



PART 5 ATTACHMENTS

Attachment IV Stakeholder and Community Engagement Report

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List of Abbreviations

Abbreviation	Explanation
CRG	Community Reference Group
DELWP	Department of Environment, Land, Water and Planning
DoT	Department of Transport
EES	Environment Effects Statement
MoG	Machinery of Government
MP	Member of Parliament
MRPV	Major Road Projects Victoria
NRU	Northern Roads Upgrade
PAO	Public Acquisition Overlay
PSA	Planning Scheme Amendment
PTV	Public Transport Victoria
PVSP	Plenty Valley Strategic Plan
RFT	Request for Tender
SRU	Suburban Roads Upgrade
TRG	Technical Reference Group
WWCHAC	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation
YY1	Stage 1 Yan Yean Road Upgrade
Yan Yean Road Upgrade - Stage 2	The Project

Executive Summary

The Victorian Government has committed to upgrading Yan Yean Road between Kurrak Road, Yarrambat and Bridge Inn Road, Doreen. The proposed upgrade includes adding a new lane in each direction, upgrading eight key intersections and building new walking and cycling paths. This is considered Stage 2 of the Yan Yean Road Upgrade (the Project), following the successful completion of the first stage between Diamond Creek Road and Kurrak Road in Plenty.

The Project was originally committed as part of the 2017/2018 Victorian State Budget. Initial consultation on the concept design was undertaken by VicRoads in April 2018, prior to the Machinery of Government (MoG) change that formed the Major Road Projects Authority (MRPA) on 1 July 2018. MRPA became known as Major Road Projects Victoria (MRPV) on 1 January 2019.

On 14 October 2018, the Minister for Planning determined that an Environment Effects Statement (EES) would be required under the *Environment Effects Act 1978* (EE Act) to assess the potential environmental, social and cultural effects of the Project. The EES enables stakeholders to understand the likely environmental and social effects of the Project and how they would be managed.

This consultation report has been prepared for the EES in accordance with the Scoping Requirements released by the Department of Environment, Land, Water and Planning (DELWP) in June 2019.

As part of this initial consultation phase between December 2017 and May 2018, various engagement activities were undertaken to inform stakeholders about the Project and encourage feedback on the various aspects of the Project. Since then, MRPV's communications and stakeholder engagement team have undertaken additional engagement activities throughout the development of this EES. The purpose of the additional engagement has been to raise awareness of the Project, listen to community feedback to help the Project team refine the design and assess the environmental impacts of the Project.

Key stakeholders include City of Whittlesea, Shire of Nillumbik, the Member for Yan Yean, Department of Transport (previously VicRoads), Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC), Parks Victoria, utility and service providers, emergency services, schools, businesses and residents, interest groups and road users.

As a result of extensive consultation, the design was further developed and refined during the EES process in order to avoid and minimise impacts to the environment, where possible. The options and details of these design refinements will be presented along with technical reports developed as part of the EES exhibition.

All relevant landowners have been notified of the potential land acquisition that may be required and have had the opportunity to understand the process, discuss their options and provide feedback on the Project either face-to-face or via video or phone conference during the development of the Project. Additional engagement will continue to assist in managing and where possible, minimising impacts.

Stakeholders will have further opportunity to submit feedback through the formal submissions process during the EES exhibition period and throughout the ongoing development of the Project.

1 Introduction

1.1 Background

Yan Yean Road is a significant north–south arterial road serving Melbourne’s northern growth area and providing connectivity for Doreen, Yarrambat and Plenty to employment and services in established neighbouring suburbs such as Greensborough and Diamond Creek.

Yan Yean Road is an arterial road being upgraded from two to four-lanes with improved safety features, six intersections with traffic lights, two with roundabouts, pedestrian crossings, and new walking and cycling paths. Stage 1 of the upgrade between Diamond Creek Road and Kurrak Road was completed in December 2019. Stage 2 (the Project) involves upgrading the section between Kurrak Road and Bridge Inn Road.

The Victorian Minister for Planning determined in October 2018 that an Environment Effects Statement (EES) was required for Yan Yean Road Upgrade – Stage 2 due to the Project’s potential to have significant environmental effects. For more information about this, please refer to the Scoping Requirements for the Project found on the Department of Environment, Land, Water and Planning (DELWP) website (<https://www.planning.vic.gov.au/environment-assessment/browse-projects/projects/yan-yeen-road-upgrade-stage-2>).

The Commonwealth Minister for Environment then determined in April 2019 that the Project will also be a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Both assessments are being completed as part of the EES to avoid duplicating the environmental assessment process.

1.2 Project Description

The Project would duplicate a 5.5 kilometre section of Yan Yean Road between Kurrak Road and Bridge Inn Road, increasing the existing two lanes to four lanes (comprising two lanes in each direction). The design speed along Yan Yean Road within the extent of the project area is 70 kilometres per hour, with the exception of north of Bridge Inn Road which is 80 kilometres per hour. This is consistent with existing speed limits.

The design for the Project assessed in this EES has 3.5-metre-wide lanes with the majority of the Project using a central 2.2 metre-wide median. This cross section was adopted in design due to various constraints ranging from road safety issues, steep and rolling terrain, high cut and fill batters and subsequent retaining walls at certain locations, as well as seeking to limit impacts to existing properties, local accesses and trees along Yan Yean Road.

