

# Future Airfield Projects

Application Number: **02243**Commencement Date:  
**05/02/2024**Status: **Locked**

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## 1. About the project

### 1.1 Project details

#### 1.1.1 Project title \*

#### 1.1.2 Project industry type \*

#### 1.1.3 Project industry sub-type

#### 1.1.4 Estimated start date \*

#### 1.1.4 Estimated end date \*

## 1.2 Proposed Action details

### 1.2.1 Provide an overview of the proposed action, including all proposed activities. \*

## Proposed action

The proposed action comprises future airfields developments over the next 5-10 years at Melbourne Airport, including:

- **Project A - Airfield Renaming:** Renaming of the existing taxiways/taxi lanes prior to the construction of the third runway.
- **Project B - Melbourne Airport Pavement Maintenance Program 3 (MAPMP 3):** Upgrade of end-of-life airfield pavement.
- **Project C - Runway 09/27 overlay:** Rehabilitation of asphalt on Runway 9/27 for the full-strength flexible pavement and the connected airfield lighting structure.
- **Project D - Hotel Apron and Whiskey/Sierra Apron Projects:** Additional aircraft parking to provide for increased demand.
- **Project E - Staff Car Park Extension:** Expansion of the car park to accommodate future projected growth.

## Proposed activities subject to this referral:

- **Airfield Renaming:** The works will involve demolition of existing infrastructure (footings for taxiway and runway signs), localised earthworks grading and installation of new services/connection with existing services. Access to and from the works area will be via the internal airport road network. The following plant and equipment will be used during construction:
  - 12 tonne to 30 tonne excavators to demolish existing pavement to subgrade level.
  - Truck and trailers to remove waste material, deliver new material to site, and float heavy plant to site.
  - Skid steers to maneuver in smaller areas between new and existing services.
  - Trenchers for digging out new service conduits.
  - Front end loaders, to be used if all excavators are in use.
  - Concrete trucks to pour foundations.
- **MAPMP:** The main works will involve demolition of existing infrastructure (pavements), earthworks grading to allow for sufficient drainage and construction of new high-strength pavement and trenching of services for stormwater drainage, airfield ground lighting infrastructure, and communications network. Ancillary works for new construction hardstands will involve demolition of existing infrastructure (fences and pavements), earthworks grading and construction of new high-strength pavement and trenching of services. The following plant and equipment will be used during construction:
  - 12 tonne to 30 tonne excavators to demolish existing pavement to subgrade level.
  - Truck and trailers to remove waste material or deliver new material to site.
  - Trenchers for digging out new service conduits.
  - Skid steers to maneuver in smaller areas between new and existing services.
  - Large plant including graders, concrete trucks, asphalt pavers, watercarts, bulldozers.
- **Runway 09/27 overlay:** The works will involve a combination of asphalt resurfacing, surface treatment and installation of additional airfield ground lighting (AGL) infrastructure for the existing Runway 09/27. The majority of these works will be completed on-pavement within the existing runway footprint, however AGL works will be required off-pavement. Off-pavement work will primarily consist of accessing existing pit and conduit infrastructure to install new cabling as part of the lighting replacement. Excavation work will be required for the installation of earthing pits to bring the system up to the same safety standard as the rest of the airfield; grading works around each of the precision approach path indicators (PAPIs) to make them compliant with the updated regulations; new conduits for the new Rapid Exit Taxiway indicator lights to match the system installed on Runway 16/34; and, installation of elevated stop bar

lights to meet the updated regulations and match the systems installed around the rest of the runway/taxiway network. The following plant and equipment will be used for off pavement works:

- Excavator
- Light truck
- Ute and trailer
- Portable light tower
- **Hotel Apron and Whiskey/Sierra Apron Projects:** The works will involve demolition of existing infrastructure (buildings and pavements), earthworks grading and construction of new high-strength pavement and trenching of services. The following plant and equipment will be used during construction:
  - 12 tonne to 30 tonne excavators to demolish existing pavement to subgrade level.
  - Truck and trailers to remove waste material or deliver new material to site.
  - Trenchers for digging out new service conduits.
  - Skid steers to maneuver in smaller areas between new and existing services.
  - Large plant including graders, concrete trucks, asphalt pavers, watercarts, bulldozers.
- **Staff Car Park Extension:** The works will involve construction of a new at grade car park, including civil and drainage works, car park lighting, electrical, security and information and communication technologies (ICT) related works. Access to and from the works area will be via a new access road network from Francis Briggs Road. The following plant and equipment will be used during construction:
  - 12 tonne to 30 tonne excavators to demolish existing pavement to subgrade level.
  - Truck and trailers to remove waste material or deliver new material to site.
  - Trenchers for digging out new service conduits.
  - Skid steers to maneuver in smaller areas between new and existing services.
  - Large plant including graders, concrete trucks, asphalt pavers, watercarts, bulldozers.

Further details describing the proposed projects are provided in Section 3, pp 11-15 of “Att 1 – EPBC Referral 02243 Supporting Documentation”.

### **Impact of the proposed action**

The proposed development footprint covers approximately 60.65 hectares. The entire development footprint (i.e. 60.65 hectares) will be disturbed as part of the project. Areas immediately adjacent to the development footprint, in particular native vegetation, will be avoided and no impact to these areas is proposed.

The activities to be conducted as part of the proposed action have the potential to impact on the environment via clearing of vegetation, demolition of existing infrastructure, excavation of soils, and operation of heavy plant. The construction activities will generate waste material and have the potential to generate noise and dust emissions.

