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Major Transport Projects Facilitation Act 2009

WESTLINK PROJECT

Scoping Directions for Comprehensive Impact Statement (CIS)

I, Justin Madden, Minister for Planning, hereby publish, pursuant to section 30(3) of the **Major Transport Projects Facilitation Act 2009**, scoping directions that specify the matters that must be considered and addressed in the comprehensive impact statement process (CIS) for the WestLink Project, being a project to which the **Major Transport Projects Facilitation Act 2009** applies.

WESTLINK

SCOPING DIRECTIONS

FOR COMPREHENSIVE IMPACT STATEMENT

**Under section 30(1) of
Major Transport Projects Facilitation Act 2009**

12 OCTOBER 2010

SPECIAL

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1. Introduction

The WestLink project was identified in the Victorian Transport Plan (2008) as the 'Westgate Alternative'. It is intended to augment network capacity for east–west road transport movements in inner Melbourne by serving as an alternative to the Westgate Freeway. It is also expected to enhance freight access to the Port of Melbourne as well as to assist in improving the amenity of inner western suburbs by reducing truck traffic on suburban roads.

The project involves the proposed construction of a new freeway standard road link between the Western Ring Road in Sunshine West to a point east of the Maribyrnong River in West Melbourne between Dynon Road and Footscray Road.

The road link would span a distance of approximately 10 kilometres across the municipalities of Brimbank, Maribyrnong and Melbourne.

The project is subject to formal assessment of its impacts to inform decisions whether to grant required approvals under applicable legislation. This assessment and decision-making is to occur under the **Major Transport Projects Facilitation Act 2009** (the MTPF Act). The Act provides an integrated or 'one stop shop' framework for assessment, approval and delivery of declared transport projects, replacing the statutory procedures under various legislation that would otherwise apply.

Assessment via a Comprehensive Impact Statement (CIS) process is required under the MTPF Act. The first step in the CIS process is the making of scoping directions that set the requirements for CIS studies and documentation.

The Minister for Planning sought public comment on a draft version of the scoping directions in September 2010. The submissions received have been considered in the preparation of these final scoping directions.

These scoping directions are to be issued to the Linking Melbourne Authority as the proponent of Westlink, to guide the preparation of the Comprehensive Impact Statement (CIS) that is required under the MTPF Act.

2. Scoping Directions

These directions are made under section 30(1) of the **Major Transport Project Facilitation Act 2009** and apply to the preparation of a Comprehensive Impact Statement (CIS) for the WestLink project.

A CIS must address the matters set out in section 39 of the MTPF Act. This section requires, among other things, the project proponent to prepare a CIS that complies with scoping directions issued by the Minister for Planning under section 30(1) of the Act.

The requirements set out below apply to the preparation of a Comprehensive Impact Statement for the purposes of the WestLink project.

Since the Australian Government has accredited the CIS process as the required assessment process for WestLink under the **Environment Protection and Biodiversity Conservation Act 1999** (Commonwealth), these scoping directions address relevant matters of national environmental significance.

2.1 Components of the CIS

The CIS must contain the following components:

- **Summary** – A short, hardcopy summary of the CIS suitable for wide public distribution. This is to provide a readily accessible overview of the CIS studies and outcomes for the general community and interested parties. The CIS summary must include details of how to access the full CIS documentation and its exhibition for public comment;

- **Main report** – One or more volumes providing a comprehensive response to the scoping directions and the related items under section 39 (b) to (i) of the MTPF Act, drawing on the results of required technical studies, including an integrated assessment of potential impacts in the context of relevant applicable law criteria;
- **Technical appendices** – One or more volumes providing details of the impact assessment studies and other investigations underpinning the main report. This part must provide details of literature reviews, as well as methodologies and results for impact assessment studies, including estimates of the reliability of results and description of sources of uncertainty. Note that the findings of the technical studies must be accurately and concisely summarised in the main report and as appropriate in the application documentation;
- **Application documentation** – One or more volumes providing the detailed information that would be required as part of application documentation for applicable approvals, including application documentation required under section 39(h) and (i) of the MTPF Act. This part of the CIS must document in detail how the project responds to mandatory and discretionary criteria for each applicable law decision under all the applicable laws; and
- **Consultation report** – A further appendix should document both: (i) the consultation plan implemented by proponent to identify and address community and stakeholder concerns during the preparation of the CIS; and (ii) the outcomes of this consultation. This appendix should describe the outcomes of consultation undertaken (including as part of specific impact studies), the issues and suggestions put forward by stakeholders or members of the public (aggregated as appropriate) and the responses to these, including through refinement of the project.