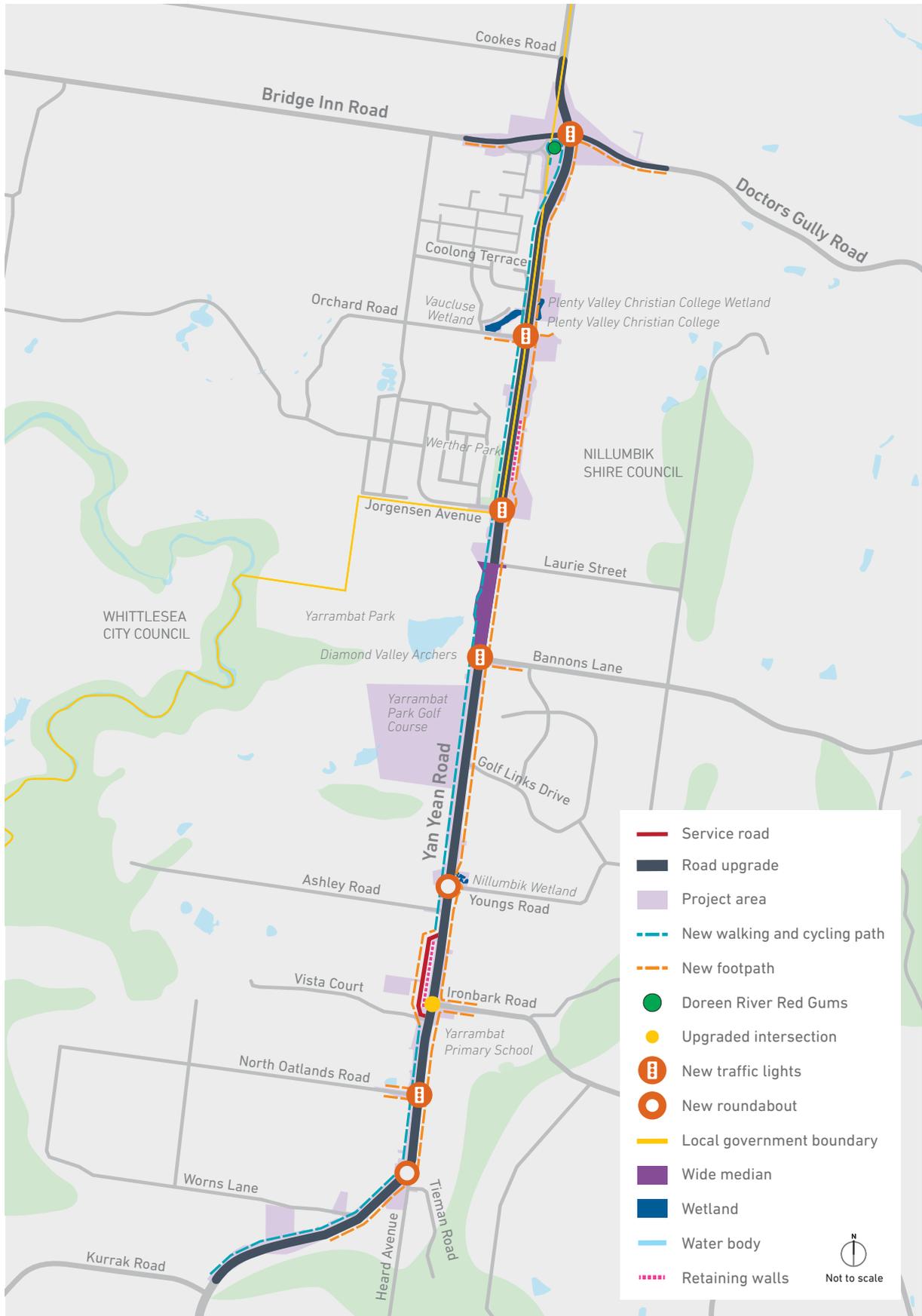
The existing road alignment has been retained due to constraints around the existing topography and land uses adjacent to the road corridor, with the exception of the Bridge Inn Road intersection which is moved to the north east to retain the Doreen River Red Gums and two businesses.

The project area and key project components are shown in **Figure 1**.

The Project includes:

- Two new roundabouts at Heard Avenue and Youngs Road
- Five new signalised intersections at Bannons Lane, Jorgensen Avenue, North Oatlands Road, Orchard Road and Bridge Inn Road
- Upgrades to one existing signalised intersection at Ironbark Road, including an additional right-hand turning lane, slip lane and traffic island
- New street lighting at all intersections, road signage and landscaping
- A new walking and cycling path on the western side and a footpath on the eastern side of Yan Yean Road, linking Diamond Creek to Doreen and improving safety and connectivity for pedestrians and cyclists
- Continuous safety barriers running along the Project’s length, proposed in the median and behind outer kerbs along the mid-block sections of the carriageways
- A wide median between Bannons Lane and Laurie Street to provide landscaping opportunities.

Figure 1 Project area and key components of the Project



1.3 Project Objectives

The Project aims to deliver measurable benefits to the residential development areas of Doreen and Mernda, as well as improving accessibility for those living in Yarrambat and Plenty, as described further in Chapter 2: *Project Rationale* of the EES document.

In response to the key changes and challenges identified by the Victorian Government, the objectives of the Project are described below:

- **Improved road safety** – The Project aims to achieve this by isolating road users from hazards through construction of continuous safety barriers and by improving access control through traffic lights at intersections. Congestion and the complex road environment (poor sight lines due to sharp hills and bends) are presently contributing to the poor safety record on Yan Yean Road
- **Improved customer experience** – The Project aims to achieve this by improving access and network connectivity, and providing opportunities for active transport and more road capacity
- **Improved network efficiency** – The Project aims to achieve improved traffic flow and a reduction in travel times by increasing road capacity and reducing congestion.