## **1.2.2 Is the project action part of a staged development or related to other actions or proposals in the region?**

No

## **1.2.6 What Commonwealth or state legislation, planning frameworks or policy documents are relevant to the proposed action, and how are they relevant? \***

Melbourne Airport is located on Commonwealth land and as such is subject to Commonwealth legislation, primarily the *Airports Act 1996* (Airports Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Airports Act is administered by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) and is the primary Commonwealth legislation applicable to Melbourne Airport. A building approval is required for this project under Section 98(1) of the Airports Act and in accordance with the subordinate *Airports (Building Control) Regulations 1996*.

All building works at Melbourne Airport must be consistent with the Melbourne Airport Master Plan, which includes planning objectives for the airport as well as the Airport Environment Strategy. The project has taken into account the relevant objectives and targets as set out in the current Melbourne Airport Master Plan 2022.

The EPBC Act includes triggers for formal assessment associated with impacts to Matters of National Environmental Significance (MNES) and actions on, or impacting upon, Commonwealth land. On the basis of potential for significant impacts on MNES, the EPBC Act is likely to be triggered by the proposed action.

Refer to Section 2, pp 8-10 of “Att 1 – EPBC Referral 02243 Supporting Documentation” for more information regarding the relevant regulatory requirements, planning frameworks and policy documents for the projects.

**1.2.7 Describe any public consultation that has been, is being or will be undertaken regarding the project area, including with Indigenous stakeholders. Attach any completed consultation documentations, if relevant. \***

Generally, the use and development of the project area within the Melbourne Airport for airfield activities is outlined in the Melbourne Airport Master Plan 2022, which was subject to public exhibition for 70 business days. During this time, APAM engaged the community with a program including the following activities:

- an online platform enabling the community to engage with the project team, seek information and provide feedback
- community drop-in events, information sessions and listening posts
- digital engagement, media, editorial and social media.

Further details of APAM's broader community engagement process can be found in Part A3, Section 3.3, pp 51-54 of the Melbourne Airport Master Plan 2022 (**refer link #7**).

The project area overlaps with existing approved Cultural Heritage Management Plans (CHMP), which were developed for the Melbourne Airport Runway Development Program (CHMP 12774) and the Melbourne Airport's Third Runway (M3R) (CHMP 16792) and subsequently approved by the Wurundjeri Woiwurrung Cultural Heritage Aboriginal Corporation, the Registered Aboriginal Party (RAP) for the area. Consultation with the RAP was undertaken as part of the development of the CHMP, and requirements for future consultation and engagement with the RAP are identified in the plan.

A copy of CHMP 12774 and CHMP 16792 has been included as “Att 2 – CHMP 12774 and 16792” . Note that this attachment will not be made publicly available due to cultural sensitivity reasons.

## 1.3.1 Identity: Referring party

### **Privacy Notice:**

Personal information means information or an opinion about an identified individual, or an individual who is reasonably identifiable.

By completing and submitting this form, you consent to the collection of all personal information contained in this form. If you are providing the personal information of other individuals in this form, please ensure you have their consent before doing so.

The Department of Climate Change, Energy, the Environment and Water (the department) collects your personal information (as defined by the Privacy Act 1988) through this platform for the purposes of enabling the department to consider your submission and contact you in relation to your submission. If you fail to provide some or all of the personal information requested on this platform (name and email address), the department will be unable to contact you to seek further information (if required) and subsequently may impact the consideration given to your submission.

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Alternatively, email us at [privacy@dcceew.gov.au](mailto:privacy@dcceew.gov.au).

☒ **Confirm that you have read and understand this Privacy Notice \***

### **1.3.1.1 Is Referring party an organisation or business? \***

No

## Referring party details

**Name****Job title****Phone****Email****Address**

## 1.3.2 Identity: P

**1.3.2.1 Are the Person proposing to take the action details the same as the Referring party details? \***

No

**1.3.2.2 Is Person proposing to take the action an organisation or business? \***

Yes

## Person proposing to take the action organisation details

**ABN/ACN** 62076999114**Organisation name** AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED**Organisation address** 3045 VIC

## Person proposing to ta

**Name****Job title****Phone****Email****Address**



**1.3.2.14 Are you proposing the action as part of a Joint Venture? \***

No

**1.3.2.15 Are you proposing the action as part of a Trust? \***

No

**1.3.2.17 Describe the Person proposing the action's history of responsible environmental management including details of any proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against the Person proposing to take the action. \***

Yes, Australia Pacific Airports (Melbourne) Pty Ltd (APAM) has a satisfactory record of environment management.

There is no history of proceedings against APAM with regard to protection of environment or the conservation and sustainable use of natural resources.

The project will be undertaken in accordance with APAM's Environmental Management Framework, as described in Section 1.3.2.18 below.

**1.3.2.18 If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework**

APAM has an Environmental Management Framework designed to ensure that processes for continuous improvement and ongoing monitoring of compliance are embedded in the way it works. The airport's Environment Strategy is part of the Environmental Management Framework and one of the key mechanisms for ensuring commitments made in Melbourne Airport's Environment and Sustainability Policy (Appendix G, "Att 1 - EPBC Referral 02243 Supporting Documentation") are met.

More generally, Melbourne Airport operates within a framework of corporate governance, goals and values. These are reflected in the environmental management principles outlined in the Environment and Sustainability Policy. The Environmental Management Framework enables Melbourne Airport to effectively manage and adapt to environmental risks, and continually improve environmental management practices and performance.