There should be sufficient cross-referencing between parts of the CIS to enable identification of supporting content.

2.2 Background and Context

2.2.1 Project proponent

The CIS must include an explanation of the current and future role of the Linking Melbourne Authority with respect to the WestLink project, to the extent known, including in the context of intended arrangements for the construction and operation of the project.

2.2.2 Project description

The CIS must include a description of the project including:

- an overview of the project, its main components, key design features, location and layout of the proposed works, including for project options and alternatives for project components that might be implemented;
- plans and profiles of the proposed development associated with the project;
- points of access or network connections to existing transport infrastructure;
- a description of key physical changes to the environment that are expected to result from carrying out the project, including in relation to construction and operation of new infrastructure and decommissioning of existing infrastructure (as relevant); and
- proposed design and environmental performance criteria for the project that would guide the finalisation of its design and/or its implementation.

2.2.3 Project rationale

The CIS must describe the rationale of the project, including:

- Key policy and strategic drivers that are the basis of the identified need for the project; and
- The proponent's project objectives in relation to intended functional and contextual outcomes.

2.2.4 Project options

For each project option identified in the project proposal the CIS must:

- Describe the key features of the option;
- Identify the key considerations underpinning the option, including its strengths and weaknesses;
- Identify the impacts of the option;
- Assess the performance of each option, as well as the 'no project' option (that is, if the WestLink project did not proceed), relative to project objectives and the draft evaluation objectives in section 2.3.2 or a revision of these;
- Identify the project proponent's preferred option for the WestLink project and provide a detailed explanation as to the reasons why the selected option is preferred, having regard to the project and evaluation objectives and the mandatory and discretionary applicable law criteria; and
- Identify methods or measures considered to avoid, minimise, manage or offset the key impacts of the option.

The CIS must also document relevant alternatives for key aspects of the WestLink project, including for:

- The scale or dimensions or operating capacity of the road design;
- Tunnel portal locations, interchange designs and other road network connections, including for alternative truck access to and from Geelong Road;
- The siting and design of tunnel ventilation systems; and
- Staging of construction.

To the extent that relevant alternatives cannot be fully assessed within the framework of the CIS, proposed performance standards for the final project design and operation should be specified, together with a statement of the justification of these standards.

2.2.5 Description of existing or baseline environment

The CIS must describe the existing environment and site context for project options or alternatives, to the extent relevant, including but not limited to:

- existing land uses and development
- access
- landform
- drainage
- heritage values
- vegetation and other ecological values
- air quality
- noise levels
- existing potential beneficial uses for land and water resources.

The description of the existing environment must be sufficiently detailed to provide a firm and suitably reliable basis for impact prediction, especially with respect to key environmental assets and values that may be affected. It will be appropriate for the description of some aspects of the baseline environment to give consideration to high level trends and patterns in environmental conditions – for example, air quality – in the absence of the Westlink project.

2.2.6 Relationship to other projects

The CIS must include a description of the relationship between the WestLink project and other transport and land use policy initiatives and projects, including but not limited to:

- Regional Rail Link,
- Melbourne Metro rail tunnel project,
- Footscray Central Activities District,
- Sunshine Principal Activities Centre,
- proposed development in the Port Precinct and Inner West,
- the Government's recent program Delivering Melbourne's newest sustainable communities, including proposals for the Outer Metropolitan Ring and E6 Transport Corridor.

2.3 Assessment Framework

The assessment of impacts in the CIS must be undertaken in accordance with the assessment framework set out below.

2.3.1 Relevant legislation and policy

It is noted that the CIS is required under sections 39(g), (h) and (i) of the MTPF Act to identify all applicable approvals and include information that would be required for those approvals in the context of mandatory and discretionary applicable law criteria for applicable approvals.

