



Title of Proposal - Hart Precinct industrial development, Essendon Fields - 15 kilometres north of Melbourne CBD

Section 1 - Summary of your proposed action

Provide a summary of your proposed action, including any consultations undertaken.

1.1 Project Industry Type

Commercial Development

1.2 Provide a detailed description of the proposed action, including all proposed activities.

Essendon Airport Pty Ltd holds the long term lease to the Essendon Airport site, which includes the Essendon Fields commercial district and is located on land owned by the Commonwealth of Australia.

Essendon Airport Pty Ltd is proposing the construction of three warehouses at Essendon Fields, Victoria. The warehouses are located in the area now referred to as the Hart Precinct adjacent to the Essendon Airport and situated near the eastern boundary of Essendon Fields. The warehouses will be constructed adjacent to each other in a north-south alignment fronting on to an existing road - Challenger Court. The proposed action will also require the extension of an existing unnamed road from the corner of Challenger Road to the eastern end of the northernmost warehouse. Car-parking (externally and internally) will also be provided for each warehouse.

The proposed action will occur in an area of open grassland that is currently vacant and is regularly mowed as part of the wider management of the airport. Construction on the middle warehouse will commence in May 2018 and is expected to be completed in late 2018. Construction on the remaining two warehouses is expected to commence in early 2019 with similar construction time-frames.

The development footprint of the project is approximately 2.13 hectares, which includes two small, poor-quality patches of Natural Temperate Grassland of the Victorian Volcanic Plain.

1.3 What is the extent and location of your proposed action? Use the polygon tool on the map below to mark the location of your proposed action.

Area	Point	Latitude	Longitude
Impact area	1	-37.724868339604	144.90524315391
Impact area	2	-37.724868339604	144.90647697006
Impact area	3	-37.725682996795	144.90659498725



Area	Point	Latitude	Longitude
Impact area	4	-37.725674510829	144.90642332588
Impact area	5	-37.726243068417	144.90645551238
Impact area	6	-37.726243068417	144.90609073196
Impact area	7	-37.726514616769	144.90609073196
Impact area	8	-37.726506130898	144.90497493301
Impact area	9	-37.725063518705	144.90487837348
Impact area	10	-37.725038060591	144.90525388275
Impact area	11	-37.724868339604	144.90525388275
Impact area	12	-37.724868339604	144.90524315391

1.5 Provide a brief physical description of the property on which the proposed action will take place and the location of the proposed action (e.g. proximity to major towns, or for off-shore actions, shortest distance to mainland).

The study area is located in the suburb of Essendon Fields, approximately 11 kilometres north of Melbourne's CBD. The study area covers approximately 2.13 hectares of greenfield land and is bound by Challenger Court and aircraft hangars to the west, taxiing area of the Essendon airport to the south, and vacant greenfield land to the east and north. The study area occurs within the Victorian Volcanic Plain bioregions and the Port Phillip and Westernport Catchment, and is located on Commonwealth land.

1.6 What is the size of the proposed action area development footprint (or work area) including disturbance footprint and avoidance footprint (if relevant)?

2.13

1.7 Is the proposed action a street address or lot?

Street Address

1-5 Challenger Court
Essendon Fields VIC 3041
Australia

1.8 Primary Jurisdiction.

National



1.9 Has the person proposing to take the action received any Australian Government grant funding to undertake this project?

No

1.10 Is the proposed action subject to local government planning approval?

No

1.11 Provide an estimated start and estimated end date for the proposed action.

Start date 05/2018

End date 07/2019

1.12 Provide details of the context, planning framework and State and/or Local government requirements.

The study area is located within the Moonee Valley Local Government Area. However, as Essendon Airport is located on Commonwealth Land, the Victorian *Planning and Environment Act 1987* does not apply and no approvals are required from Moonee Valley City Council. Planning is instead regulated under the Commonwealth *Airports Act 1996*. In accordance with the Commonwealth *Airports Act 1996*, the Essendon Airport Master Plan (Essendon Airport Pty Ltd 2013) has been prepared to guide the development of the airport over a twenty period. As required under the Act, the Master Plan has been prepared with regard to State and local planning provisions. The Master Plan also includes an Environmental Strategy which states that Essendon Airport Pty Ltd will assess all impacts in accordance with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

Airport Operator Consent is required for the Use of land and Buildings and Works, which is issued under the Essendon Airport Land Use Plan. Additionally, building approvals are issued by the Commonwealth appointed Airport Building Controller which ensures that all the relevant building regulations are adhered to and generally relates only to the construction aspects of the building or works.