Under the framework, environmental compliance is internally monitored and reviewed on an ongoing basis. Compliance is also externally (and annually) formally reviewed by the Airport Environment Officer (AEO), on behalf of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Central to the framework is Melbourne Airport's Environmental Management System (EMS) which has been in operation since 2004 and is certified against the current EMS standard (ISO14001:2015). The EMS consists of the policies, plans, procedures and activities that together form a system to manage the environmental aspects of the airport and enable compliance with environmental legislation. Internal and external audits of the EMS are undertaken regularly to assess the compliance of operational systems.

The proposed action will be undertaken in line with APAM's existing Environment and Sustainability Policy (Appendix G, "Att 1 - EPBC Referral 02243 Supporting Documentation") and Environmental Management Framework as described above.

More details on APAM's Environmental Management Framework can be found in Section 14.3, pp 228-232 of the Melbourne Airport Master Plan 2022 (refer link #1).

### 1.3.3 Identity: Proposed designated proponent

#### 1.3.3.1 Are the Proposed designated proponent details the same as the Person proposing to take the action? \*

Yes

## Proposed designated proponent organisation details

**ABN/ACN** 62076999114**Organisation name** AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED**Organisation address** 3045 VIC

## Proposed designated p

**Name****Job title****Phone****Email****Address**

## 1.3.4 Identity: Summary of allocation

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## ✔ Confirmed Referring party's identity

The Referring party is the perso

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Name

Job title

Phone

Email

Address

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## ✔ Confirmed Person p

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

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ABN/ACN

62076999114

Organisation name

AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED

Organisation address

Representative's name

Representative's job title

Phone

Email

Address

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## ✔ Confirmed Propose

The Person proposing to take the action is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

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Same as Person proposing to take the action information.

## 1.4 Payment details: Payment exemption and fee waiver

### 1.4.1 Do you qualify for an exemption from fees under EPBC Regulation 5.23 (1) (a)? \*

No

### 1.4.3 Have you applied for or been granted a waiver for full or partial fees under Regulation 5.21A? \*

No

### 1.4.5 Are you going to apply for a waiver of full or partial fees under EPBC Regulation 5.21A?

No

### 1.4.7 Has the department issued you with a credit note? \*

No

### 1.4.9 Would you like to add a purchase order number to your invoice? \*

No

## 1.4 Payment details: Payment allocation

### 1.4.11 Who would you like to allocate as the entity responsible for payment? \*

Person proposing to take the action

## 2. Location

## 2.1 Project footprint



**Project Area: 62.68 Ha Disturbance Footprint: 62.68 Ha**

## 2.2 Footprint details

### 2.2.1 What is the address of the proposed action? \*

Gate 22 Operations Rd, Tullamarine VIC 3043

### 2.2.2 Where is the primary jurisdiction of the proposed action? \*

Victoria

### 2.2.3 Is there a secondary jurisdiction for this proposed action? \*

No

### 2.2.5 What is the tenure of the action area relevant to the project area? \*

Leasehold. Melbourne Airport land is owned by the Commonwealth Government. Under the provisions of the Airports Act 1996, Australia Pacific Airports (Melbourne) (APAM) is the 'airport-lessee company' for Melbourne Airport. APAM operates Melbourne Airport under a 50-year lease (to 2047), with an option to extend the lease by a further 49 years to 2096.

## 3. Existing environment



## 3.1 Physical description

### 3.1.1 Describe the current condition of the project area's environment.

Melbourne Airport is located approximately 22 kilometres northwest of Melbourne's central business district. The airport site is approximately 2,741 hectares in area. It is predominantly surrounded by non-urban uses to the immediate north and west, which helps protect the community and safeguards the airport from the encroachment of sensitive and incompatible uses. There is urban development to the east and south of the airport, comprising a mix of residential and industrial uses.

The project area is located on Melbourne Airport land, within the Airside Operations Precinct. This area is a highly modified and managed environment which has undergone significant development and disturbance. Much of the present core airport infrastructure, including the two existing runways and the main terminal complex, was constructed in the 1960s. Airport operations commenced in 1970, with the first scheduled international flights taking place.

Access to the Airside Operations Precinct (including the project area) is restricted for security reasons, being an operational airfield. During the development, operational and completion stages, vehicles will enter and exit the project site via the internal airport road network.

Further details of the history of airport operations, existing infrastructure and land uses can be found in the Melbourne Airport Master Plan 2022 ([refer link #1](#)).

### 3.1.2 Describe any existing or proposed uses for the project area.

The project area is within the Airside Operations Precinct of Melbourne Airport, which is an existing operational airfield. The use of this land as an airfield will continue for the foreseeable future.

### 3.1.3 Describe any outstanding natural features and/or any other important or unique values that applies to the project area.

No outstanding natural features and/or important or unique values are relevant to the project area.

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

The project area is generally flat. Being alongside existing runways and taxiways, the proposed works areas have a moderate gradient sloping down and away from the paved areas (i.e. where surface water flows are directed away from the runway towards open swales and other man-made drainage infrastructure).

The topography of the broader Airside Operations Precinct generally slopes from north to south, with the ground level ranging from 145 metres Australian Height Datum (AHD) in the north to 95 metres AHD in the south.

## 3.2 Flora and fauna

### 3.2.1 Describe the flora and fauna within the affected area and attach any investigations of surveys if applicable.

There is limited value for native fauna within the project area due the regular mowing and insecticide spraying regime undertaken within the project area.

