping must seek to replace the aquatic or wetland EVCs which are likely to be lost when clearing the freeway alignment is undertake. As the plan is not yet undertaken, an aquatic ecologist is recommended to be employed to design these offsets and rehabilitated EVCs.</p>
CL1	<p>Soil Management Plan</p> <p>Prior to the commencement of works (other than preparatory works referred to in the Incorporated Document), a Soil Management Plan (SMP) must be prepared and implemented in accordance with relevant regulations, standards and best practice guidelines. The plan must be developed in consultation with EPA Victoria and address the management requirements associated with the handling, storage, reuse and/or disposal of soils (clean fill and contaminated spoil).</p> <p>The SMP must make provision for additional assessments to be conducted, where required, to more accurately locate sources of contamination and to refine management measures.</p>	Construction		

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<p>The SMP must follow published EPA guidance on contaminated soil management and reuse on major infrastructure projects.</p> <p>The SMP must include an Acid Sulfate Soil Management Plan (EPR CL2) and management requirements for PFAS contaminated soils (see EPR CL6).</p>			
<p>CL2 Acid Sulfate Soil Management Plan</p> <p>Prior to the commencement of works (other than preparatory works referred to in the Incorporated Document), prepare an Acid Sulfate Soil Management Plan in consultation with EPA Victoria in accordance with the <i>Industrial Waste Management Policy (Waste Acid Sulfate Soils) 1999</i>, EPA Publication 655.1 <i>Acid Sulfate Soil and Rock</i>, and relevant EPA regulations, standards and best practice guidance. This plan must include:</p> <ul style="list-style-type: none"> • locations and extent of potential acid sulfate soils that could be disturbed or otherwise affected by the project • assessment of potential impact on human health, odour and the environment • measures to prevent oxidation of acid sulfate soils wherever possible, and • suitable sites for management, reuse or disposal of acid sulfate soils. 	Construction		
<p>CL3 Passive landfill gas capture and venting</p> <p>A passive landfill gas capture and ventilation system must be prepared in consultation with the EPA where the roadway traverses the landfill area to facilitate the emission of landfill gas to the atmosphere so as to minimise accumulation of landfill gas below the roadway.</p> <p>The passive landfill gas capture and ventilation system must be</p> <ul style="list-style-type: none"> • prepared in conjunction with VicRoads; and • must meet the landfill gas management requirements of the EPA's guideline <i>Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills</i> (EPA Victoria 2015) and <i>Workplace Exposure Standards for Airborne Contaminants</i> (Safe Work 2013); and 	All	In response to the submission of VicRoads.	Require IREA review

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<ul style="list-style-type: none"> • reviewed and approved by the IREA established under EPR E3. <p>During design, provision must be made for gas protection measures to be provided at all underground services, pits and other voids within the road reserve in locations where landfill gas is emitted, or has the potential to migrate to.</p> <p>The passive landfill gas capture and ventilation system(s) must be maintained for the operational life of the project except where otherwise agreed to by EPA Victoria.</p>			
<p>CL4 Landfill Gas Management Plan (Construction)</p> <p>Prior to the commencement of works (other than preparatory works referred to in the Incorporated Document), a Landfill Gas Management Plan (Construction) must be prepared (EPR EM2). The plan must be developed in consultation with EPA Victoria and in accordance with relevant regulations, standards and best practice guidelines including, but not limited to, <i>Best Practice Environmental Management: Siting, design, operation and rehabilitation of landfills</i> (EPA Victoria 2015) and <i>Workplace Exposure Standards for Airborne Contaminants</i> (Safe Work 2013).</p> <p>The plan must detail specific monitoring and risk mitigation requirements that are to be implemented during the construction phase to reduce landfill gas-related risks to neighbouring land users, site workers, plant and equipment.</p> <p>The Landfill Gas Management Plan must:</p> <ul style="list-style-type: none"> • reference applicable regulatory requirements • detail the nature and extent of contamination • include details of design and construction requirements for passive landfill gas and venting systems • define roles and responsibilities • detail landfill gas monitoring and reporting requirements • include monitoring requirements for explosive atmospheres and fire risks during construction 	Construction		

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<ul style="list-style-type: none"> include guidelines for work areas which constitute confined spaces, and include requirements for use of spark and flame emitting equipment, tools or plant during construction works. 			
<p>CL5 Landfill Gas Management Plan (Operation)</p> <p>Prior to the completion of construction of the passive landfill gas capture and venting system (EPR CL3) a monitoring and management program for surface, sub-surface and internal/underground voids, pits and service trenches will be specified within a Landfill Gas Management Plan (Operation). The plan must assess ongoing risk associated with landfill gas generated by the former landfill(s) in the northern portion of the project area.</p> <p>The plan must outline procedures for any future works within the project area, means of protection of in-ground gas protection/mitigation systems and monitoring and management requirements.</p>	Operation		
<p>CL6 PFAS Management Plan</p> <p>Prior to the commencement of works (other than preparatory works referred to in the Incorporated Document), a site-specific PFAS management plan must be prepared in accordance with EPA Publication 1669.2 <i>Interim position statement on PFAS</i> (EPA Victoria 2018) and the Heads of EPAs Australia and New Zealand <i>PFAS National Environmental Management Plan</i> (PFAS NEMP) (HEPA 2018).</p>	Construction		
<p>CL7 Landfill material</p> <p>Structures that penetrate the landfill must be designed and constructed to avoid the creation of additional pathways for contaminants to move from leachate to surrounding groundwater and minimise the need for landfill material to be removed.</p>	Design, Construction		
<p>E1 Business Disruption Plan</p> <p>During design and construction, impacts on local businesses must be minimised through the preparation and implementation of a Business Disruption Plan. The Business Disruption Plan will be consistent with an approved Community and Stakeholder Engagement Management Plan (EPR</p>	Design, Construction		