1.13 Describe any public consultation that has been, is being or will be undertaken, including with Indigenous stakeholders.

No public consultation has been undertaken.

1.14 Describe any environmental impact assessments that have been or will be carried out under Commonwealth, State or Territory legislation including relevant impacts of the project.



The study area has been assessed for significant flora and fauna as part of the following studies:

- Ecology and Heritage Partners Pty Ltd 2015. Flora and Fauna Assessment, Hart Precinct, Essendon Airport, Essendon Fields, Victoria. Letter Report prepared for Essendon Fields Pty Ltd, February 2015.
- Biosis Research 2012. Essendon Fields: Golden Sun Moth Survey. Report prepared for Essendon Fields Pty Ltd. February 2012.
- Ecology Australia Pty Ltd 1998. Essendon Airport Survey for Significant Flora and Fauna. Report prepared for Federal Airports Corporation, January 1998.

A copy of these reports has been provided with the referral.

1.15 Is this action part of a staged development (or a component of a larger project)?

No

1.16 Is the proposed action related to other actions or proposals in the region?

No



Section 2 - Matters of National Environmental Significance

Describe the affected area and the likely impacts of the proposal, emphasising the relevant matters protected by the EPBC Act. Refer to relevant maps as appropriate. The [interactive map tool](#) can help determine whether matters of national environmental significance or other matters protected by the EPBC Act are likely to occur in your area of interest. Consideration of likely impacts should include both direct and indirect impacts.

Your assessment of likely impacts should consider whether a bioregional plan is relevant to your proposal. The following resources can assist you in your assessment of likely impacts:

- [Profiles of relevant species/communities](#) (where available), that will assist in the identification of whether there is likely to be a significant impact on them if the proposal proceeds;
- [Significant Impact Guidelines 1.1 – Matters of National Environmental Significance](#);
- [Significant Impact Guideline 1.2 – Actions on, or impacting upon, Commonwealth land and Actions by Commonwealth Agencies](#).

2.1 Is the proposed action likely to have ANY direct or indirect impact on the values of any World Heritage properties?

No

2.2 Is the proposed action likely to have ANY direct or indirect impact on the values of any National Heritage places?

No

2.3 Is the proposed action likely to have ANY direct or indirect impact on the ecological character of a Ramsar wetland?

No

2.4 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed species or any threatened ecological community, or their habitat?

No

2.5 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed migratory species, or their habitat?

No



2.6 Is the proposed action to be undertaken in a marine environment (outside Commonwealth marine areas)?

No

2.7 Is the proposed action to be taken on or near Commonwealth land?

Yes

2.7.1 Is the proposed action likely to have ANY direct or indirect impact on the Commonwealth land?

No

2.7.2 Describe the nature and extent of the likely impact on the whole of the environment.

The area to be impacted consists of degraded grassland including some small areas of poor quality Natural Temperate Grassland of the Victorian Volcanic Plain. The remaining area consists of grassy weeds with no ecological significance. No threatened flora and fauna occurs in the area or wider Essendon Airport. A Construction Environmental Management Plan will be implemented to ensure all impacts are confined to the proposed impact area, and that there are no impacts off-site such as run-off, chemical pollution or site contamination including to ground-water. The impacts of the project has been compared against the Significant Impact Guidelines 1.2 for Actions on, or impacting upon, Commonwealth land and Actions by Commonwealth Agencies, and is considered unlikely to have a significant impact on the whole of the environment.