1.4 Purpose of the Report

The purpose of this report is to outline the steps taken to inform all relevant stakeholders about the Project and document the outcomes of the stakeholder engagement processes that have been undertaken in the lead up to the exhibition of the EES and the draft Planning Scheme Amendment.

Public participation has been integral to the development of the Project with engagement with key stakeholders through the development of the business case in 2017. Since partial funding was announced in April 2017 (with additional funding as part of the Suburban Roads Upgrade announced in April 2018), engagement with impacted and interested stakeholders has been ongoing. This report provides an overview of stakeholder and community consultation undertaken between December 2017 and the formal exhibition of the EES in late August 2020.

These activities have built community and stakeholder awareness and understanding of the Project and sought input from communities and stakeholders into project planning and development, and informed the project design, EES process, draft Planning Scheme Amendment and decision making in relation to the Project.

This report summarises the communication and engagement activities to date and responses to issues and concerns raised. It acknowledges feedback received from communities and stakeholders during the development of the initial concept design in 2018 and again in May 2020, which has led to specific design refinements to inform and prepare the Environment Effects Statement (EES).

1.5 Coronavirus (COVID-19) physical distancing requirements

During the development of the EES for the Project, the Australian and Victorian governments (based on advice from the Chief Health Officer) developed physical distancing restrictions as a way to manage the spread of coronavirus (COVID-19). Due to this, public gatherings were restricted and therefore some consultation milestones did not allow for face-to-face engagement.

To ensure compliancy with the State of Emergency requirements, from April 2020 consultation was shifted to an online interactive forum. MRPV recognises that parts of the community may not have had online access, so some traditional forms of communication were maintained, including hard copy communications e.g. letter box drops and hard copy feedback forms.

Any changes to the consultation approach post the development of this consultation report will remain flexible in compliance with the current health advice from the State Government.

2 Consultation objectives and requirements

The Yan Yean Road Upgrade – Stage 2 (the Project) will improve safety, congestion and travel times along Yan Yean Road between Yarrambat and Doreen. This will provide a safer and quicker journey for the 24,000 vehicles that use Yan Yean Road every day.

2.1 Scoping Requirements

The matters to be investigated and documented in the EES are set out in the Scoping Requirements published by the Minister for Planning. The Scoping Requirements were finalised in June 2019 following public consultation.

Section 2.2 of the Scoping Requirements require MRPV to undertake consultation to enable stakeholder and community knowledge and views to be considered in project planning and formal decision-making.

This includes preparation and implementation of a consultation plan with the purpose of familiarising the public and stakeholders with the Project and EES investigations as well as providing opportunities for input and engagement on specific issues.

The Scoping Requirements for the Project and the EES Consultation Plan have been available on the DELWP website since April 2019 at: planning.vic.gov.au/environment-assessment/browse-projects/projects/yan-yeen-road-upgrade-stage-2.

Section 3.2 of the Scoping Requirements requires MRPV to provide a report on 'issues raised through public and stakeholder consultation'.

Sections 4, 5, 6 and 7 of this report outlines the community engagement undertaken to date and key feedback and issues raised during key stages of the planning and development phase of the Project. **Section 8** summarises the issues raised and suggestions made by stakeholders and the community.

2.2 Technical Reference Group

In accordance with the Scoping Requirements, DELWP has convened an agency based Technical Reference Group (TRG) to advise MRPV on a range of matters associated with the EES and statutory approval processes.

DELWP established the TRG for the Project in December 2018. It comprises representatives from government agencies, councils and a representative body for the Traditional Owners of the land that have a statutory or policy interest in the Project. Representatives included:

- DELWP
- Melbourne Water
- Parks Victoria
- Aboriginal Victoria
- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) (the traditional owners of the land)
- Shire of Nillumbik
- City of Whittlesea.