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<p>S1) and include:</p> <ul style="list-style-type: none"> transport planning prior to road closures to minimise impacts on business access and parking (EPR T1) a process for communication with traders and businesses management of potential amenity impacts during construction and operation (EPR AQ1, AQ2, NV2, and NV3). 			
<p>E2 Utility assets</p> <p>Through detailed design and construction, the impacts on utility assets must be minimised to the extent practicable including, but not limited to:</p> <ul style="list-style-type: none"> stormwater and sewer assets electricity transmission assets (overhead and underground lines) gas and fuel pipelines communications lines (e.g. fibre optic cables). <p>If relocations are required to facilitate the project, utility assets must be protected and, where required, modified to the satisfaction of the asset owners.</p>	Design, Construction		
<p>GG1 Greenhouse gas monitoring and reporting</p> <p>Minimise and manage greenhouse gas emissions (GHG) arising from construction, operation and maintenance through the integration of sustainable design practices.</p> <p>Create a Sustainability Management Plan (SMP) which includes mandatory actions to monitor and report construction phase greenhouse gas emissions and to benchmark predicted operational phase greenhouse emissions in accordance with Mat-1 and Ene-1 credits of the Infrastructure Sustainability (IS) rating tool (v1.2).</p>	All		
<p>GG2 Emissions reduction</p> <p>The materials and equipment for the project must be selected with the intent to reduce the project associated GHG emissions during the construction and</p>	All		

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<p>operational phases.</p> <p>A verifiable improvement in project GHG emissions must be achieved by achieving a minimum of Mat-1 (Level 1) and Ene-1 (Level 2) credits of the Infrastructure Sustainability (IS) rating tool (v1.2).</p> <p>A minimum of 20% of construction phase energy must be purchased from an accredited GreenPower product.</p>			
<p>GW1 Groundwater Management</p> <p>Undertake a groundwater assessment to establish a sound groundwater baseline for future monitoring, including:</p> <ul style="list-style-type: none"> • assessment of existing and new wells to be established, north of Lower Dandenong Road, in or affected by, the Project area; • bore sampling of not less than 3 times (at regular intervals) over 12 months; • pressure transducers in nested well sets located at Edithvale Wetlands to better understand surface/groundwater interactions; • QA/QC summary provisions to ensure outliers are identified and proper procedures followed. <p>Groundwater risk assessment and modelling</p> <ul style="list-style-type: none"> • Risk assessment re-evaluating risks, inclusive of landfills present in the northern area, to be undertaken. • Risk assessment to include a range of scenarios designed to stress the system, and then applied to updated modelling. • Confirm the risk status and develop mitigation strategies where risk is apparent. <p>Groundwater quality and adoption of protection levels</p> <ul style="list-style-type: none"> • Adopt 99% ecosystem protection values as required by aquatic reserves/wetlands with a high conservation value. • Monitor water quality results against the 99% ecosystem protection 			<p>Further revisions after groundwater evidence of Mr Chris Smitt</p>

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<p>values.</p> <ul style="list-style-type: none"> If levels exceed this criteria, establish a background data set. <p>Improve understanding of vertical hydraulic gradients</p> <ul style="list-style-type: none"> Assess movement of groundwater between aquifers along the vertical hydraulic gradient, taking into consideration the proposed road alignment location of landfills in northern project area, direction of groundwater flow (north to south) and likely proposed number of piles required. If piling has potential to form preferential pathways, consider whether this changes the risk assessment from low to medium. If risk assessment changes from low to medium, assess flux calculations and correct transducer results to a fresh water equivalent. Insert information into the model or as inputs into a dilution attenuation analytical model or risk assessment. 			
<p>H1 Cultural Heritage Management Plan</p> <p>Comply with and implement the Cultural Heritage Management Plan (CHMP) approved under the <i>Aboriginal Heritage Act 2006</i>.</p>	Construction		
<p>H2 Unidentified non-Aboriginal historical archaeological sites</p> <p>An archaeological discovery protocol must be prepared that specifies measures to avoid and minimise impacts on any previously unidentified historical archaeological sites and values discovered during construction. The management protocol must be consistent with the requirements of the <i>Heritage Act 2017</i> and must be developed in consultation with Heritage Victoria. The protocol must include procedures for ceasing work if human remains or archaeological artefacts are discovered, notifying Heritage Victoria of the find, obtaining consent to deal with the remains or artefact, and dealing with the remains or artefact in accordance with the consent.</p>	Construction		
<p>H3 Non-Aboriginal heritage sites</p> <p>The project must be designed to avoid damage to the Braeside Park Precinct</p>	Design, Construction		