2.7.3 Do you consider this impact to be significant?

No

2.8 Is the proposed action taking place in the Great Barrier Reef Marine Park?

No

2.9 Is the proposed action likely to have ANY direct or indirect impact on a water resource related to coal/gas/mining?

No

2.10 Is the proposed action a nuclear action?

No

2.11 Is the proposed action to be taken by the Commonwealth agency?



No

2.12 Is the proposed action to be undertaken in a Commonwealth Heritage Place Overseas?

No

2.13 Is the proposed action likely to have ANY direct or indirect impact on any part of the environment in the Commonwealth marine area?

No



Section 3 - Description of the project area

Provide a description of the project area and the affected area, including information about the following features (where relevant to the project area and/or affected area, and to the extent not otherwise addressed in Section 2).

3.1 Describe the flora and fauna relevant to the project area.

Ecology and Heritage Partners Pty Ltd (2015) undertook a detailed site assessment for the Hart Precinct on 20 November 2014. The assessment covered an area of approximately 31 hectares including the proposed 2.13 hectare impact area. Across the entire 31 hectare assessment area, 2 hectares of Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP) was recorded across 8 patches, dominated by the indigenous Wallaby Grass *Rytidosperma* spp., with Spear-grass *Austrostipa* spp. and Kangaroo Grass *Themeda triandra* sub-dominant. The patches were of poor-quality with low species diversity. Only four indigenous herb species were recorded across all 8 patches: Common Woodruff *Asperula conferta*, Grassland Wood-sorrel *Oxalis perennans*, Cut-leaf Goodenia *Goodenia pinnatifida* and Slender Bindweed *Convolvulus angustissimus* subsp. *omnigracilis*. Weed cover was estimated to be between 25-50% within the patches of NTGVVP, consisting mostly of the Weed of National Significance (WoNS) Chilean Needle-grass *Nassella neesiana*, as well as Rye-grass *Lolium* spp. and Buck's-horn Plantain *Plantago coronopus*.

The project activity area will result in the loss of two patches of NTGVVP covering 0.338 hectares (0.192 hectares and 0.146 hectares), equivalent to approximately 17% of the NTGVVP across the Hart Precinct. No threatened flora species (Commonwealth or State-significant) were recorded within the Hart Precinct by Ecology and Heritage Partners Pty Ltd (2015). There was also no threatened flora species recorded across the entire Essendon Airport area by Ecology Australia (1998), who undertook detailed flora surveys of the Essendon Airport in January 1997.

The impact area, and wider Hart Precinct is considered to provide habitat for only generalist small fauna species, such as insects, reptiles and possibly mice. As an operating airport, Essendon Fields is managed to prevent the incursion of animals which would be considered a hazard to aircraft, such as kangaroos, rabbits, feral dogs and cats, as well as birds.

Biosis (2012) undertook targeted searches for the nationally significant Golden Sun Moth *Synemon plana*, with surveys completed in accordance with Commonwealth guidelines which involved four repeat visits between December 2011 and January 2012, on days when the species has been recorded flying at an established reference site. Their surveys focussed included all of the Hart Precinct. Golden Sun Moth is known to occur in areas of degraded grassland in the northern suburbs of Melbourne; however, no Golden Sun Moth were found and it was concluded by Biosis (2012) that the species is unlikely to occur at Essendon Fields.

Striped Legless Lizard *Delma impar* is a nationally-significant reptile species that can be associated with areas of open grassland in the northern suburbs of Melbourne. However, in



addition to grassland, the species is also dependent upon cracking soils, rocks, debris and/or large tussocks to provide shelter from predators. None of these attributes are present within the impact area or wider Essendon Airport. Grass areas are mowed frequently maintaining a very short and open sward of grass tussocks, while any rocks that may have been present are likely to have been removed when the area was formally used for agriculture. Targeted surveys for Striped Legless Lizard have not been completed. Ecology Australia (1998), assessed the quality of habitat available for the species and determined it was unlikely to occur as *“the lack of rocks and rockpiles in the grasslands has limited the available cover for the species. Further, management practices, such as mowing, have degraded vegetation cover and the species generally prefers a denser more structurally intact vegetation cover than is present in the study area”*. (pg11). This recommendation by Ecology Australia has informed the current referral, and previous referrals at Essendon Fields, which have determined that Striped Legless Lizard surveys are not necessary and that a significant impact to the species is unlikely.