A list of EPBC listed species recorded, or predicted to occur, within 10 km of the project area and a review of the likelihood of these species occupying the project area is provided in "Appendix A , Att 1 - EPBC Referral 02243 Supporting Documentation".

No EPBC listed flora species were identified as having a medium or higher likelihood of occurring in the project area.

EPBC listed fauna species with a medium or higher likelihood of occurring in the project area include:

- Gang-gang Cockatoo *Callocephalon fimbriatum*
- White-throated Needletail *Hirundapus caudacutus*
- Grey-headed Flying-fox *Pteropus poliocephalus*
- Golden Sun Moth *Synemon plana*

One EPBC listed threatened ecological community has been identified within the project area (Natural Temperate Grassland of the Victorian Volcanic Plain), as detailed in Section 3.2.2 below. Further details regarding habitat assessments and surveys conducted for flora and fauna are provided in Section 4, pp 16-29, "Att 1 - EPBC Referral 02243 Supporting Documentation".

### 3.2.2 Describe the vegetation (including the status of native vegetation and soil) within the project area.

## Native vegetation

The project area was previously assessed by qualified ecologists to determine the presence and extent of native vegetation and threatened ecological communities. Due to the wide range of projects located in different areas across the Melbourne Airport estate, field surveys for each area were completed across multiple assessments conducted between 2016 and 2024.

The projects cover a total area of approximately 60.65 hectares which contains approximately 25.76 hectares of EVC 132 Plains Grassland and small amounts of 125 Plains Grassy Wetland (0.0048 hectares) and 803 Plains Woodland (0.0029 hectares). The remaining vegetated areas support predominantly introduced vegetation, with the main species being Chilean Needle Grass *Nassella neesiana* and Serrated Tussock *Nassella trichotoma*.

Plains Grassland is synonymous with the Western (Basalt) Plains Grasslands Community, which is listed as threatened under the FFG Act. The Western (Basalt) Plains Grasslands Community is therefore present in all areas mapped as Plains Grassland.

Some areas of Plains Grassland within the project area meet the diagnostic criteria and condition thresholds for Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP), an ecological community listed as critically endangered under the EPBC Act. These areas tend to have lower perennial weed covers and a higher proportion of native grasses that are characteristic of NTGVVP, including the following species:

- Bristly Wallaby-grass *Rytidosperma setaceum*
- Common Wallaby-grass *Rytidosperma caespitosum*
- Brown-back Wallaby-grass *Rytidosperma duttonianum*
- Leafy Wallaby-grass *Rytidosperma bipartitum* s.s.

In total, the project area supports 18.43 hectares of NTGVVP. A Vegetation Quality Assessment (VQA) was undertaken for patches of NTGVVP in the project area (refer to Section 4.4, pp 23-27, "Att 1 - EPBC Referral 02243 Supporting Documentation").

Other native grasses that are present (but not necessarily characteristic of NTGVVP) include Windmill Grass *Chlorruncateata* and Silky Blue-grass *Dichanthium sericeum* subsp. *sericeum*. Scattered herbs and shrubs also persist, including Common Woodruff *Asperula conferta*, Berry Saltbush *Atriplex semibaccata* and Small Loosestrife *Lythrum hyssopifolia*. Weed covers within NTGVVP range from 30% to 40% and are dominated by high threat weeds such as Chilean Needle Grass, Serrated Tussock, Toowoomba Canary-grass *Phalaris aquatica* and Cocksfoot *Dactylis glomerata*. Herbaceous weed species include Hairy Hawkbit *Leontodon saxatilis* subsp. *saxatilis*, Buck's-horn Plantain *Plantago coronopus*, Artichoke Thistle *Cynara cardunculus* subsp. *flavescens* and Clovers *Trifolium* spp.

NTGVVP occurs in a number of areas across Melbourne Airport land, in varying patch size and quality. All NTGVVP at Melbourne Airport is substantially modified and has been subject to previous disturbance by development of the airport, grazing activities, and the introduction and spread of exotic plant species.

## Soils

The project area is located within the Victorian Volcanic Plain, which is dominated by Cainozoic volcanic deposits. These deposits formed an extensive flat to undulating basaltic plain with stony rises, old lava flows, numerous volcanic cones and old eruption points.

The soils are variable ranging from red friable earths and acidic texture contrast soils (Ferrosols and Kurosols) on the higher fertile plain to scoraceous material, to grey cracking clays (Vertosols) on the low plains. These soils variously support Stony Knoll Shrubland, Plains Grassy Woodland, Plains Grassland and Plains Grassy Wetland ecosystems.

The natural soil profile of the area is sandy clay, however there is evidence of fill within the project area in the form of silty clay. The presence of large near surface basalt boulders may be encountered within the clay matrix.

## 3.3 Heritage

### 3.3.1 Describe any Commonwealth Heritage Places Overseas or other places recognised as having heritage values that apply to the project area.

No Commonwealth heritage places or other places recognised as having been identified within the project area.

### 3.3.2 Describe any Indigenous heritage values that apply to the project area.

No known indigenous heritage values have been identified within the project area.

## 3.4 Hydrology

### 3.4.1 Describe the hydrology characteristics that apply to the project area and attach any hydrological investigations or surveys if applicable. \*

Melbourne Airport is located on a broad plateau in the catchments of the Yarra and Maribyrnong rivers, with several local waterways located on or adjacent to the airport site. The majority of the project area is within the Arundel Creek catchment; a sub-catchment of the Maribyrnong River. Portions of the project area are also within the Moonee Ponds Creek and Steele Creek North catchments.