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<p>brick buildings and adjacent heritage sewerage treatment infrastructure.</p> <p>Prior to the commencement of works that have the potential to impact on heritage structures or places, appropriate heritage protection plans must be developed for inclusion in the CEMP and physical protection measures must be implemented to avoid or mitigate potential impacts.</p>			
<p>LV1 Landscape and urban design</p> <p>Landscape and urban design plans must be developed prior to the commencement of works (other than preparatory works referred to in the Incorporated Document) and must respond to or be based on relevant standards and the best practice principles of the:</p> <ul style="list-style-type: none"> • <i>Landscape Concept Plan</i> [insert title/name of author] and <i>Landscape and Urban Design Strategy</i> [insert title/name of author] for the project • <i>Good Design Principles - Transport</i> (OVGA 2015) • <i>Urban Design Charter for Victoria</i> [date], and • <i>Urban Design Guidelines for Victoria</i> (DELWP 2017). <p>The landscape and urban design plans must be prepared by suitably qualified professionals in consultation with relevant stakeholders, including Kingston City Council, and must incorporate, where practicable, high quality integrated mitigation measures to minimise the landscape and visual impact associated with the project, including in respect of:</p> <ul style="list-style-type: none"> • open spaces and recreational spaces • community facilities • residential interfaces • industrial interfaces, and • heritage assets. <p>The landscape and urban design plans must:</p> <ul style="list-style-type: none"> • include vegetation screening appropriate for visually impacted community spaces, including residential areas and public open spaces 	All	In response to the recommendation of Kirsten Bauer (expert report, section 5).	<p>Additional provisions requiring:</p> <ul style="list-style-type: none"> • design form • independent review • incorporation of KCC as a key stakeholder • adds new EPR LV2 specific to built form design, missing to date; • relocates some aspects to new EPR LV2: • relocates pedestrian connections and underpass design to new EPR LV2 <p>Recommended by Ms Maddy Bisits</p>

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<ul style="list-style-type: none"> • use indigenous vegetation and, to the extent possible 15L tree stock in high traffic areas and at sensitive interfaces in combination with tube stock; • ensure that visually apparent elements (including acoustic and other barriers,, bridges and abutments) are the subject of an integrated landscape and urban design processutilise colours and materials derived from the existing landscape and ecological environment • make use of appropriate ecologically sensitive planting • consider existing landscape character and sensitivities • enhance key gateway streetscapes • maintain and enhance existing pedestrian connections, where practicable • be developed in consultation with appropriate Traditional Owner groups to provide direction on appropriate landscape typologies, land management practices and principles • incorporate requirements of EPRs LV2 and LV3, and <p>make use of advanced tree plantings, where appropriate, to reduce the initial visual impact. Landscaping and urban design for the project in accordance with the landscape and urban design plans must be implemented and maintained (EPR LV8).</p>			
<p>LV2 Built Form Design</p> <p>Undertake design and construction of built form elements to:</p> <ul style="list-style-type: none"> • achieve a high quality, recessive design, particularly in respect of bridge structures at Waterways, crossing Mordialloc Creek and Aspendale Gardens; • use muted colour and materials palettes; • consider and resolve longitudinal transition of varying barrier heights and materials to achieve an elegant and rhythmic visual outcome; • develop design principles and theming representative of local 			<p>Add design direction (not prescription), includes some specific elements</p> <p>Recommended by Ms Maddy Bisits</p>

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<p>character to inform the urban design response; eg patterning, materials, form, integrated artwork;</p> <ul style="list-style-type: none"> • utilise plexi glass panels panels to: <ul style="list-style-type: none"> • improve solar access to adjacent dwellings, shared user path, and recreation spaces; • to minimize the visual bulk of very high acoustic barriers; and • to improve views from the freeway to iconic local landscapes (balanced with consideration of ecological impacts). <p>Requirements to be incorporated into design include:</p> <ul style="list-style-type: none"> • underpass pedestrian and bicycles connections designed to achieve best practice design principles to be located at: <ul style="list-style-type: none"> • Park Way to Braeside Park, with a target width of minimum 6 metres; and • proximate to Chadwick Reserve • a solid acoustic, visual and fauna barrier along the full extent of Braeside Park, not less than 3 metres in height from the Parks Victoria office to Lower Dandenong Road. • construct SUP to continue as a board walk, south of Bowen Parkway, crossing under the elevated carriageway to the western SUP alignment. • the provision of the necessary space along the alignment (generally), adjacent to the SUP, to allow for the contemporaneous (ie during Project construction) or later construction of a reclaimed water pipeline • allowance of the necessary space on the western side of the freeway reserve for a future secondary or local shared user path; • construct an underpass or overpass connection at the Dingley Bypass; from north to south on the eastern side; • consideration of joint stormwater/reuse solutions in conjunction with Kingston City Council at Chadwick Reserve and east and west of 			<p>Additional request of Council regarding local SUP</p> <p>Additional request of Council regarding stormwater/resue solutions</p>

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
	the proposed freeway alignment at the Dingley Bypass.			
LV3	Crime prevention through environmental design Landscape and urban design plans must protect and, where practicable, improve access to, and amenity for, potentially affected residents, open spaces, pedestrian and cyclist networks, social and community infrastructure and commercial facilities, whilst meeting the requirements of EPR B2. This includes implementing the principles and guidelines of <i>Crime Prevention Through Environmental Design (CPTED)</i> and <i>Urban Design Guidelines for Victoria (DELWP 2017)</i> and maximising passive surveillance levels as far as practicable.	All	In response to the amendments proposed to EPR LV1 above.	
LV4	Reinstatement works Within 12 months of the commencement of operation, the public open spaces, vegetation cover and facilities disturbed by temporary works must be reinstated to the reasonable satisfaction of the relevant land manager.	Operation		
LV5	Lighting (operation) All lighting of permanent structures must be designed to minimise light spillage and protect the amenity of adjacent land uses to the extent practicable. Lighting in sensitive areas around wetlands and Braeside Park must also comply with EPR B2.	All		
LV6	Light spillage (construction) All lighting during construction must be managed in such a way as to minimise light spill to surrounding residential land uses, sensitive areas including wetlands and Braeside Park, and neighbourhoods. The strategies and techniques to do so must be included in the CEMP.	Construction		
LV7	Tree removal Minimise the removal of mature trees, particularly large amenity trees and those within or connected to public open spaces, that are not currently protected by no-go zones as described in EPR B3.	Construction		
LV8	Landscape management strategy	Construction, Operation		Recommended by Ms Maddy Bisits