In addition to the mandatory and discretionary applicable law criteria, the CIS and impact assessment is to have regard to relevant legislation and State government policy, including but not limited to the following:

- **Environment Protection and Biodiversity Conservation Act 1999** (Commonwealth)
- **Planning and Environment Act 1987**
- Melbourne, Maribyrnong and Brimbank Planning Schemes
- Melbourne 2030 – Planning for Sustainable Growth
- Melbourne @ 5 Million
- **Environment Protection Act 1970**
- Relevant State Environment Protection Policies and Industrial Waste Management Policy (Acid Sulphate Soils) made under the **Environment Protection Act 1970**
- Environment Protection (Industrial Waste Resource) Regulations
- Victoria's Native Vegetation Management - A Framework for Action
- Victoria's Biodiversity – Directions in Management 1997
- **Flora and Fauna Guarantee Act 1988**
- **Wildlife Act 1975**
- **Aboriginal Heritage Act 2006** and any relevant Cultural Heritage Management Plan prepared under that Act

- **Heritage Act 1995**
- **Road Management Act 2004**
- **Catchment and Land Protection Act 1994**
- **Water Act 1989**
- **Transport Integration Act 2010**

2.3.2 Draft evaluation objectives

These scoping directions integrate the most salient aspects of applicable legislation and statutory policy listed in section 2.3.1 to formulate a draft set of ‘evaluation objectives’ for the WestLink project, which are set out below.

(a) EVALUATION OBJECTIVES	
1.	To improve transport connectivity in western Melbourne and the wider metropolitan region and state
2.	To achieve appropriate integration with surrounding land uses, and avoid or minimise displacement of existing land use activities and infrastructure
3.	To enhance the overall viability of economic activities and development in surrounding areas and the wider metropolitan region
4.	To protect or enhance the amenity and wellbeing of residential populations in surrounding and indirectly affected areas
5.	To protect Aboriginal and post-settlement cultural heritage places and values
6.	To protect or enhance the condition of affected ecosystems and listed species and communities by a combination of on-site and off-site measures
7.	To protect and maintain the functions and values of affected waterways, floodplains and groundwater
8.	To minimise risks from disturbance and disposal of potentially contaminated materials and acid sulphate soils as well as discharge of contaminated groundwater
9.	To provide a transparent and accountable framework for managing environmental and community engagement aspects of project implementation
10.	Overall, to achieve a long-term improvement in economic, social and environmental outcomes, having regard to the principles and objectives of ecologically sustainable development

In preparing the CIS, the proponent – assisted by advice from the Project Reference Group convened by the Department of Planning and Community Development – should confirm and then address the evaluation objectives in the context of applicable laws and associated criteria, as well as the identified impacts of the project.

2.3.3 Themes of assessment

The CIS must provide an assessment of potential and likely impacts with respect to the specific matters set out in section 2.4 below, in the context of the more general matters set out in sections 2.2 and 2.3 above.

The CIS must also consider and assess any additional impacts identified during the preparation of the CIS if they could have a material relevance to applicable law decisions. Additional impacts might be identified either during CIS investigations or as a result of project changes.

Each of the topics in section 2.4 is organised in the following logical sequence:

- *Draft evaluation objective*, which is intended to focus the assessment;
- *Key risks for outcome*, in terms of risks that the project poses to the achievement of the evaluation objective;
- *Priorities for baseline studies/documentation*, which are needed to underpin impact assessments or predictions;
- *Design and mitigation options*, in terms of aspects of the project or other available measures that could substantially avoid, minimise, manage or offset impacts and thus influence outcomes;
- *Predictions of related impacts and their reliability*, in terms of specific matters that are to be assessed and documented, including in relation to the reliability or uncertainty associated with the assessments; and
- *Approach to assessment and management of residual risks (uncertainty) and project variations*, in terms of further measures that are proposed to assess and manage potential or actual impacts that, first, are not wholly eliminated by adopted design and mitigation measures, or secondly, could result from variations to the project description as assessed.

