

For Public Notice via Internet**REASONS FOR DECISION UNDER *ENVIRONMENT EFFECTS ACT 1978*****Title of Proposal:** **Palmers Road Corridor Project****Proponent:** **VicRoads****Description of Project:**

The objective of the Palmers Road Corridor Project is to create a major north-south arterial road in the west of Melbourne, running 25 km between Point Cook in the south to Calder Park in the north. It involves the augmentation and linking of some existing local roads to create one major arterial road with six lanes, catering for cars, trucks, buses, bicycles and pedestrians. Some completely new sections of road would be required, as well as a bridge over Kororoit Creek and culverts at other creek crossings. It is also proposed to include a raised interchange where the route concludes at the Calder Freeway in the north. It would be constructed over a period of 5 to 15 years in three stages:

- Stage One: Dunnings Road to Deer Park Bypass (in 5 to 10 years);
- Stage Two: Deer Park Bypass to Western Freeway (in 10 to 15 years); and
- Stage Three: Western Freeway to Calder Freeway (in 10 to 15 years).

Decision:

The Minister for Planning has decided that:

- an Environment Effects Statement (EES) is not required for stage one of the Palmers Road Corridor Project (i.e. Dunnings Road to Deer Park Bypass), as described in the referral accepted on 30 June 2009; and
- an EES is required for stages two and three of the Palmers Road Corridor Project (i.e. from Deer Park Bypass to Calder Freeway), as described in the referral accepted on 30 June 2009.

Reasons for Decision:

- There is potential for significant adverse effects associated with the northern section of the corridor (stages two and three), in relation to residential amenity and well-being, landscape values and Aboriginal cultural heritage.
- The opportunity to avoid or minimise potentially significant effects associated with the northern section of the corridor, through route, design or mitigation measures is uncertain.
- An integrated assessment of the potential environmental effects of the proposal and alternatives is needed to facilitate sound decision-making for stages two and three of this new arterial corridor.
- An EES would provide an effective and integrated basis for assessing potential environmental effects of the northern section (stages two and three).
- The potential effects associated with the southern section of the corridor (stage one) are relatively minor and can be effectively addressed through a PSA process.

Date of Decision: 1 3 NOV 2009