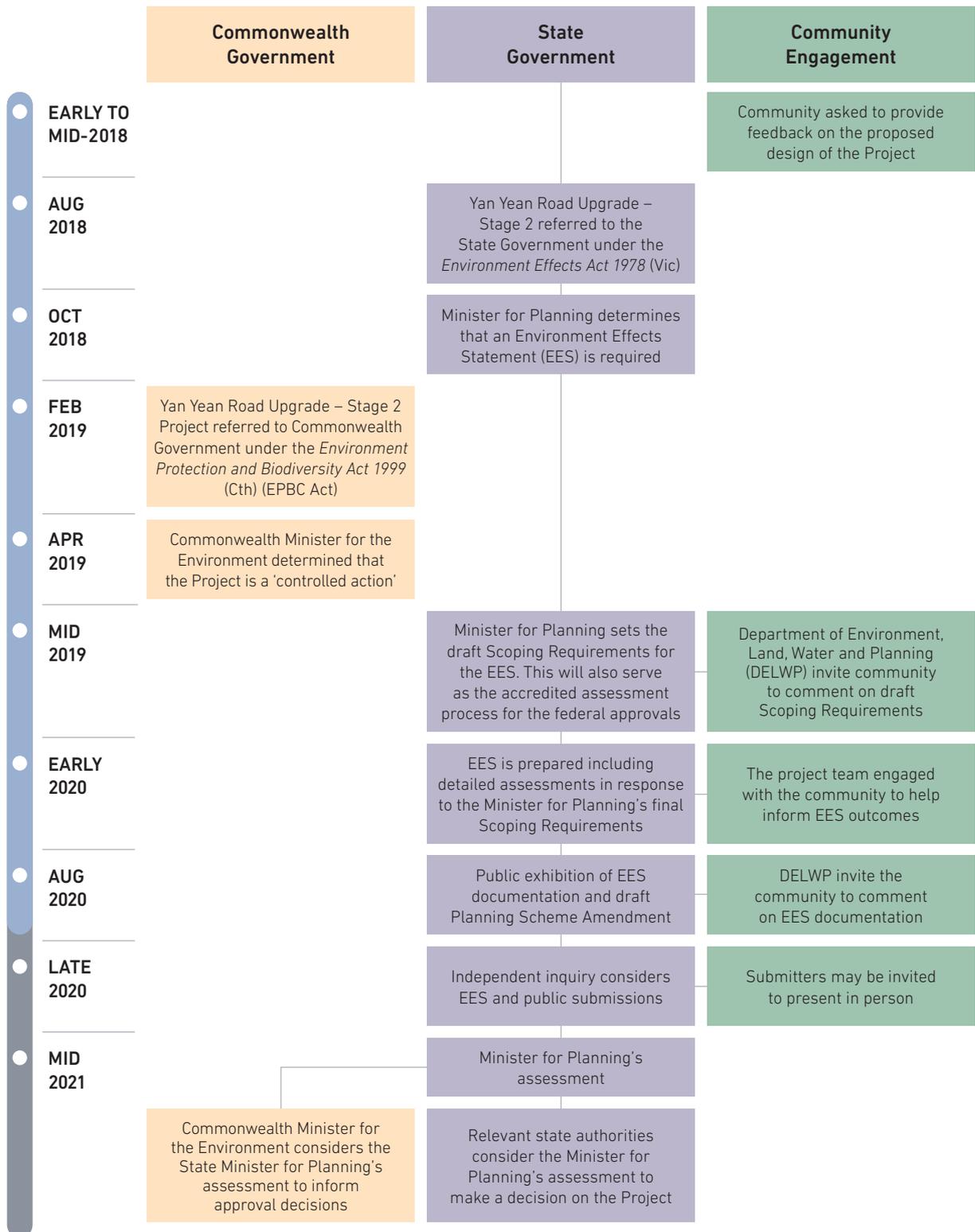
Matters specified in the TRG's Terms of Reference include:

- Applicable policies, strategies and statutory provisions
- The proponent's public information and stakeholder consultation program for the EES
- The Scoping Requirements for the EES
- The design and adequacy of technical studies for the EES
- Responses to issues arising from the EES investigations
- The technical adequacy of draft EES documentation
- Coordination of statutory processes.

The TRG reviewed and provided input to the Project team on the EES technical reports, as well as facilitated interaction between the Project and key stakeholders. MRPV met with the TRG on a bi-monthly basis for the majority of 2019 and during the first half of 2020. The TRG has also provided advice on appropriate stakeholder and community engagement activities for the Project and reviewed the EES Consultation Plan.

2.3 Key steps in the EES process

Figure 2 EES timeline



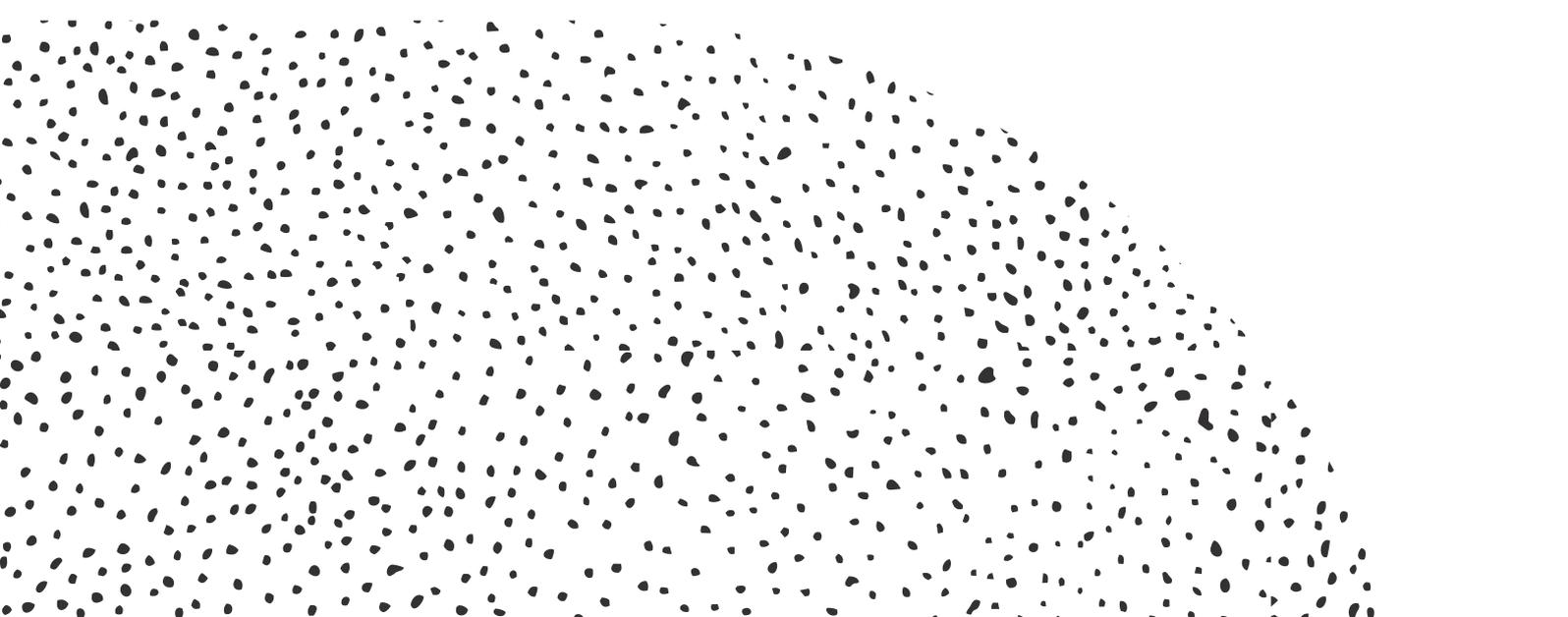
2.4 Project planning and approvals

The Project is being assessed through an Environment Effects Statement (EES) process. The EES process is administered by the Department of Environment, Land, Water and Planning (DELWP) on behalf of Victoria's Minister for Planning under the *Environment Effects Act 1978*.