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<p>A landscape management strategy must be developed and implemented to ensure healthy growth of planted vegetation. The strategy will include watering and weed management.</p>			
<p>LV9 OVGA Review</p> <p>The office of the Victorian Government Architect (OVGA) is to review existing and future plans, having consideration of the relevant EPRs and a report in respect of compliance with the OVGA recommendations must be provided to the Minister for Planning.</p> <p>Recommendations of the OVGA shall, to the extent practical, must be complied with</p>			<p>No current design review of any kind, and no current design for bridged sections at Waterways.</p>
<p>NV1 Noise and vibration (design)</p> <p>Noise and vibration impacts on residents during operation must be minimised by the inclusion of appropriate noise attenuation measures and road surface specifications in the design. Road traffic noise emissions must comply with the <i>Project Objective Noise Levels</i>:</p> <ul style="list-style-type: none"> • 63 dB LA10, 18 hour or existing LA10, 18 Hr + 12 dB for dwellings where the existing noise levels are less than 50 dB LA10, 18 hour for the new bypass, and • 68 dB LA10, 18 hour for the Mornington Peninsula Freeway works. <p>Compliance with the above criteria is to be measured at one metre from the centre of the most exposed window of all habitable levels of Category A buildings.</p> <p>Noise and vibration impacts on open spaces such as Braeside Park during operation must be minimised by the inclusion of appropriate noise attenuation measures and road surface specifications in the design. Road traffic noise emissions must comply with:</p> <ul style="list-style-type: none"> • 63 dB LA10, 18 hour for passive open space • 68 dB LA10, 18 hour for active open space. <p>Noise and vibration impacts on wetland areas during operation must be minimised by the inclusion of appropriate noise attenuation measures and</p>	<p>Design</p>	<p>In response to the recommendation of Mike Dowsett (expert report, section 6).</p>	<p>Addition of Clarity Acoustics (Mr Ross Leo) recommendation</p>

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<p>road surface specifications in the design. Road traffic noise emissions must comply with the 60 dB LA10, 18Hr criterion within the wetlands area.</p> <p>Design year 2031 must be used for the purpose of traffic noise modelling as part of the detailed design development.</p>			
<p>NV2 Construction Noise and Vibration Management Plan</p> <p>A Construction Noise and Vibration Management Plan (CNVMP) should be prepared and implemented in consultation with EPA Victoria in accordance with the criteria and methodologies outlined in the noise and vibration EPRs.</p> <p>The CNVMP must be informed by monitoring and modelling undertaken by a suitably qualified acoustic and vibration consultant prior to the construction works and include (but not be limited to) the following:</p> <p>A. Noise and vibration management levels</p> <ul style="list-style-type: none"> - The construction noise, vibration and regenerated noise targets as defined in EPRs NV4, 5, 6, 7 - Updated noise and vibration modelling of the noise and vibration impacts <p>B. Noise and vibration mitigation measures</p> <ul style="list-style-type: none"> - Identification of sensitive receptors potentially impacted by the construction stage of the Project - Identification of the scheduling, duration, activities and equipment with the potential to generate airborne noise or surface vibration impacts at the identified sensitive receptors - Implementation of construction noise and vibration targets including management measures, where practicable to achieve these targets such as: <ul style="list-style-type: none"> • Scheduling • Measures to manage night works • Vehicle and traffic management related to any relevant traffic management plan prepared under EPR T2 	<p>Construction</p>		<p>Addition of Clarity Acoustics (Mr Ross Leo) recommendation.</p> <p>Correction by Mr Ross Leo</p>

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<ul style="list-style-type: none"> • Temporary structures to attenuate noise impacts if required to achieve Noise and Vibration EPRs. <p>- Detail of practicable measures that will be adopted to manage noise and vibration impacts that exceed the targets or values set out in the EPRs and CNVMP including:</p> <ul style="list-style-type: none"> • Engagement and notification measures • Off-site measures (e.g. temporary relocation or respite offers) <p>C. Vibration</p> <p>Procedures for condition surveys to be undertaken, with the prior approval of the relevant property owner and/or occupier, for property, land, ground and infrastructure that is reasonably accessible and that may be affected by the project activities.</p> <p>Any alternative vibration guideline values identified under EPR NV5 (refer Note 2).</p> <p>D. Monitoring</p> <p>Noise and vibration monitoring commitments (including real time monitoring in high risk areas) and response protocols for managing noise complaints and remedial action.</p> <p>E. Community consultation</p> <p>Details of the communication plan to be adopted throughout construction including any specific measures related to particular locations or activities</p> <p>Detail of the complaints management system for noise complaints</p> <p>F. Unavoidable works</p> <p>A qualification rationale or list of planned works that constitute 'unavoidable works'; and response strategies best suited to mitigation of the impacts of those unavoidable works, consistent with EPA Publication 1254 – Noise Control Guidelines. An independent auditor should be appointed and prior approval must be obtained from the independent auditor for planned unavoidable work to be undertaken (except for emergency works to avoid the loss of life or damage to property, or to prevent environmental harm).</p>			