Stormwater run-off within the Airside Operations Precinct is managed through an extensive drainage network that includes vegetated swales, drainage pits, subsurface pipes, retention basins and gross pollutant traps.

Base flow in the Arundel Creek is largely sustained by the contribution from airport stormwater flows, with discharge via four existing outfall structures. Groundwater discharge to the creek is evident in spring-fed pools at locations along the creek line. The upstream portion of Arundel Creek is ephemeral, with local rainfall events causing short-term peak flows.

The proposed works will result in increased hardstand areas within the airfield, however surface water flows will be managed such that discharge volumes to receiving surface waters are consistent with the pre-development condition.

## 4. Impacts and mitigation

## 4.1 Impact details

**Potential Matters of National Environmental Significance (MNES) relevant to your proposed action area.**

EPBC Act section	Controlling provision	Impacted	Reviewed
S12	World Heritage	No	Yes
S15B	National Heritage	No	Yes
S16	Ramsar Wetland	No	Yes
S18	Threatened Species and Ecological Communities	Yes	Yes
S20	Migratory Species	Yes	Yes
S21	Nuclear	No	Yes
S23	Commonwealth Marine Area	No	Yes
S24B	Great Barrier Reef	No	Yes
S24D	Water resource in relation to large coal mining development or coal seam gas	No	Yes
S26	Commonwealth Land	Yes	Yes
S27B	Commonwealth Heritage Places Overseas	No	Yes
S28	Commonwealth or Commonwealth Agency	No	Yes

### 4.1.1 World Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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#### 4.1.1.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \*

No

#### 4.1.1.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \*

No World Heritage properties have been identified relevant to the project area.

### 4.1.2 National Heritage

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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#### 4.1.2.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \*

No

#### 4.1.2.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \*

No National Heritage places have been identified relevant to the project area.

### 4.1.3 Ramsar Wetland



You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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**4.1.3.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \***

No

**4.1.3.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \***

The project area is not identified as being within the catchment of any Ramsar Wetland sites.

**4.1.4 Threatened Species and Ecological Communities**

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

### Threatened species

Direct impact	Indirect impact	Species	Common name
No	Yes	Callocephalon fimbriatum	Gang-gang Cockatoo
No	Yes	Hirundapus caudacutus	White-throated Needletail
No	Yes	Pteropus poliocephalus	Grey-headed Flying-fox
No	Yes	Synemon plana	Golden Sun Moth

### Ecological communities

Direct impact	Indirect impact	Ecological community
Yes	Yes	Natural Temperate Grassland of the Victorian Volcanic Plain

#### 4.1.4.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \*

Yes

#### 4.1.4.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. \*

An assessment of direct and indirect impacts to listed threatened species and communities is provided in Section 5.1, pp 31-33, "Att 1- EPBC -Referral 02243 Supporting Documentation". Summary details are provided below.

### **Threatened species**

The Gang-gang Cockatoo *Callocephalon fimbriatum*, White-throated Needletail *Hirundapus caudacutus*, Golden Sun Moth (GSM) *Synemon plana*, and Grey-headed Flying-fox *Pteropus poliocephalus* are likely to utilise woodland patches north of the project areas, which may result in flights over the project areas at times. Indirect impacts to these species associated with the project may include noise from excavation activities during construction only, although it is noted that construction noise will be less than aircraft noise from existing operations. Indirect impacts are possible, but not expected for this project.

GSM have been recorded in two areas in the northern-most portion of Melbourne Airport only. Despite previous surveys not detecting the species within the project area, there is an area of GSM habitat between Sunbury Road and Moonee Ponds Creek, to the northwest of project area B. No indirect impacts to identified GSM habitat to the northwest of the project area are expected. Whilst it was considered that there may be a medium likelihood of GSM occurring in project area B, this area is unlikely to be re-populated by GSM due to airside operational requirements (slashing, herbicide and insecticide spraying) and the species limited dispersal ability.

### **Ecological communities**

The proposed action will result in the removal of 12.81 hectares of Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP) from the project area (including direct removal of 12.72 hectares of and indirect loss of 0.094 hectares) with a weighted average VQA score of 40.38/100.

#### **4.1.4.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? \***

Yes

#### **4.1.4.5 Describe why you consider this to be a Significant Impact. \***

The likelihood of the proposed action having a significant impact on listed threatened species and ecological communities has been assessed in Section 5.2, pp 34-38, "Att 1- EPBC -Referral 02243 Supporting Documentation". Summary details are provided below.

### **Threatened species**

While the identified threatened species are likely to utilise woodland patches north of the project area, which may result in flights over the project area at times, no suitable habitat occurs within the project area, therefore the project is unlikely to constitute a significant impact on these species.

### **Ecological communities**

Removal of an approximate total of 12.81 hectares of NTGVVP from the project area (including direct removal of 12.72 hectares of and indirect loss of 0.094 hectares) amounts to removal of approximately 0.26% of the estimated remaining extent of this threatened ecological community (TEC), near the eastern limit of the TEC's distribution. In the context of the historical decline in NTGVVP, this impact could be considered significant.

**4.1.4.7 Do you think your proposed action is a controlled action? \***

Yes

**4.1.4.8 Please elaborate why you think your proposed action is a controlled action. \***

As detailed above in the response to Question 4.1.4.5, the removal of NTGVVP from the project area is considered to be significant in the context of historical decline of this threatened ecological community. Consequently, the proposed action may be deemed a controlled action.