The EES assesses the potential environmental effects of the Project and provides a framework for the community and decision-makers to understand the likely environmental effects of the Project and how they are proposed to be managed. The EES process is designed to be rigorous and transparent, with opportunities for input from stakeholders and the wider community.

The Project is also a controlled action under the Commonwealth Government's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This means the Project will be assessed under the Commonwealth and Victorian EPBC bilateral agreement. The EES is accredited as an assessment to inform the Commonwealth decision under the EPBC Act. The Commonwealth Minister for the Environment will decide whether to approve the Project under the EPBC Act, based on the Victorian Planning Minister's Assessment of the environmental effects of the Project.

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- The draft Planning Scheme Amendment (PSA) would be exhibited concurrently with the EES and a joint Advisory and Inquiry Committee may be appointed to consider submissions on the draft PSA and EES. The Minister for Planning's assessment of the EES report would inform the consideration of the draft PSA and the Commonwealth Minister for the Environment's approval decisions under the EPBC Act.
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3 Engaging on the Project

MRPV recognises public participation provides the best project outcomes and engagement has been undertaken in accordance with the Victorian Auditor-General's Office *Public Participation in Government Decision-making – Better Practice Guide 2015*.

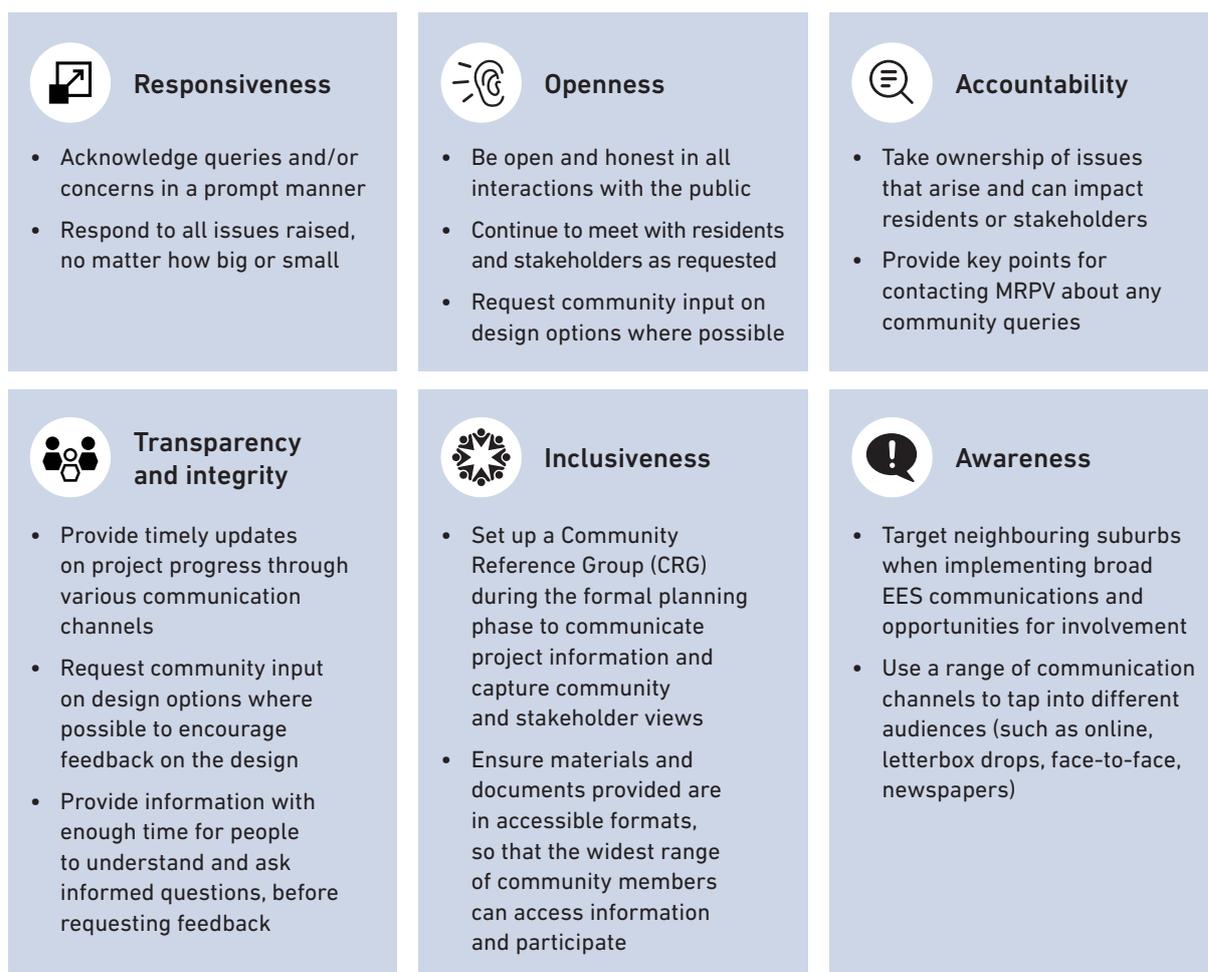
3.1 Engagement approach

There are varying levels of public participation that are undertaken as part of the development of any project.