2.3.4 Impact assessment methodologies

The CIS must document the impacts of the WestLink project on the basis of best practice methodologies, commensurate with the potential significance or risk of particular impacts having regard to both the changes in environmental, social or other outcomes that may result and relevant statutory criteria. More intensive investigations will be appropriate if significant impacts could result and/or there are specific statutory requirements. In all cases, the CIS should describe the methodology used to undertake the assessment of impacts.

As indicated in section 2.1 above, the 'Application Documentation' section of the CIS will need to provide detailed information that would normally be submitted as part of application documentation for applicable approvals, in the context of mandatory and discretionary criteria for applicable law decisions. However, the substantive basis for the assessments underpinning responses to these criteria should be provided in the CIS Main Report.

The CIS must also consider and assess any additional impacts identified during the preparation of the CIS and the relevance of the additional impacts to applicable law decisions. Additional impacts might be identified either during CIS investigations or as a result of project changes.

2.4 Assessment requirements

The CIS must address the matters set out below:

2.4.1 Transport connectivity

Objective: To improve transport connectivity in western Melbourne and the wider metropolitan region and the State

Key risks for transport connectivity.

- Travel time outcomes for relevant sections of metropolitan road network and regional linkages, including for Dynon and Footscray Roads, Westgate Bridge, Western Bypass (City Link), the Western Ring Road (M80), and Geelong Road
- Road traffic levels in local road network and impact on local community
- Road traffic, public transport, car parking, bicycle connectivity and pedestrian disruption during project construction
- Compatibility with key future road network planning
- Compatibility with port and freight planning, including Port of Melbourne expansion plans (estimated increase from current 2 million TEUs (Twenty-foot equivalent units) to 8 million TEUs over next 20 years)
- Freight network connectivity.

Priorities for baseline studies/documentation:

- Current and future travel times and traffic demands for relevant sections of metropolitan road network and regional linkages, including for Dynon and Footscray Roads, Westgate Bridge, Western Bypass (City Link), the Western Ring Road (M80), and Geelong Road
- Existing travel and access patterns for local people
- Current growth patterns and planning provisions that will influence future demand within a 20 year horizon (i.e. up until 2031)
- Current and future road network strategies and network operating plans (e.g. Principal Public Transport Network)
- Current and future freight demands for the transport network and connecting arterial roads.

Design and mitigation options:

- Major route options and design alternatives for WestLink including interchanges with the arterial network
- Design and management alternatives for traffic accessing and exiting WestLink, especially to/from tunnel portals and key interchanges
- Design to accommodate different travel modes, including bicycles and pedestrian access in the surrounding transport networks.

Predictions of related impacts and their reliability:

- Adoption of relevant scenarios based on Government projections for regional residential and economic activity and transport alternatives that will (a) influence traffic demand for WestLink and (b) be influenced by WestLink, within a 20 year horizon
- Traffic modelling of network performance for key route options and design alternatives, based on relevant scenarios
- Assessment of traffic impacts during project construction
- Sensitivity analyses and appropriate peer review of modelling.

Approach to assessment and management of residual risks (uncertainty) and project variations, including but not limited to:

- Proposed performance standards for traffic capacity and travel modes
- Approach to access restoration
- Outline traffic management plan for project construction
- Approach to access and parking during construction
- Monitoring of Stage 1 outcomes and impacts of staggering development of Stages 1 and 2 (if staged implementation is proposed)
- Identification of mitigation actions that might be implemented subsequent to project approval to address any emergent connectivity issues.

2.4.2 **Integration with surrounding land uses and activities**

Objective: To appropriate integration with existing and planned surrounding land uses, and avoid or minimise displacement of existing land use activities and infrastructure

Key risks for integration with land uses:

- Compatibility with existing and future land use activities and built structures including urban renewal opportunities
- Impacts on key water, sewerage, drainage, energy, transport and communications infrastructure
- Impacts on local accessibility to employment, shopping and community facilities
- Consistency with strategic planning for adjoining and nearby areas, as well as regional, metropolitan and State-wide networks
- Compatibility with and opportunities for new adjoining development, such as the Footscray Central Activities District, to facilitate best use of land
- Compatibility with proposed port and freight related planning and development strategies.