3.2 Describe the hydrology relevant to the project area (including water flows).

The study area is flat, and does not have any temporary or permanent water-bodies, and has a mean annual rainfall of 587.4 mm. Groundwater is located 23 to 29 metres below ground level as described in the Essendon Airport Master Plan (Essendon Airport Pty Ltd 2013). A copy of the Essendon Airport Master Plan is available here [http://www.essendonairport.com.au/uploaded/Planning%20and%20Environment%20/Essendon%20Airport%20Master%20Plan%202013%20\(Full%20version%20including%20Environmental%20Strategy%20&%20Land%20Use%20Plan\)%20\(31MB\).pdf](http://www.essendonairport.com.au/uploaded/Planning%20and%20Environment%20/Essendon%20Airport%20Master%20Plan%202013%20(Full%20version%20including%20Environmental%20Strategy%20&%20Land%20Use%20Plan)%20(31MB).pdf)

3.3 Describe the soil and vegetation characteristics relevant to the project area.

The study area is located in the Victorian Volcanic Plain, and contains soils derived from freshly weathered and aged basalts. Basalt soils are underlain by the Brighton Group of marine and terrestrial sandy sediments and the Fyansford formation consisting of grey-green clayey silts, clays and marls (Essendon Airport Pty Ltd 2013).

3.4 Describe any outstanding natural features and/or any other important or unique values relevant to the project area.

Due to the lack of native species diversity and encroachment from urbanisation, the study area is not considered to provide any outstanding natural features. The airport area has been progressively cleared over 70 years, and prior to this the study area was subjected to agricultural disturbances including cultivation and grazing.

3.5 Describe the status of native vegetation relevant to the project area.



Native vegetation within the study area consists of two patches of NTGVVP covering 0.338 hectares. NTGGVP is listed as a critically endangered ecological community under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. Although State-legislation and policy does not apply as the Essendon Airport is Commonwealth land, the patches of NTGVVP would otherwise be considered as Western (Basalt) Plains Grassland Community under the Victorian *Flora and Fauna Guarantee Act 1988* and as the Ecological Vegetation Class (EVC) Plains Grassland (EVC 132) which has a Bioregional Conservation Status of Endangered in the Victorian Volcanic Plain.

3.6 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

The study area is flat with no discernible gradient.

3.7 Describe the current condition of the environment relevant to the project area.

The study area has been managed as part of the Essendon Airport with ongoing mowing to manage biomass levels and fire risk. Prior to forming part of the airport, the study area was cultivated and grazed. It is now embedded within Melbourne's north-western suburbs with residential and industrial development established around the airport over the past 20 – 50 years. Weeds have established in much of the study area, with the WoNS Chilean Needle-grass prevalent throughout. There are no visible signs of erosion or other forms of site disturbance.

3.8 Describe any Commonwealth Heritage Places or other places recognised as having heritage values relevant to the project area.

There are no Commonwealth Heritage Places or other places recognised as having heritage values.

3.9 Describe any Indigenous heritage values relevant to the project area.

Due to the heavily modified nature of the Essendon Airport, and lack of archaeologically sensitive landforms, it is unlikely the action will have any impact on Aboriginal cultural artefacts (Essendon Airport Pty Ltd 2013).

Consultation was carried out with Aboriginal Affairs Victoria during preparation of the 2000 Airport Environmental Strategy. This correspondence states that "Given the previously disturbed nature of the land and the absence of any remnant native vegetation or archaeologically sensitive landforms, the likelihood for any proposed works to impact upon Aboriginal cultural materials is considered to be low. On this basis, no further archaeological investigation is considered necessary at this stage."