**4.1.4.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. \***

The following avoidance and mitigation measures will be adopted during delivery of the project:

- Removal of native vegetation will be minimised where possible
- The construction buffers and access roads have been reduced in size so far as reasonably practicable to reduce the impact to ecological areas. The opportunity to re-use existing pit and duct infrastructure has also been realised in many areas to reduce the need for additional trenching.
- Exclusion fencing will be erected to protect these areas and identified with appropriate signage such as 'Environmental Protection Area' or 'No-go zone' at regular intervals along the fence line. Access to and from each project area will be restricted to designated access roads and traversing native and introduced grasslands outside of each projects development footprint will be strictly prohibited. In addition, sufficient buffers have been allowed for, to ensure that all construction works can be conducted within the development footprint, without encroaching on established 'No-go zones'.
- A Construction Environmental Management Plan (CEMP) will be prepared for the project which will include procedures that require all equipment and personnel to be clean and free of foreign material (e.g.. weed propagules or material containing pathogens).
- The project CEMP must meet Melbourne Airport's minimum requirements, as outlined in the attached link (**refer link #1**) and must be approved by the APAM Environment and Sustainability Team and reviewed by the Airport Environment Officer before commencement of the project.
- Post-construction rehabilitation of the project area will focus on establishing an erosion resistant ground condition. This will require a program of revegetation, erosion control, and targeted weed management.

Additional information on avoidance, mitigation and management measures in included in Section 8, pp 50-54, "Att 1- EPBC Referral 02243 Supporting Documentation".

**4.1.4.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. \***

APAM is committed to securing a direct offset to compensate for the permanent removal of 12.81 hectares of NTGVVP within the project area, in accordance with the EPBC Act *Environmental Offsets Policy* (DSEWPaC 2012a).

APAM is currently in the process of working to secure a suitable offset site to address the removal of NTGVVP associated with the proposed action and will provide offset site details once the site is procured and assessed.

Refer to Section 9, pp 55-58 of "Att 1- EPBC Referral 02243 Supporting Documentation" for more information regarding the proposed offset.

#### **4.1.5 Migratory Species**

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Species	Common name
No	Yes	Hirundapus caudacutus	White-throated Needletail

**4.1.5.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \***

Yes

**4.1.5.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. \***

The White-throated Needletail *Hirundapus caudacutus* is likely to utilise patches north of the project area, which may result in flights over the project area at times. Indirect impacts associated with the project may include noise from excavation activities during construction only, although it is noted that construction noise will be less than aircraft noise from existing operations. Indirect impacts are possible, but not expected for this project.

**4.1.5.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? \***

No

**4.1.5.6 Describe why you do not consider this to be a Significant Impact. \***

While the White-throated Needletail *Hirundapus caudacutus* is likely to utilise patches north of the project area, which may result in flights over the project area at times, no suitable habitat occurs within the project area, therefore the project is unlikely to constitute a significant impact on this species. The full significant impact assessment is included in Section 5.2, pp 33-37, ""Att 1- EPBC Referral 02243 Supporting Documentation".

**4.1.5.7 Do you think your proposed action is a controlled action? \***

No

**4.1.5.9 Please elaborate why you do not think your proposed action is a controlled action. \***

As detailed above in response to Question 4,1,5,6, the project is unlikely to constitute a significant impact on this species.

**4.1.5.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. \***

A Construction Environmental Management Plan (CEMP) will be prepared for the project which must meet Melbourne Airport's minimum requirements, as outlined in the attached link (refer link #1) and must be approved by the APAM Environment and Sustainability Team and review by the Airport Environment Officer before commencement of the project.

**4.1.5.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. \***

Not considered to be applicable.

**4.1.6 Nuclear**

**4.1.6.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? \***

No

**4.1.6.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \***

No nuclear actions are proposed in relation to this project.

**4.1.7 Commonwealth Marine Area**

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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**4.1.7.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \***

No

**4.1.7.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \***

The project is not within a Commonwealth Marine Area.

**4.1.8 Great Barrier Reef**

**4.1.8.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? \***

No

**4.1.8.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \***

The project is not in the vicinity of the Great Barrier Reef.

**4.1.9 Water resource in relation to large coal mining development or coal seam gas**



**4.1.9.1 Is the proposed action likely to have any direct and/or indirect impact on this protected matter? \***

No

**4.1.9.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \***

The project is not a large coal mining development or coal seam gas development.

**4.1.10 Commonwealth Land**

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

Direct impact	Indirect impact	Commonwealth land area
Yes	Yes	Melbourne Airport, Tullamarine, Victoria

**4.1.10.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \***

Yes

**4.1.10.2 Briefly describe why your action has a direct and/or indirect impact on these protected matters. \***

The project will be undertaken at Melbourne Airport, which is located on Commonwealth land. Potential impacts of the project on Commonwealth land include:

- Minor excavation of soils with low-level contamination
- Clearing and disturbance of native vegetation
- Potential indirect impacts to threatened species

**4.1.10.4 Do you consider this likely direct and/or indirect impact to be a Significant Impact? \***

No

**4.1.10.6 Describe why you do not consider this to be a Significant Impact. \***

With reference to the Significant Impact Guidelines 1.2, it is considered that the proposed action would not result in a significant impact on Commonwealth land, the key reasons being:

- The proposed action is located fully within the operational airside boundary of Melbourne Airport which is a highly modified environment which has undergone extensive landscape alteration in the past. The proposed works are adjacent to existing runway and taxiway infrastructure and therefore will not substantially alter natural landscape features.
- While soils in the project area are likely to contain low levels of contaminants including per-and poly-fluoroalkyl substances (PFAS), the scale, intensity and duration of ground disturbance equates to a low and short-term impact.
- It is unlikely that the expected impact on native vegetation would result in medium to large scale clearing of native vegetation that would constitute a significant impact to the environment as a whole on Commonwealth land.
- There are no known cultural heritage values located within the project area.