Priorities for baseline studies/documentation:

- Document existing and proposed land use activities, their accessibility patterns and transport dependencies within the area surrounding the project
- Identify areas of commercial and residential land in the area that may be directly impacted by project development
- Identify areas in the vicinity of the project that may be subject to changed access as a result of WestLink
- Identify adjoining areas that provide strategic opportunities for development
- Identify residual land parcels adjoining but not required for WestLink with potential for conversion to higher and better land uses
- Identify key infrastructure or land uses that could be affected by project construction, including vulnerability to vibration from tunnel construction
- Assess the visual amenity and other social and economic values of adjoining areas.

Design and mitigation options:

- Major route options and design alternatives for key project components
- Urban design approaches with respect to interfaces with adjoining land use activities, including to enhance visual quality and mitigate impacts, in the context of current strategic planning initiatives
- Potential performance requirements for design interfaces and integration with adjoining activities and strategic planning initiatives in the Inner West.

Predictions of related impacts and their reliability:

- Assess the likelihood of displacement of existing and adjoining activities (especially households and employment), including through a footprint analysis and a survey of a representative sample of adjoining property owners
- Assess the likelihood of re-establishment of displaced activities in the local area, western region or wider metropolitan area in the context of strategic opportunities that are either available or may become available
- Assess the likely change in local employment opportunities.

Approach to assessment and management of residual risks (uncertainty) and project variations, including but not limited to:

- Proposed performance standards for design and interfaces with adjoining activities to achieve suitable amenity, access and safety outcomes
- Development of principles to manage surplus land.

2.4.3 Economic impacts

Objective: To enhance the overall viability of economic activities and development in surrounding areas and the wider metropolitan region

Key risks for outcome:

- Reduced travel costs for road users as a result of the project
- Change to regional economic activity as a result of the project including disruption to local businesses
- Conflict between port-related and non-port related traffic
- Local urban renewal opportunities as a result of the project
- Net economic benefits of project development.

Priorities for baseline studies/documentation:

- Current road user costs (based on recognised costing rates)
- Economic activities in the vicinity of the project that may be affected either directly or indirectly by the project
- Current growth patterns and planning provisions that will influence future locational choices of businesses and that may be affected by the project, including Inner West strategic planning initiatives.

Design and mitigation options:

- Major route options and design approaches for key project components
- Design alternatives for interfaces with adjoining land use activities.

Prediction of related impacts and their reliability:

- Assess the costs and benefits of WestLink including in relation to changes in road user costs
- Assess economic impacts of displacement of existing land use activities by the project, on basis of local business survey and accessible data on local economic outputs
- Assess economic impacts of new proximate activities attracted by the project, on the basis of expected forms of development and comparative data
- Taking into account existing work, and to the extent practicable, assess reduced or increased levels of economic output attributable to WestLink on the basis of modelling of relevant scenarios for urban and transport activity.

Approach to assessment and management of residual risk (uncertainty) and project variations, including but not limited to:

- Strategic planning and related opportunities to enhance project synergies for economic development
- Managing logistical issues for project construction and operation
- Any relevant performance standards.

2.4.4 Residential amenity and community wellbeing

Objective: To protect or enhance the amenity and well-being of residential populations in surrounding and indirectly affected areas

Key risks for outcome:

- Reduced physical amenity (noise, vibration, air quality, visual, open space, safety¹) outcomes for local residential population
- Change in amenity for residential populations in wider region (including along current traffic routes)
- Change in community wellbeing outcomes for local residential population in response to severance or displacement of households and businesses and changes to access to workplaces, schools, community services and facilities
- Cumulative impacts in combination with other projects or development activities.

Priorities for baseline studies/documentation:

- Amenity values of areas traversed and adjoining route options (background noise, vibration and air quality, existing visual, open space, safety of public places)
- Location and densities of residential populations impacted by the project
- Resident–workplace patterns for local community
- Identification of key community assets and employment activities
- Assessment of community wellbeing in directly affected areas, on basis of household surveys or similar methods to assess values attributed to residential location and community assets in local area.

¹ Safety in the context of this objective refers to urban design outcomes that impact on safety, rather than road use related safety.

Design and mitigation options to be assessed:

- Impacts of route options and tunnel portal alternatives for key project components
- Environmental management measures to control amenity risks (during construction and during operation)
- Potential performance requirements to protect or enhance preserve amenity or mitigate amenity impacts.