However, in the event that any aboriginal archaeological material were uncovered during works,



Aboriginal Affairs Victoria have provided recommendations for procedures to be followed. These procedures were subsequently included in the Airport Environmental Strategy.

3.10 Describe the tenure of the action area (e.g. freehold, leasehold) relevant to the project area.

Leasehold.

3.11 Describe any existing or any proposed uses relevant to the project area.

The proposed action will occur adjacent to existing aircraft hangar space. Other than the activities considered in this EPBC referral, no additional works are proposed within the Hart Precinct at this stage. Areas of open grassland around the proposed impact area will continue to be managed as they have been historically, with frequent mowing.



Section 4 - Measures to avoid or reduce impacts

Provide a description of measures that will be implemented to avoid, reduce, manage or offset any relevant impacts of the action. Include, if appropriate, any relevant reports or technical advice relating to the feasibility and effectiveness of the proposed measures.

Examples of relevant measures to avoid or reduce impacts may include the timing of works, avoidance of important habitat, specific design measures, or adoption of specific work practices.

4.1 Describe the measures you will undertake to avoid or reduce impact from your proposed action.

The project will avoid the majority of NTGVVP recorded within the Hart Precinct area. Patches of NTGVVP to be retained within close vicinity of the proposed impact area will be fenced off with temporary fencing and 'No Go' signs attached every 10 metres.

As per the Master Plan for Essendon Airport (Essendon Airport Pty Ltd 2013), potential indirect impacts from the proposed action will be managed through the preparation of and adherence to a Construction Environmental Management Plan (CEMP). The CEMP will provide actions to manage the following aspects:

- Vegetation;
- Weeds and pest animals;
- Noise;
- Runoff;
- Stormwater;
- Contaminated soil; and,
- Water.

Sediment fencing will be established around the perimeter of the construction zone to prevent any run-off affecting the patches of NTGVVP to be retained.

As part of the standard induction procedure, all construction staff will be informed of the location of sensitive environmental values (i.e. patches of NTGVVP) and informed of their roles and responsibilities to protect the patch.



4.2 For matters protected by the EPBC Act that may be affected by the proposed action, describe the proposed environmental outcomes to be achieved.

The proposed action would result in the loss of 0.338 hectares of NTGVVP.

No other matters protected by the EPBC Act would be affected.



Section 5 – Conclusion on the likelihood of significant impacts

A checkbox tick identifies each of the matters of National Environmental Significance you identified in section 2 of this application as likely to be a significant impact.

Review the matters you have identified below. If a matter ticked below has been incorrectly identified you will need to return to Section 2 to edit.

5.1.1 World Heritage Properties

No

5.1.2 National Heritage Places

No

5.1.3 Wetlands of International Importance (declared Ramsar Wetlands)

No

5.1.4 Listed threatened species or any threatened ecological community

No

5.1.5 Listed migratory species

No

5.1.6 Commonwealth marine environment

No

5.1.7 Protection of the environment from actions involving Commonwealth land

No

5.1.8 Great Barrier Reef Marine Park

No

5.1.9 A water resource, in relation to coal/gas/mining

No



5.1.10 Protection of the environment from nuclear actions

No

5.1.11 Protection of the environment from Commonwealth actions

No

5.1.12 Commonwealth Heritage places overseas

No

5.2 If no significant matters are identified, provide the key reasons why you think the proposed action is not likely to have a significant impact on a matter protected under the EPBC Act and therefore not a controlled action.

The proposed action would result in the loss of 0.338 hectares of poor-quality NTGVVP. This impact is not considered to be significant under the EPBC Act due to the small area and poor quality of NTGVVP to be removed.

The following referrals resulted in a similar or larger area of NTGVVP to be removed and were not determine a controlled action:

- EPBC #2017/7871 - Carpark extension, Essendon Field, requiring removal of 0.42 hectares of NTGVVP.
- EPBC #2016/7655 - Commercial development at Lionel Street, Essendon Field, requiring removal of 0.89 hectares of NTGVVP..
- EPBC #2012/6376 - Point Wilson Explosives Area Waterside Infrastructure Remediation, requiring removal of 0.305 hectares of NTGVVP (as well as impacts to migratory species and Ramsar Wetland)
- EPBC #2011/6174 - Development of Vaughan Street and Nomad Road, Essendon Field, requiring removal of 0.22 hectares of NTGVVP.