The full significant impact assessment is included in Section 6, pp 39-48, "Att 1- EPBC Referral 02243 Supporting Documentation".

**4.1.10.7 Do you think your proposed action is a controlled action? \***

No

**4.1.10.9 Please elaborate why you do not think your proposed action is a controlled action. \***

As detailed above, it is considered that the proposed action would not result in a significant impact on Commonwealth land. Consequently, the proposed action is not considered to be a controlled action in this regard.

**4.1.10.10 Please describe any avoidance or mitigation measures proposed for this action and attach any supporting documentation for these avoidance and mitigation measures. \***

The following avoidance and mitigation measures will be adopted during delivery of the project:

- A Construction Environmental Management Plan (CEMP) will be prepared for the project which will include, at a minimum:
  - Sediment and erosion control measures
  - Spill response procedures
  - Re-fuelling procedures
  - Spoil management procedures, including specific requirements for the management of PFAS-impacted soils
  - Weed management procedures
- The project CEMP must meet Melbourne Airport's minimum requirements, as outlined in the attached link (refer **link #1**), and must be approved by the APAM Environment and Sustainability Team and reviewed by the Airport Environment Officer (AEO) before commencement of the project.
- Management of PFAS-impacted soils will be in accordance with Melbourne Airport's PFAS Management Framework (refer **link #2**), which has been reviewed by the AEO.
- The requirements of existing Cultural Heritage Management Plans relevant to the project area will be adhered to.
- Other measures to minimise impacts to native vegetation, as outlined in Section 4.1.4.10 of this application.

**4.1.10.11 Please describe any proposed offsets and attach any supporting documentation relevant to these measures. \***

Not considered to be applicable.

**4.1.11 Commonwealth Heritage Places Overseas**

You have identified your proposed action will likely directly and/or indirectly impact the following protected matters.

A direct impact is a direct consequence of an action taken – for example, clearing of habitat for a threatened species or permanent shading on an ecological community as the result of installing solar panels.

An indirect impact is an 'indirect consequence' such as a downstream impact or a facilitated third-party action.

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**4.1.11.1 Is the proposed action likely to have any direct and/or indirect impact on any of these protected matters? \***

No

**4.1.11.3 Briefly describe why your action is unlikely to have a direct and/or indirect impact. \***

No Commonwealth Heritage Places Overseas are relevant to the project area.

**4.1.12 Commonwealth or Commonwealth Agency**

**4.1.12.1 Is the proposed action to be taken by the Commonwealth or a Commonwealth Agency? \***

No

## 4.2 Impact summary

### Conclusion on the likelihood of significant impacts

You have indicated that the proposed action will likely have a significant impact on the following Matters of National Environmental Significance:

- Threatened Species and Ecological Communities (S18)

### Conclusion on the likelihood of unlikely significant impacts

You have indicated that the proposed action will unlikely have a significant impact on the following Matters of National Environmental Significance:

- World Heritage (S12)
- National Heritage (S15B)
- Ramsar Wetland (S16)
- Migratory Species (S20)
- Nuclear (S21)
- Commonwealth Marine Area (S23)
- Great Barrier Reef (S24B)
- Water resource in relation to large coal mining development or coal seam gas (S24D)
- Commonwealth Land (S26)
- Commonwealth Heritage Places Overseas (S27B)
- Commonwealth or Commonwealth Agency (S28)

## 4.3 Alternatives

### 4.3.1 Do you have any possible alternatives for your proposed action to be considered as part of your referral? \*

No

### 4.3.8 Describe why alternatives for your proposed action were not possible. \*

These projects involve maintenance and upgrades of existing infrastructure which are required to comply with Civil Aviation Safety Authority (CASA) standards. The project design has already been revised to minimise the removal of native grasses as much as possible, and has considered avoidance, mitigation and management measures to be implemented throughout the project as detailed in Section 8, pp 50-54, "Att 1 - EPBC Referral 02243 Supporting Documentation".

## 5. Lodgement

## 5.1 Attachments



## 1.2.1 Overview of the proposed action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	18/06/2024	No	High

## 1.2.6 Commonwealth or state legislation, planning frameworks or policy documents that are relevant to the proposed action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High

## 1.2.7 Public consultation regarding the project area

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	Att 2 - CHMP 12774_Part 1.pdf This document comprises part 1 of the CHMP 12774	03/05/2017	Yes	High
#2.	Document	Att 2 - CHMP 12774_Part 2.pdf This document comprises part 2 of the CHMP 12774	03/05/2017	Yes	High
#3.	Document	Att 2 - CHMP 12774_Part 3.pdf This document comprises part 3 of the CHMP 12774	03/05/2017	Yes	High
#4.	Document	Att 2 - CHMP 12774_Part 4.pdf This document comprises part 4 of the CHMP 12774	03/05/2017	Yes	High
#5.	Document	Att 2 - CHMP16792_Part1.pdf This document comprises part 1 of the CHMP 16792	21/07/2022	Yes	High
#6.	Document	Att 2 - CHMP16792_Part2.pdf This document comprises part 2 of the CHMP 16792	21/07/2022	Yes	High
#7.	Link	Melbourne Airport Master Plan <a href="https://www.melbourneairport.com.au/corporate/ma..">https://www.melbourneairport.com.au/corporate/ma..</a>			High