Prediction of related impacts and their reliability:

- Technical assessments of impacts of changes to air quality and noise on sensitive locations and surrounding community resulting from construction and operation. Likely sources to be assessed include but are not limited to:
 - Construction noise, dust and vibration (including from tunnelling)
 - Operational noise (including from vehicles and tunnel ventilation structures)
 - Air emissions from vehicles using surface road components and from tunnel ventilation structures
- Demonstration that mitigation strategies will enable relevant air and noise emissions requirements under State Environment Protection Policies or Environment Protection Authority guidelines to be met
- Assessments of impacts on visual amenity, open space, safety outcomes within areas adjoining route options, including:
 - Visual amenity impacts – especially of elevated road structures, noise barriers, tunnel ventilation structures from key public viewing places or routes
 - Open space impacts
 - Community severance and displacement impacts
- Changes to amenity values of areas traversed and adjoining route options, on the basis of objective measures as well as community values
- Changes in access to community services, facilities, infrastructure and valued places
- Qualitative assessments of change in community well-being, based on appropriate sampling
- Sensitivity analyses and appropriate peer reviews of noise, vibration and air quality modelling.

Approach to assessment and management of residual risk (uncertainty) and project variations, including but not limited to, including but not limited to:

- Any relevant performance standards
- Environmental monitoring and management plan
- Community liaison.

2.4.5 Cultural heritage

Objective: To protect Aboriginal and post-settlement cultural heritage places and values

Key risks for outcome:

- Direct losses of Aboriginal heritage or alteration of sensitive landscape areas adjoining waterways (e.g. Kororoit Creek)
- Direct losses of post-settlement heritage or any other detrimental impacts on heritage value.

Priorities for baseline studies/documentation:

- Documentation of Aboriginal heritage and associated significance values, evaluation of the significance of the archaeological places, particularly where significance is unknown (and extent may also be unknown)
- Documentation of post-settlement heritage and associated significance values, including any shipwrecks within the Maribyrnong River
- Field survey and historical background research to identify previously unknown/unrecorded places.

Design and mitigation options:

- Route options and variations to manage impacts on post-settlement heritage
- Design options sympathetic to adjoining post-settlement heritage structures
- Consideration of alternatives where site investigation and recording prior to disturbance may enable other site mitigation options.

Prediction of related impacts and their reliability:

- Direct losses of Aboriginal heritage or alteration of sensitive landscape areas adjoining waterways
- Direct losses of post-settlement heritage.

Approach to assessment and management of residual risk (uncertainty) and project variations, including but not limited to:

- Any relevant performance standards
- Construction Management Plan to mitigate impacts on post-settlement heritage values including potential currently unknown sites
- If appropriate, nomination of heritage places to relevant statutory listings during CIS process
- Alignment of Aboriginal heritage requirements (as set out in these scoping directions) with the relevant requirements for any Cultural Heritage Management Plan in accordance with the **Aboriginal Heritage Act 2006**.

2.4.6 Ecological impacts

Objective: To protect or enhance the condition of affected ecosystems and protected species by a combination of on-site and off-site measures

Key risks for outcome:

- Direct losses of remnant native vegetation areas or increased risk of degradation

- Direct or indirect impacts on ecological communities of particular conservation or other significance, including any communities listed under **Flora and Fauna Guarantee Act 1988** or **Environment Protection and Biodiversity Conservation Act 1999**, or relevant advisory list² and impacts on ecological communities such as the Natural Temperate Grasslands of the Victorian Volcanic Plains
- Direct or indirect impacts on listed flora or fauna species, including reduced habitat values, due to construction footprint and other project hazards
- Connectivity of habitat/wildlife corridors
- Direct or indirect impacts on waterways.