Using these projects as a precedent, the proposed action should also not be considered a controlled action.



Section 6 – Environmental record of the person proposing to take the action

Provide details of any proceedings under Commonwealth, State or Territory law against the person proposing to take the action that pertain to the protection of the environment or the conservation and sustainable use of natural resources.

6.1 Does the person taking the action have a satisfactory record of responsible environmental management? Please explain in further detail.

The current Essendon Airport Master Plan was approved by the Federal Minister for Infrastructure and Regional Development on the 23rd April 2014. The Master Plan includes an Environmental Strategy which considers issues including:

- Air quality
- Noise
- Stormwater
- Groundwater
- Soil quality
- Waste management
- Dangerous goods and hazardous substances
- Resource use
- Flora and fauna
- Heritage

As required under the *Airports (Environment Protection) Regulations 1997*, Essendon Airport Pty Ltd prepares an Annual Environment Report for the Department of Infrastructure and Regional Development.

6.2 Provide details of any past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against either (a) the person proposing to take the action or, (b) if a permit has been applied for in relation to the action – the person making the application.



Not applicable.

6.3 If it is a corporation undertaking the action will the action be taken in accordance with the corporation's environmental policy and framework?

Yes

6.3.1 If the person taking the action is a corporation, please provide details of the corporation's environmental policy and planning framework.

Refer 6.1 above.

6.4 Has the person taking the action previously referred an action under the EPBC Act, or been responsible for undertaking an action referred under the EPBC Act?

Yes

6.4.1 EPBC Act No and/or Name of Proposal.

Essendon Airport Pty Ltd have been the designated proponent for the following actions previously referred under the EPBC Act and undertaken at Essendon Fields:

- EPBC 2017/7871: Essendon Airport carpark extension
- EPBC 2016/7655: Commercial development at Lionel Street
- EPBC 2011/6174: Construction of a three level office building and two level carpark.

All three actions were referred due to potential impacts to Natural Temperate Grassland of the Victorian Volcanic Plain. All three projects were determined a Non-controlled Action.

Essendon Airport Pty Ltd was also the designated proponent for EPBC 2014/7179: Construction of Roads and Services Infrastructure in the Wirraway North Precinct, Essendon Airport. The proposed action was determined a Controlled Action and assessed via preliminary documentation. The project was approved on 31/3/2015 subject to conditions.



Section 7 – Information sources

You are required to provide the references used in preparing the referral including the reliability of the source.

7.1 List references used in preparing the referral (please provide the reference source reliability and any uncertainties of source).

Reference Source	Reliability	Uncertainties
1. Ecology and Heritage Partners Pty Ltd 2015. Flora and Fauna Assessment, Hart Precinct, Essendon Airport, Essendon Fields, Victoria. Letter report from Essendon Fields Pty Ltd, February 2015.	1. Report prepared by same consultancy preparing referral. Results based on site assessment, which was done during an optimal time to identify native grasses (late Spring). 2. Targeted surveys for Golden Sun Moth completed in accordance with EPBC Act survey guidelines.	None.
2. Biosis 2012. Essendon Fields: Golden Sun Moth survey. Report prepared for Essendon Fields, February 2012.		



Section 8 – Proposed alternatives

You are required to complete this section if you have any feasible alternatives to taking the proposed action (including not taking the action) that were considered but not proposed.

8.0 Provide a description of the feasible alternative?

None. There are no other areas that could accomodate the warehouse facilities within Essendon Fields. The proposed location is adjoining existing infrastructure in the Hart Precinct and therefore can utilise existing roads and utilities already available.