1.3.2.18 (Person proposing to take the action) If the person proposing to take the action is a corporation, provide details of the corporation's environmental policy and planning framework

Type	Name	Date	Sensitivity	Confidence
#1.	Document ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High
#2.	Link Melbourne Airport Master Plan <a href="https://www.melbourneairport.com.au/corporate/ma..">https://www.melbourneairport.com.au/corporate/ma..</a>			High

## 3.1.1 Current condition of the project area's environment

Type	Name	Date	Sensitivity	Confidence
#1.	Link Melbourne Airport Master Plan <a href="https://www.melbourneairport.com.au/corporate/ma..">https://www.melbourneairport.com.au/corporate/ma..</a>			High

## 3.2.1 Flora and fauna within the affected area

Type	Name	Date	Sensitivity	Confidence
#1.	Document ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High

## 3.2.2 Vegetation within the project area

Type	Name	Date	Sensitivity	Confidence
#1.	Document ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High

## 3.3.2 Indigenous heritage values that apply to the project area

Type	Name	Date	Sensitivity	Confidence
#1.	Document Att 2 - CHMP 12774_Part 1.pdf This document comprises part 1 of the CHMP 12774	04/05/2017	Yes	High
#2.	Document Att 2 - CHMP 12774_Part 2.pdf This document comprises part 2 of the CHMP 12774	04/05/2017	Yes	High
#3.	Document Att 2 - CHMP 12774_Part 3.pdf This document comprises part 3 of the CHMP 12774	04/05/2017	Yes	High

#4.	Document	Att 2 - CHMP 12774_Part 4.pdf This document comprises part 4 of the CHMP 12774	04/05/2017	Yes	High
#5.	Document	Att 2 - CHMP16792_Part1.pdf This document comprises part 1 of the CHMP 16792	22/07/2022	Yes	High
#6.	Document	Att 2 - CHMP16792_Part2.pdf This document comprises part 2 of the CHMP 16792	22/07/2022	Yes	High

4.1.4.2 (Threatened Species and Ecological Communities) Why your action has a direct and/or indirect impact on the identified protected matters

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High

4.1.4.5 (Threatened Species and Ecological Communities) Why you consider the direct and/or indirect impact to be a Significant Impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High

4.1.4.10 (Threatened Species and Ecological Communities) Avoidance or mitigation measures proposed for this action

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High
#2.	Link	Melbourne Airport Environmental Management Plan <a href="https://assets-au-01.kc-usercontent.com/be08d7b0..">https://assets-au-01.kc-usercontent.com/be08d7b0..</a>			High

4.1.4.11 (Threatened Species and Ecological Communities) Proposed offsets relevant to avoidance or mitigation measures

	Type	Name	Date	Sensitivity	Confidence
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#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024	High
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## 4.1.10.6 (Commonwealth Land) Why you do not consider the direct and/or indirect impact to be a Significant Impact

	Type	Name	Date	Sensitivity	Confidence
#1.	Document	ATT1EP~1.PDF This document provides additional supporting documentation to EPBC Referral 02243	17/06/2024		High

## 4.1.10.10 (Commonwealth Land) Avoidance or mitigation measures proposed for this action

	Type	Name	Date	Sensitivity	Confidence
#1.	Link	Melbourne Airport Environmental Management Plan <a href="https://assets-au-01.kc-usercontent.com/be08d7b0..">https://assets-au-01.kc-usercontent.com/be08d7b0..</a>			High
#2.	Link	Melbourne Airport PFAS Management Framework <a href="https://assets-au-01.kc-usercontent.com/be08d7b0..">https://assets-au-01.kc-usercontent.com/be08d7b0..</a>			High

## 5.2 Declarations

## ✔ Completed Referrin

The Referring party is the perso

Name

Job title

Phone

Email

Address

☒ Check this box to indica

☒ Check this box to confirm these are the correct identification details. \*

☒ By checking this box, I, [REDACTED] 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. \*

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.

## ✔ Completed Person proposing to take the action's declaration

The Person proposing to take the action is the individual, business, government agency or trustee that will be responsible for the proposed action.

ABN/ACN

62076999114

Organisation name

AUSTRALIA PACIFIC AIRPORTS (MELBOURNE) PTY LIMITED

Organisation address

Representative's name

Representative's job title

Phone

Email

Address

☒ Check this box to indicate you have read the referral form. \*

☒ Check this box to confirm these are the correct identification details. \*

☒ I, [REDACTED]

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 or for the benefit of any other person or entity. \*

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.

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### ☒ Completed Proposed designated proponent's declaration

The Proposed designated proponent is the individual or organisation proposed to be responsible for meeting the requirements of the EPBC Act during the assessment process, if the Minister decides that this project is a controlled action.

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Same as Person proposing to take the action information.

☒ Check this box to indicate you have read the referral form. \*

☒ Check this box to confirm these are the correct identification details. \*

☒ I, [REDACTED]

Proposed designated proponent, consent to the designation of myself as the Proposed designated proponent for the purposes of the action described in this EPBC Act Referral. \*

You may receive automated notifications that aim to assist you in tracking the progress of your project. You can opt out of these notifications by updating your communication preferences on your profile.