Priorities for baseline studies/documentation:

- Appropriate surveys to identify any remnant ecosystem values including native vegetation and wildlife habitats, as well as any sensitive ecological processes, including patterns of wildlife dispersal
- Appropriate seasonal surveys to identify listed flora and fauna species and ecological communities
- Appropriate seasonal surveys for listed aquatic fauna in waterways if warranted

Design and mitigation options:

- Route options and variations to avoid or minimise impacts on native vegetation and listed flora and fauna species and ecological communities
- Route, design and construction method options for crossing of waterways and floodplains
- Proposed mitigation and ameliorative measures, including measures to avoid and minimise impacts on native vegetation and listed species and ecological communities as well as to protect or enhance existing ecological values (including but not limited to control of weeds and pests)
- Proposed offset measures for expected losses of native vegetation and any potentially significant impacts on listed flora and fauna and ecological communities. If offset measures are proposed for deferred stages of project implementation, the scale of offsets required should be characterised along with the principles for securing offsets.

Prediction of related impacts and their reliability:

- Impacts on riparian flora and fauna, river health values, as well as listed aquatic fauna of the waterways, tributaries, drains, wetland systems or drainage reserves that may be crossed by project works, including at Kororoit Creek, Stony Creek and the Maribyrnong River
- Impacts on remnant native vegetation areas including, but not limited to, the Derrimut Grasslands Nature Conservation Reserve, the Mobil Service Station Biosite, area south of the Deer Park Bypass (west of Fitzgeralds Road) and Braybrook Rail Reserve Biosite adjacent to Sunshine Road

² As issued by the Department of Sustainability and Environment, and specifically: the Advisory list of rare or threatened plants in Victoria 2005; Advisory list of threatened vertebrates fauna in Victoria 2007; and Advisory list of threatened invertebrate fauna in Victoria 2009.

- Impacts on listed flora and fauna species, including but not limited to the Grassland Earless Dragon, Plains Wanderer, Small Scurf Pea, Tough Scurf Pea, Sunshine Diuris, Swollen Swamp Wallaby Grass, Large Fruit Groundsel, Basal Sun Orchid, Basal Podopelis, Swamp Everlasting, Slender Tick Trefoil, Small Milkwort, Basalt Peppergrass, Swamp Fireweed, Matted Flax-lily, Clover Glycine, Button Wrinklewort, River Swamp Wallaby-grass, Small Golden Moths Orchid, Striped Legless Lizard, Golden Sun Moth, Spiny Rice Flower, Australian Grayling, Growling Grass Frog and listed ecological communities, including Natural Temperate Grasslands of the Victorian Volcanic Plains
- Habitat–hectare assessment of native vegetation that may be lost.

Approach to assessment and management of residual risks (uncertainty) and project variations, including but not limited to:

- Any relevant performance standards
- Monitoring and adaptive management including reporting and auditing approaches to be employed during the period of project works, in the event of unforeseen ecological impacts or the detection of previously unidentified listed flora and fauna and ecological communities
- Approaches to accounting for variations in the amount of native vegetation offsets required, due to changes in project design or implementation
- Detailed mitigation measures for priority listed flora and fauna species and ecological communities.

2.4.7 Waterway and groundwater impacts

Objective: To protect and maintain the functions and values of affected waterways, floodplains and groundwater

Key risks for outcome:

- Water quality in waterways during project construction and operation
- Waterway ecological and morphological impacts, including remnant vegetation and habitat values
- Maintenance of existing floodplain capacity
- Flood exposure of project works including tunnel portal(s)
- Drawdown of groundwater table.

Priorities for baseline studies/documentation:

- Water quality in waterways and key hazards to waterway quality
- Floodplain inundation levels including tidal influences
- Groundwater levels, flows and quality
- Existing groundwater users (including physical and biological assets) in vicinity and potential beneficial uses.

Design and mitigation options:

- Route, design and construction method options for crossing of waterways and floodplains, including the requirement of future maintenance access to the impacted waterway
- Effect of tunnel design on groundwater management options during project construction and operation.

Prediction of related impacts and their reliability:

- Flood exposure of project works including tunnel portal(s), including consideration of the potential influence of climate change
- Potential volumes and quality of discharge of groundwater or wastewater (including stormwater run-off from the roadway) to waterways during project construction and operation
- Potential groundwater drawdown during project construction and impacts on beneficial uses, including from geotechnical effects.

Approach to assessment and management of residual risk (uncertainty) and project variations, including but not limited to:

- Any relevant performance standards
- Monitoring of settlement due to groundwater drawdown and associated effects on assets.