8.1 Select the relevant alternatives related to your proposed action.

8.27 Do you have another alternative?

No



Section 9 – Contacts, signatures and declarations

Where applicable, you must provide the contact details of each of the following entities: Person Proposing the Action; Proposed Designated Proponent and; Person Preparing the Referral. You will also be required to provide signed declarations from each of the identified entities.

9.0 Is the person proposing to take the action an Organisation or an Individual?

Organisation

9.2 Organisation

9.2.1 Job Title

Manager

9.2.2 First Name

Rory

9.2.3 Last Name

Kennedy

9.2.4 E-mail

rk@ef.com.au

9.2.5 Postal Address

Level 2

English Street
Essendon Fields VIC 3041
Australia

9.2.6 ABN/ACN

ABN

47082907980 - Essendon Airport Pty Ltd

9.2.7 Organisation Telephone



03 9948 9300

9.2.8 Organisation E-mail

rk@ef.com.au

9.2.9 I qualify for exemption from fees under section 520(4C)(e)(v) of the EPBC Act because I am:

Not applicable

Small Business Declaration

I have read the Department of the Environment and Energy's guidance in the online form concerning the definition of a small a business entity and confirm that I qualify for a small business exemption.

Signature:..... Date:

9.2.9.2 I would like to apply for a waiver of full or partial fees under Schedule 1, 5.21A of the EPBC Regulations

No

9.2.9.3 Under sub regulation 5.21A(5), you must include information about the applicant (if not you) the grounds on which the waiver is sought and the reasons why it should be made

Person proposing the action - Declaration

I, RORY KENNEDY, declare that to the best of my knowledge the information I have given on, or attached to the EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence. I declare that I am not taking the action on behalf of or for the benefit of any other person or entity.

Signature:..... Date: 4/4/2018

I, _____, the person proposing the action, consent to the designation of _____ as the proponent of the purposes of the action describe in this EPBC Act Referral.

Signature:..... Date:



9.3 Is the Proposed Designated Proponent an Organisation or Individual?

Organisation

9.5 Organisation

9.5.1 Job Title

Manager

9.5.2 First Name

Rory

9.5.3 Last Name

Kennedy

9.5.4 E-mail

rk@ef.com.au

9.5.5 Postal Address

Level 2

7 English Street
Essendon Fields VIC 3041
Australia

9.5.6 ABN/ACN

ABN

47082907980 - Essendon Airport Pty Ltd

9.5.7 Organisation Telephone

03 9948 9300

9.5.8 Organisation E-mail

rk@ef.com.au

Proposed designated proponent - Declaration



I, ROBY KENNEDY, the proposed designated proponent, consent to the designation of myself as the proponent for the purposes of the action described in this EPBC Act Referral.

Signature: [Signature] Date: 4/4/2018

9.6 Is the Referring Party an Organisation or Individual?

Organisation

9.8 Organisation

9.8.1 Job Title

Senior Ecologist

9.8.2 First Name

Thomas

9.8.3 Last Name

Wright

9.8.4 E-mail

twright@ehpartners.com.au

9.8.5 Postal Address

292 Mount Alexander Road
Ascot Vale VIC 3032
Australia

9.8.6 ABN/ACN

ABN

65685233760 - The trustee for The EP Unit Trust

9.8.7 Organisation Telephone

0433496697

9.8.8 Organisation E-mail



twright@ehpartners.com.au

Referring Party - Declaration

I, THOMAS WRIGHT, I declare that to the best of my knowledge the information I have given on, or attached to this EPBC Act Referral is complete, current and correct. I understand that giving false or misleading information is a serious offence.

Signature: Thomas Wright Date: 4/03/18



Appendix A - Attachments

The following attachments have been supplied with this EPBC Act Referral:

1. 10595_fig01_ntgvvp_vegimpactsv2.pdf
2. 120201_golden_sun_moth_survey_feb_2012_-_biosis_research.pdf
3. ehp_6545_hart_precinct_florafauaassessment_final_100215.pdf
4. essendon_airport_survey_for_significant_flora_and_fauna.pdf
5. impactarea.kmz