Communication and engagement for the Project's EES ranges from informing people about the Project, to consulting and involving them in meaningful decisions about key aspects of project design and management of project impacts.

MRPV's commitment to communities and stakeholders is such that relevant specialists will consider all comments, ideas, suggestions and issues raised, with MRPV reporting back on aspects that have been incorporated into the Project, and for those that have not been incorporated – why it wasn't possible.

Figure 3 MRPV approach



3.2 Engagement stages

Engagement with communities and stakeholders was undertaken at different stages throughout the Project to ensure issues and recommendations were known and understood. Engagement will be ongoing with the community after the EES is complete and will be managed through the Communications and Stakeholder Engagement Plan for the Project.

3.2.1 Stage 1 – Initial concept design (2017–2018)

This stage sought to:

- Provide stakeholders with the opportunity to provide feedback on the initial concept design
- Commence discussions with impacted landowners regarding land acquisition required for the Project
- Engage with key stakeholders to understand constraints and opportunities in the project area.

Feedback helped to:

- Understand key impacts and areas of concern related to the Project
- Inform refinements to the initial concept design and access considerations for landowners.

3.2.2 Stage 2 – EES preparation (2018–2019)

This stage sought to:

- Outline the EES and planning process to stakeholders
- Provide stakeholders with further opportunity to provide feedback on the project design
- Investigate issues or concerns previously raised in more detail to be considered by specialists for the development of the EES.

Feedback helped to:

- Inform additional refinements to the initial concept design
- Minimise, and where possible, avoid impact to the environment in the project area
- Ensure technical reports responded to key areas of concern for the community.

3.2.3 Stage 3 – Design options and landscape values (May 2020)

This stage sought to:

- Provide stakeholders with the opportunity to provide feedback on the updated design and key locations along the road, as well as providing feedback on the landscaping values for the Project
- Hold discussions with impacted landowners regarding land acquisition requirements for the Project resulting from updated design and design options under consideration
- Engage with key stakeholders to understand constraints and opportunities in the Project area.

Feedback helped to:

- Understand key impacts and areas of concern related to the Project
- Inform refinements to the design for public exhibition
- Inform the Landscape Strategy for the Project.

3.2.4 Stage 4 – EES exhibition and public hearing (August and September 2020)

This stage will outline the EES and planning process to stakeholders and:

- Exhibit the EES for public comment and the project design is presented. This provides stakeholders with an opportunity to review technical reports and understand the impact of the Project and how MRPV proposes to mitigate and manage the impacts
- Minister for Planning will appoint an independent inquiry into the effects of the Project based on this EES, public submissions, and MRPV's response to the submissions
- Ensure the consultation requirements of the EES process and Scoping Requirements are met.



4 Stage 1 – Initial concept design (2017–2018)

4.1 Overview

Engagement activities requesting community feedback on the initial concept design were planned and delivered to achieve the engagement principles outlined in **Section 3**. The key methods of engagement included letterbox drops, face-to-face meetings, advertisements, email distributions, engagement website with initial concept design and feedback forms, and community information sessions. These activities took place between December 2017 and May 2018.

Details of these activities can be found in the table below.

Table 1 Consultation Activities

Method	Tools	Outcome
<p>Online engagement and consultation</p> <p>To provide information and capture feedback</p>	<ul style="list-style-type: none"> • Project webpage provided an overview of the project scope and benefits including attachments to the project fact sheet and designs, as well as providing updates on the engagement activities and timeframes. • PDF map showing the initial concept design overlaying the existing road and describing any changes to the road proposed by the upgrade. • Feedback forms allowed community to provide feedback on the initial concept design. • Cross sections allowed the community to see the changes in topography and how the initial concept design will change the gradient of the road. 	<p>There were 236 pieces of feedback submitted either online or via hard copy.</p>
<p>Advertisements</p> <p>To inform the broader community and road users</p>	<ul style="list-style-type: none"> • Geo-targeted digital advertising on Facebook from 18 April to 7 May 2018 aimed to raise awareness of the Project and of the opportunity for the community to provide feedback on the proposed design, upcoming community information sessions and encourage click through to the engagement website. 	<p>Two social media ads were sponsored, advertising the community information sessions.</p>

Method	Tools	Outcome
<p>Mail notifications</p> <p>To communicate with affected landowners/occupants</p>	<ul style="list-style-type: none"> • Postcard (DL size brochure) sent to over 18,000 properties in Plenty, Yarrambat and Doreen to promote the opportunity for feedback and community information sessions. • Proposed changes to access letter sent to approximately 250 residential and commercial properties on: <ul style="list-style-type: none"> – Worns Lane – Vista Court – Ashley Road – Youngs Road – Golf Links Drive – Laurie Street – Yan Yean Road – Activity Way <p>This was sent to inform landowners and occupants of the changes to access as part of the Project.</p> <ul style="list-style-type: none"> • Impacted land acquisition letter sent to 63 landowners impacted by land acquisition to inform them of the Project in December 2017, and that some land acquisition may be required based on the initial concept design. A follow up letter was sent in February 2018 to eight properties that had not responded to the initial letter. • Non-Impacted land acquisition letter sent to approx. 150 landowners informing that they are not impacted by land acquisition according the initial concept design. • Feedback form sent to approximately 4,800 residential and commercial properties within a 2km radius of the Stage 1 and Stage 2 project areas to inform landowners and occupants of the ability for the community to provide feedback on the initial concept design. • Email to project subscribers to inform them about the Project and seek feedback on the initial concept design. 	<p>Five letterbox drops, with the largest reaching over 18,000 landowners and occupants.</p> <p>Two emails to 911 project subscribers.</p>