2.4.8 Waste materials and contamination

Objective: To minimise risks from disturbance and disposal of potentially contaminated materials and acid sulphate soils as well as discharge of contaminated groundwater

Key risks for outcome:

- On-site management of waste soils
- Off-site transport and disposal of waste materials, including potentially contaminated materials
- Management and disposal of potentially contaminated groundwater
- Management of acid sulphate soils.

Priorities for baseline studies/documentation:

- Occurrence of acid sulphate soils, landfills and other contaminated materials
- Volumes and physio-chemical characteristics of solid waste materials to be generated from waterway crossings and tunnel construction
- Off-site disposal options for waste solid materials
- Physio-chemical characteristics of groundwater discharge to be generated during tunnel construction and operation
- Identification of sensitive receptors that might be exposed to contaminated solid material or groundwater.

Design and mitigation options:

- Opportunities for productive re-use of solid waste materials in accordance with regulations
- Management plans for disposal of waste solid materials
- Groundwater management options during project construction and operation to address physio-chemical characteristics.

Prediction of related impacts and their reliability:

- Potential exposure of sensitive human receptors to particulate, volatile and odour emissions from solid waste materials
- Potential exposure of sensitive human and ecological receptors to contaminated groundwater

- Influences on migration of any existing contaminated groundwater plumes
- Reduction of groundwater potential beneficial uses as a result of tunnel dewatering during construction and operation.

Approach to assessment and management of residual risk (uncertainty) and project variations, including but not limited to:

- Any relevant performance standards
- Waste materials management plans (dust, odour etc.)
- Detailed characterisation of tunnel spoil
- Principles for transport routes designation to move contaminated material.

2.4.9 Environmental management and community engagement

Objective: To provide a transparent and accountable framework for managing environmental and community engagement aspects of project implementation

Key risks for outcome:

- Integrated approach to management of environmental impacts during project implementation to ensure efficiency and effectiveness of actions
- Effective engagement with community stakeholders during project implementation to ensure timely identification of concerns and effective responses
- Transparency and accountability of environmental management and community engagement responsibilities to ensure good governance and outcomes.

Priorities for baseline studies/documentation:

- Detailed project commitments for environmental management and community engagement.

Design and mitigation options:

- Proposed framework for environmental management, including:
 - performance objectives and standards
 - key risk control measures
 - outline of environmental monitoring strategy
 - governance including responsibilities, reporting and auditing, in context of overall project governance
- Key alternatives for environmental management approach
- Proposed framework for community engagement.

Prediction of related impacts and their reliability:

- Evaluation of likely effectiveness of proposed framework for environmental management in minimising impacts.

Approach to assessment and management of residual risk (uncertainty) and project variations, including but not limited to:

- Any relevant performance standards
- Procedures for review of environmental management framework
- Procedures for assessment of project variations after completion of CIS process.

2.4.10 Long-term economic, social and environmental outcomes

Objective: Overall, to achieve a long-term improvement in economic, social and environmental outcomes, having regard to the principles and objectives of ecologically sustainable development

Key outcomes:

- Contribution of project to a more efficient transport system with enhanced accessibility and reduced greenhouse gas emissions per capita
- Net economic benefits of project including user costs and wider economic benefits
- Siting and design of project to minimise adverse social impacts and achieve a wider social benefit from reduced traffic impacts
- Protection of key heritage and ecological values in project design and delivery.

Design and mitigation options:

- Major route options and design alternatives for key project components
- Key mitigation measures or performance requirements to address main issues.

Prediction of related impacts and their reliability:

- Summary of transport outcomes in terms of capacity, travel times and accessibility
- Summary of net economic benefits of project including reduced user costs and economic stimulus, relative to project costs and impacts
- Summary of social impacts and benefits of project development
- Summary of impacts on heritage and ecological values
- Change in aggregate greenhouse gas emissions comparing project case to 'no WestLink' scenario
- Assessment of project against objectives and principles of ecologically sustainable development
- Assessment of project against objectives and principles under the **Transport Integration Act 2010**.

Responsible Minister
JUSTIN MADDEN MLC
Minister for Planning

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