EPR		Project phase	MRPV Comment ¹	KCC Comment ²						
NV3	<p>Traffic noise verification</p> <p>Traffic noise must be measured between 6 to 12 months after opening of the project, in accordance with the VicRoads <i>Traffic Noise Measurement Requirements for Acoustic Consultants – September 2011</i>, to verify conformance with the external traffic noise performance requirements set out in EPR NV1. Remedial action must be completed by Final Completion (at the completion of the Defects Liability Period) if the performance requirements set out in EPR NV1 are not met.</p>	Operation								
NV4	<p>Construction noise targets</p> <p><u>Sensitive areas (non-residential)</u></p> <p>For sensitive land uses (based on AS/NZS 2107:2016 AS/NZS 2107:2016 <i>Recommended design sound levels and reverberation times for building interiors (AS2107)</i>) implement management actions if construction noise is predicted to or does exceed the internal and external noise levels below, and a noise sensitive receptor is adversely impacted.</p> <p>If construction exceeds the noise levels below:</p> <ul style="list-style-type: none"> - Consider the duration of construction noise - Consider the existing ambient noise levels - Consult with the owner or operator of the noise sensitive receptor - Consider any specific acoustic requirements of land uses listed below. <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Land Use</td> <td style="width: 50%;">Construction noise management level, LAeq (15 min) (applies when properties are in use)</td> </tr> <tr> <td>Classrooms in schools and other educational institutions</td> <td>Internal noise level 45 dB</td> </tr> <tr> <td>Places of worship</td> <td>Internal noise level</td> </tr> </table>	Land Use	Construction noise management level, LAeq (15 min) (applies when properties are in use)	Classrooms in schools and other educational institutions	Internal noise level 45 dB	Places of worship	Internal noise level			Addition of Clarity Acoustics (Mr Ross Leo) recommendation
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Places of worship	Internal noise level									

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
	45 dB			
Active recreation areas characterised by sporting activities and activities which generate their own noise, making them less sensitive to external noise intrusion	External noise level 65 dB			
Passive recreation areas characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, for example reading, meditation	External noise level 60 dB			
Community centres	Depends on the intended use of the centre. Refer to the recommended “maximum” internal levels in AS/NZS 2107:2016 for specific uses.			
Industrial premises	External noise level 75 dB			
Offices, retail outlets	External noise level 70 dB			