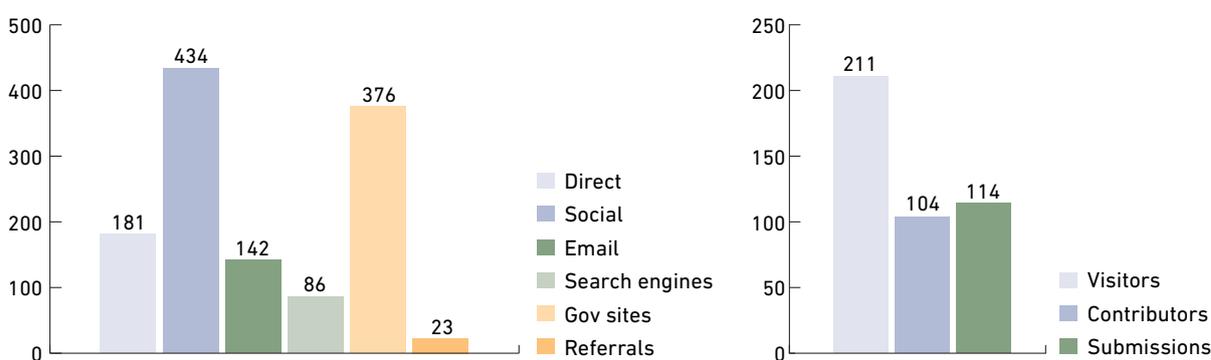
Method	Tools	Outcome
<p>Face-to-face meetings</p> <p>To facilitate design discussions</p>	<ul style="list-style-type: none"> • Landowner meetings were scheduled and conducted to discuss proposed land acquisition as part of the Project and seek the feedback of landowners regarding concerns and issues with the design. Maps highlighting potential impacts and fact sheets about the Project were used during these meetings. • Meetings were scheduled to brief key stakeholders including local Councils, the local Yan Yean MP, local schools and community groups on the Project and seek their feedback, concerns and issues on the initial concept design. Roll plot maps and fact sheets about the Project were used during these meetings. 	<p>During this engagement period, face-to-face meetings were undertaken with over 60 landowners, residents and businesses.</p>
<p>Community consultation events</p> <p>To increase awareness and provide opportunity to meet the project team</p>	<ul style="list-style-type: none"> • Community information sessions were hosted by the Project engineers and communications staff. The events were promoted on the engagement website, social media and via an email and hard-copy invitation. Sessions were hosted on the following days: <ul style="list-style-type: none"> – Saturday 17 February 2018, 9am–11 am at Plenty Hall – Wednesday 18 April 2018, 6pm–8pm at Plenty Valley Christian College – Saturday 21 April 2018, 9am–11 am at Yarrambat Primary School – Community members could view the initial designs, ask questions, complete a feedback form, and sign up for project updates. 	<p>Over 400 people asked questions or provided feedback at the events.</p>

4.2 Feedback

Overall, community and stakeholder feedback supported the Project and the key objectives the Project aims to achieve. The community generally acknowledged the initial design is functional and will generally improve safety.

All issues and concerns raised in feedback forms and meetings with individual landowners, road users, residents, visitors to the area and tenants were recorded. 236 pieces of feedback were received during the consultation period between April and May 2018 including 116 hard copy feedback forms and 120 online surveys submitted.

Figure 4 Feedback traffic and information



The figures above highlight the sources of traffic during the consultation period and ways in which the community provided their feedback. Analysis of the feedback received suggests the community is predominantly concerned with safety, traffic flow, local access and environmental impacts.

Key aspects of the feedback highlighted:

- Support for the upgrade from a connectivity perspective however concerns about centre median barriers restricting access for local residents
- The Project will ease traffic flow during peak hour and provide better public transport options and should be constructed as a priority
- The road will become a safer place for all users, and walking and cycling paths and footpaths will improve active travel in the area
- Impacts to local access and the requirement of U-turning at dedicated intersections will be safer, however is inconvenient and should be improved where possible
- The environment and amenity are valued by the community and tree loss and wildlife barriers should be minimised, especially the two large Doreen River Red Gums on the corner of Yan Yean / Bridge Inn / Doctors Gully roads
- Concerns at key intersections that the treatment provided was not suitable for the area (notably North Oatlands Road and Jorgensen Avenue) and that there are too many traffic lights
- Service lanes between Vista Court and Ashley Road, and Laurie Street and Bannons Lane will improve access to our properties.

The majority of issues raised during the period of consultation between December 2017 until May 2018 have been addressed in **Section 8**.

5 Stage 2 – EES preparation (2019)

5.1 Overview

Engagement activities throughout the development of the EES were planned and delivered to achieve the engagement principles outlined in **Section 3**, as well as build the community’s knowledge of the EES process and awareness of the Project. The key methods of engagement throughout this stage included letterbox drops, face-to-face meetings, advertisements, email distributions, engagement surveys, and community pop-ups. These activities took place between April and October 2019.

Details of these activities can be found in the table below.