EPR	Project phase	MRPV Comment ¹	KCC Comment ²						
<p>Other noise sensitive land uses as identified in AS/NZS 2107:2016</p> <p>Refer to the noise levels in AS/NZS 2107:2016 for specific uses</p> <p><u>Sensitive areas (Residential)</u></p> <p>For residential dwellings, implement management actions if construction noise is predicted to or does exceed the noise targets in EPA Victoria Publication 1254 or the daytime management levels specified for noise at residences during recommended standard hours in Part 4.1.1 of the NSW <i>Interim Construction Noise Guidelines</i> (ICNG) with the hours amended to correspond to the EPA Victoria Publication 1254 hours as shown in the table below.</p> <table border="0"> <tr> <td data-bbox="241 788 504 815">Time of Day</td> <td data-bbox="544 788 913 911">Construction noise management level, LAeq (15 min) (applies when properties are in use)</td> </tr> <tr> <td data-bbox="241 975 504 1034">7 am-6 pm Monday to Friday</td> <td data-bbox="544 975 857 1034"><i>Noise affected</i> Background LA90 + 10 dB</td> </tr> <tr> <td data-bbox="241 1034 504 1061">7 am-1 pm Saturday</td> <td data-bbox="544 1034 797 1093"><i>Highly noise affected</i> 75 dB</td> </tr> </table> <p>Notes:</p> <p>1. The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measured LAeq, 15 min is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. The proponent should inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.</p> <p>2. The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, the relevant authority (consent, determining or regulatory) may require respite periods by restricting the hours that the</p>	Time of Day	Construction noise management level, LAeq (15 min) (applies when properties are in use)	7 am-6 pm Monday to Friday	<i>Noise affected</i> Background LA90 + 10 dB	7 am-1 pm Saturday	<i>Highly noise affected</i> 75 dB			
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EPR	Project phase	MRPV Comment ¹	KCC Comment ²																							
<p>very noisy activities can occur, taking into account:</p> <ul style="list-style-type: none"> - Times identified by the community when they are less sensitive to noise (such as before and after school for works near schools, or mid-morning or mid-afternoon for works near residences) - Whether the community is prepared to accept a longer period of construction in exchange for restrictions on construction times. <p>6 pm-10 pm Monday to Friday Noise level at any residential premises not to exceed background noise by:</p> <p>1 pm-10 pm Saturday 10 dB or more for up to 18 months</p> <p>7 am-10 pm Sunday and public holidays 5 dB or more after 18 months</p> <p>10 pm-7 am Monday to Sunday Noise inaudible within a habitable room of any residential premises</p>																										
<p>NV5 Construction vibration targets (human comfort)</p> <p>Implement management actions if the following guideline target levels or continuous vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) are not achieved (levels are calculated from the British Standard BS6472-1:2008).</p> <table border="1" data-bbox="224 1053 896 1388"> <thead> <tr> <th rowspan="3">Type of space occupancy</th> <th colspan="4">Vibration Dose Value VDV (m/s^{1.75})</th> </tr> <tr> <th colspan="2">Day (7am to 10 pm)</th> <th colspan="2">Night (10pm to 7am)</th> </tr> <tr> <th>Preferr ed value</th> <th>Maxi mum</th> <th>Preferre d value</th> <th>Maxi mum</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>0.2</td> <td>0.4</td> <td>0.1</td> <td>0.2</td> </tr> <tr> <td>Offices, schools, educational institutions, place</td> <td>0.4</td> <td>0.8</td> <td>0.4</td> <td>0.8</td> </tr> </tbody> </table>	Type of space occupancy	Vibration Dose Value VDV (m/s ^{1.75})				Day (7am to 10 pm)		Night (10pm to 7am)		Preferr ed value	Maxi mum	Preferre d value	Maxi mum	Residential	0.2	0.4	0.1	0.2	Offices, schools, educational institutions, place	0.4	0.8	0.4	0.8			<p>Addition of Clarity Acoustics (Mr Ross Leo) recommendation</p>
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EPR	Project phase	MRPV Comment ¹	KCC Comment ²																									
<p>of worship</p> <p>Workshops 0.8 1.6 0.8 1.6</p> <p>Notes</p> <p>1. The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of practicable mitigation measures. If exceeded then management actions would be required</p> <p>2. The VDV's may be converted to Peak Particle Velocities (PPVs) within a noise and vibration construction management plan.</p>																												
<p>NV6</p> <p>Construction vibration targets (cosmetic damage)</p> <p>Construction vibration targets for structures are summarised in the tables below.</p> <p>Guideline values for the vibration velocity to be used when evaluating the effects of short-term vibration on structures, mm/s</p> <table border="1" data-bbox="241 767 896 1382"> <thead> <tr> <th data-bbox="241 767 448 890">Type of structure</th> <th colspan="3" data-bbox="448 767 739 890">Vibration at the foundation at a frequency of</th> <th data-bbox="739 767 896 890">Vibration at horizontal plane of highest floor (Hz)</th> </tr> <tr> <td></td> <th data-bbox="448 890 515 962">1 to 10 Hz</th> <th data-bbox="515 890 604 962">10 to 50 Hz</th> <th data-bbox="604 890 739 962">50 to 100 Hz</th> <th data-bbox="739 890 896 962">50 to 100 Hz *</th> </tr> </thead> <tbody> <tr> <td data-bbox="241 962 448 1117">1. Buildings used for commercial purposes, industrial buildings, and buildings of similar design</td> <td data-bbox="448 962 515 1010">20</td> <td data-bbox="515 962 604 1010">20 to 40</td> <td data-bbox="604 962 739 1010">40 to 50</td> <td data-bbox="739 962 896 1010">40</td> </tr> <tr> <td data-bbox="241 1117 448 1212">2. Dwellings and buildings of similar design and/or occupancy</td> <td data-bbox="448 1117 515 1165">5</td> <td data-bbox="515 1117 604 1165">5 to 15</td> <td data-bbox="604 1117 739 1165">15 to 20</td> <td data-bbox="739 1117 896 1165">15</td> </tr> <tr> <td data-bbox="241 1212 448 1382">3. Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and</td> <td data-bbox="448 1212 515 1260">3</td> <td data-bbox="515 1212 604 1260">3 to 8</td> <td data-bbox="604 1212 739 1260">8 to 10</td> <td data-bbox="739 1212 896 1260">8</td> </tr> </tbody> </table>	Type of structure	Vibration at the foundation at a frequency of			Vibration at horizontal plane of highest floor (Hz)		1 to 10 Hz	10 to 50 Hz	50 to 100 Hz	50 to 100 Hz *	1. Buildings used for commercial purposes, industrial buildings, and buildings of similar design	20	20 to 40	40 to 50	40	2. Dwellings and buildings of similar design and/or occupancy	5	5 to 15	15 to 20	15	3. Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and	3	3 to 8	8 to 10	8			<p>Addition of Clarity Acoustics (Mr Ross Leo) recommendation</p>
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<p>NV7 Ground-borne construction noise targets (internal)</p> <p>Implement management actions as determined in consultation with potentially affected land owners to protect amenity at residences where the following ground borne noise guideline targets are exceeded during construction:</p> <table border="0"> <thead> <tr> <th data-bbox="255 951 443 975">Time of Day</th> <th data-bbox="472 951 909 1007">Internal noise level measured at the centre of the most affected habitable room, $L_{Aeq,15}$ min</th> </tr> </thead> <tbody> <tr> <td data-bbox="255 1007 443 1054">Evening (6pm to 10pm)</td> <td data-bbox="472 1007 909 1031">40 dB</td> </tr> <tr> <td data-bbox="255 1054 443 1086">Night (10pm – 6am)</td> <td data-bbox="472 1054 909 1078">35db</td> </tr> </tbody> </table>	Time of Day	Internal noise level measured at the centre of the most affected habitable room, $L_{Aeq,15}$ min	Evening (6pm to 10pm)	40 dB	Night (10pm – 6am)	35db			<p>Addition of Clarity Acoustics (Mr Ross Leo) recommendation</p> <p>Deletion recommended by Mr Ross Leo</p>		
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<p>NV7 Utility asset protection</p> <p>Prior to construction undertake condition assessments of above and below ground utility assets and establish construction vibration limits in consultation with asset owners to maintain asset integrity. Where construction vibration limits are not agreed with the asset owner, the guideline values in the table below apply.</p>			<p>Addition of Clarity Acoustics (Mr Ross Leo) recommendation</p> <p>Change to NV7</p>								

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
	<p>Pipe Material</p> <p>Steel (including welded pipes)</p> <p>Clay, concrete, reinforced concrete, pre-stressed concrete, metal (with or without flanges)</p> <p>Masonry, plastic</p>	<p>Guideline values for velocity measured on the pipe</p> <p>100 mm/s</p> <p>80 mm/s</p> <p>50 mm/s</p>		
S1	<p>Community and Stakeholder Engagement Plan</p> <p>A Community and Stakeholder Engagement Plan must be prepared in consultation with Kingston City Council and Greater Dandenong City Council prior to the commencement of works (other than preparatory works referred to in the Incorporated Document). The preparation of the plan must give consideration to relevant guidelines and the Victorian Auditor General Office: <i>Better Practice Guide: Public Participation in Government Decision Making</i>.</p> <p>The Community and Stakeholder Engagement Plan must:</p> <ul style="list-style-type: none"> • identify all project activities that potentially impact on community and business operations, and provide for well-coordinated communication and engagement processes in relation to each activity • outline key messages • ensure that project communications and engagement activities reflect the needs and profiles of local communities • ensure that consultation addresses the needs of vulnerable groups that will be impacted by the project, such as the elderly, socio-economically disadvantaged groups and children • address the needs of users of community facilities impacted by the project • set out processes and measures to provide sufficient prior notice to key stakeholders and other potentially affected stakeholders of construction activities (including any staged works, early works, or out of hours works), significant milestones, changed traffic conditions, interruptions to utility services, changed access and parking conditions, and periods of 	All		

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<p>predicted high noise and vibration activities, including contact details for complaints and enquiries</p> <ul style="list-style-type: none"> provide for any interested stakeholder to register their contact details to ensure that they are automatically advised of planned construction activities, project progress, mitigation measures and intended reinstatement measures, where applicable include a complaints management process, as specified in EPR EM3. 			
<p>S2</p> <p>Recreational facilities</p> <p>Where construction works have a direct impact on the use and enjoyment of recreational facilities, appropriate management measures must be implemented in cooperation with the relevant land manager(s) and affected stakeholder organisations. These measures would include arrangements for the provision of alternative facilities, where required, for the period of disruption.</p>	Construction		
<p>T1</p> <p>Intersection and freeway design and performance</p> <p>Intersections and freeway facilities that are affected and/or proposed by the project will be designed and constructed to provide safe vehicle movements to the satisfaction of the responsible road management authority. The design of intersections and the freeway must meet VicRoads' design standards with analysis undertaken to ensure the proposed configuration will achieve acceptable operational performance.</p> <p>Road Safety Audits and/or Safe System Assessment in accordance with Austroads guidelines will be undertaken to maximise the safety potential of the project.</p>	All		
<p>T2</p> <p>Transport Management Plan</p> <p>Prior to the commencement of works, TMP(s) must be developed and implemented to minimise disruption (to the extent practicable) to affected local land uses, traffic, on-road public transport, pedestrian and bicycle movements and existing public facilities during all stages of construction. The plan(s) will comply with relevant standards and must be developed in consultation with Kingston City Council, Greater Dandenong City Council,</p>	Construction		

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<p>VicRoads and public transport providers and be informed and supported by an appropriate level of transport analysis.</p> <p>The plan(s) must include:</p> <ul style="list-style-type: none"> • a program to monitor impacts of construction activities to all modes of active and passive transport. Where monitoring identifies adverse impacts, practicable mitigation measures must be developed and implemented • consideration of cumulative impacts of other major projects operating concurrently in the local area • identify the route options for construction vehicles (including haulage of spoil and other heavy materials to and from the construction site) travelling to and from the project construction site, recognising sensitive receptors, and minimising the use of local streets • development of suitable measures to ensure emergency service access is not inhibited as a result of project construction activities (in consultation with emergency services) • provision for the minimisation of impacts on existing connectivity for pedestrians, cyclists, public transport and road vehicles as a result of construction, including the identification of alternative routes for pedestrians and cyclists and other measures to maintain connectivity and safety for pedestrians and cyclists • management of any temporary or partial closure of roads and traffic lanes, including provision for suitable routes for vehicles, cyclists and pedestrians, to maintain connectivity for road and footpath users • restrictions to the number of local roads to be used for construction-related transportation to minimise impacts on amenity, in consultation with the relevant road authorities, including at Edithvale Road (EPR B4) • reinstatement of access to open space, community facilities, commercial premises and dwellings if disrupted, as soon as practicable, and to an equivalent standard • provision for safe access points to laydown areas and site compounds 			

EPR	Project phase	MRPV Comment ¹	KCC Comment ²
<ul style="list-style-type: none"> a communications strategy to advise affected users, potentially affected users, relevant stakeholders and the relevant road authorities of any changes to transport conditions in accordance with the Community and Stakeholder Engagement Management Plan (EPR S1). <p>The plan must include specific measures for discrete components or stages of the works having the potential to impact on roads, shared use paths, bicycle paths, footpaths or public transport infrastructure.</p>			
<p>T3</p> <p>Vehicle and pedestrian access</p> <p>Where formal vehicle and pedestrian access are altered during construction, such access must be replaced in accordance with relevant road design standards, as soon as practicable.</p>	Construction		
<p>W1</p> <p>Water body health</p> <p>During design and operation, impacts on surface water quality and flow must be minimised through adoption of measures to:</p> <ul style="list-style-type: none"> minimise changes in water flows and quality to adjacent wetland areas; and avoid an increase in discharge of pollutant loading (to higher than existing conditions levels) on beneficial uses due to the construction of the project in accordance with CSIRO <i>Best Practice Environmental Management Guidelines for Urban Stormwater (1999)</i> and Water Sensitive Road Design (WSRD). <p>In addition, the project must incorporate spill containment at the outfalls which pose a high risk to sensitive receptors, including Waterways Wetlands, Woodlands Wetlands and Edithvale Wetlands.</p> <p>The design of surface water control measures for the project as a whole must comply with the VicRoads <i>Integrated Water Management Guidelines (2013)</i> and CSIRO <i>Best Practice Environmental Management Guidelines for Urban Stormwater (1999)</i>.</p> <p>Design, implement and maintain an aquatic flora and fauna ecosystem reinstatement and maintenance plan for the Waterways Wetlands ecological habitat.</p>	All	In response to the recommendation of Nic McCaffrey (expert report, section 4.3).	<p>There is no current advice of construction techniques or reinstatement and maintenance plans for the Waterways Wetland.</p> <p>Comment from Mr Lance Lloyd:</p> <p>There is very little detail available for this EPR. Reference to the stormwater and VicRoads guidelines which deal with water quality aspects only and very little information on the ecology of the aquatic flora and fauna and the ecological processes necessary to replace the ecosystem benefits of these critical habitats. This EPR is a critical for mitigation of these impacts and currently it is unlikely that this EPR will be useful for this purpose.</p>

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
W2	<p>Flood protection</p> <p>Changes to flood behaviour resulting from the project must meet the requirements of Melbourne Water’s guideline “<i>Melbourne Water standards for infrastructure in flood prone areas</i>”.</p> <p>Design-specific maintenance requirements relating to floodwater, and that do not form part of standard VicRoads maintenance requirements, must be included in the Water Management and Monitoring Plan (EPR CL8).</p> <p>Further modelling and design is required to mitigate and manage identified ‘afflux’ impacts above 10mm locations including:</p> <ul style="list-style-type: none"> • Braeside West DoS Drain; • Dingley Drain near Braeside Park; • Waterways (within Project boundary). 	Design, Operation		Reflect extra work required for specific locations identified by Mr Leslie
W3	<p>Surface water management (construction)</p> <p>Protect local waterways by applying best practice sedimentation and pollution control measures in accordance with EPA Victoria publication 480 <i>Environmental Guidelines for Major Construction Sites</i> and EPA publication 275 <i>Construction techniques for sediment pollution control</i> through the Construction Environmental Management Plan(s) and other plans. Implement a water collection and treatment system to ensure that stormwater discharges comply with the State Environment Protection Policy (Waters) 2018 and Melbourne Water performance criteria. Such plans and systems should be prepared in consultation with relevant authorities before the commencement of works.</p>	Construction	In response to submission from EPA Victoria and recommendation of Rob Leslie (expert report, section 4.3.9).	
W4	<p>Flood protection (construction)</p> <p>During construction, the requirements of the “<i>Melbourne Water standards for infrastructure in flood prone areas</i>” must be complied with. Measures must be implemented to the satisfaction of Melbourne Water and in consultation with any other relevant drainage authority, to ensure that temporary construction activities do not increase flood risks (including flood levels, flows and velocities) to the surrounding areas. A flood management plan must be developed in consultation with and not objected by Melbourne Water for any</p>	Construction		

EPR		Project phase	MRPV Comment ¹	KCC Comment ²
	temporary works.			
W5	<p>Water Management and Monitoring Plan</p> <p>A Water Management and Monitoring Plan (WMMP) must be prepared in consultation with EPA Victoria and relevant water authorities, and be implemented prior to construction, during construction and for five years following opening the project to the public. The WMMP must incorporate both surface and groundwater monitoring.</p> <p>Incorporating additional baseline data to that collected to date, the WMMP must include:</p> <ul style="list-style-type: none"> • detail of the monitoring parameters, including the frequency and location of surface water monitoring points and groundwater monitoring bores • adopting a 99% protection level for freshwater ecosystems • specific trigger levels (water quality in surface water bodies and groundwater bores) and details of contingency plans in the case trigger levels are exceeded • detailed reporting requirements • roles and responsibilities, not limited to: <ul style="list-style-type: none"> h. the owner of monitoring network assets i. the manager of monitoring network assets and results j. the party (or parties) undertaking monitoring (prior to construction, during construction and for ten years following opening). 	All		<p>Comment from Mr Lance Lloyd:</p> <p>More detail is needed to be able to fully evaluate this EPR. The intent is in the right direction but its effectiveness is entirely dependent on the details within the plan. This plan needs to be developed prior to works being designed and planned. Sediments and nutrients are especially important to control, as well as toxicants, as these can impact significantly on wetland ecosystems and are often under-rated as a threat to ecosystem health.</p>
W6	<p>Surface water management (design and operation)</p> <p>The volume, peak flow and quality of surface water discharges during operation must have no adverse impact to the drainage network capacities in consultation with Melbourne Water, Kingston City Council and Greater Dandenong City Council, as appropriate.</p>	Design, Operation		