Table 2 Consultation activities

Method	Tools	Outcome
<p>Online engagement</p> <p>To provide information and capture feedback</p>	<ul style="list-style-type: none"> • Project webpage provided an overview of the project scope and benefits including attachments for the project fact sheet and EES process, as well as providing updates on the engagement activities and timeframes. This also referred to the DELWP website, encouraging submissions for the draft Scoping Requirements. • Survey asking the community how they would like to be engaged with during the EES process. • Q&A encouraging the community to ask questions about the Project. 	<p>76 submissions were made to DELWP in response to the draft Scoping Requirements</p> <p>24 surveys were completed, asking how the community would like to be engaged with.</p>
<p>Mail notifications</p> <p>To communicate with affected landowners/ occupants</p>	<ul style="list-style-type: none"> • Postcard (DL size brochure) sent to over 16,000 properties in Plenty, Yarrambat and Doreen to promote the opportunity for feedback on the draft Scoping Requirements between April and May 2019. • Impacted land acquisition letter sent to 63 landowners impacted by land acquisition in April 2019, informing impacted landowners about the EES process. • Notification letter sent to residents within 200m either side of Yan Yean Road in September 2019 to inform residents about the EES process and opportunity to come and meet the Project team. • Email to project subscribers, informing the community about the EES process, the opportunity for feedback into the draft Scoping Requirements, and when they can meet the Project team to ask questions. 	<p>Two emails to 1,321 project subscribers between April and May 2019 with a 16% click through rate</p> <p>One email sent to 1,507 project subscribers during the October 2019 engagement period with a 14% click through rate.</p>
<p>Advertisements</p> <p>To inform the broader community and road users</p>	<ul style="list-style-type: none"> • Geo-targeted digital advertising on Facebook from 30 April to 17 May 2019 encouraging feedback on the EES draft Scoping Requirements. An additional advertisement between 1 and 18 October 2019 aimed to raise awareness of the EES process and of the opportunity to meet team or ask questions about the Project. 	<p>Sponsored social media advertising about the draft Scoping Requirements reached 22,414 people in April/May 2019.</p>

Method	Tools	Outcome
<p>Face-to-face meetings</p> <p>To facilitate design discussions</p>	<ul style="list-style-type: none"> • Meetings were scheduled to brief key stakeholders on the Project and EES process. These include: <ul style="list-style-type: none"> – Yan Yean Road Technical Reference Group – DELWP – Yan Yean Road Community Reference Group – Nillumbik and Whittlesea Councils – Danielle Green MP • Meetings with impacted landowners are ongoing as part of the land acquisition process and refining the project area. • Meetings with community groups, organisations and clubs are ongoing to ensure impacts are known and minimised wherever possible. 	<p>During this engagement period, face-to-face meetings and doorknocks were undertaken with over 50 landowners, residents and businesses.</p>
<p>Community events</p> <p>To increase awareness and provide opportunity to meet the Project team</p>	<ul style="list-style-type: none"> • Community pop-ups were hosted by the Project engineers and communications staff. The events were promoted via an email and sponsored social media. Sessions were hosted on the following days: <ul style="list-style-type: none"> – Saturday 14 September 2019, 10am–4pm at Diamond Creek Fair – Thursday 2 October 2019, 4pm–7pm at Laurimar Town Centre – Wednesday 16 October 2019, 4pm–7pm at St Helena Marketplace – Community members could ask questions about the Project, EES process and sign up for project updates. 	<p>A total of over 300 people attended the community events and asked questions or provided feedback about the Project at the events.</p>

5.2 Feedback

During the consultation period between 30 April and 17 May 2019, 76 submissions were provided to DELWP in relation to the draft Scoping Requirements.

Of the 76 submissions, 64 referred to the two River Red Gum trees on the corner of Yan Yean / Bridge Inn / Doctors Gully roads. Other submissions were about:

- The loss of total trees along the alignment, including ecosystem concerns
- Protection of wildlife and wildlife corridor
- The protection for the culturally significant post office on the corner of Doctors Gully and Yan Yean roads
- Justification around traffic volumes and need for the duplication.

Engagement with the community will continue for the duration of the EES process and Project to ensure transparent and open communication. All issues raised during the EES period have been combined with the issues raised since 2018 and have been addressed in **Section 8**.

6 Stage 3 – Design options and landscape values (May 2020)

6.1 Overview

Community consultation on the design was undertaken to seek community feedback on the updated design, design options under consideration, and landscape values for the Project. Feedback was used to guide the refinement of the design and inform the Landscape Strategy for the Project. Community consultation took place between 1 and 24 May 2020 through an online engagement hub.

Due to coronavirus (COVID-19) physical distancing restrictions, MRPV adapted its engagement activities to be delivered online, forgoing traditional face-to-face engagement. This included an engagement website equipped with interactive engagement tools including maps, online surveys, Webinars with the Project team, Q&A tools and fact sheets available on the website for more information.

Community consultation was promoted using print notifications and a combination of social media, online and display advertising. The engagement activities were planned and delivered to achieve the engagement principles outlined in **Section 3**. Details of these activities can be found in the table below.

Table 3 Consultation activities

Method	Tools	Outcome
<p>Online engagement hub</p> <p>To provide information and capture feedback</p>	<ul style="list-style-type: none"> • Engagement webpage provided an overview of the project scope and benefits including interactive maps, Q&A tool, instructional and informative videos, document library containing project fact sheets and designs, as well as an online feedback form. • Document library containing fact sheets, maps and cross sections describing design updates, design options including benefits and challenges, and allowing the community to see the changes in topography and how the design will change the gradient of the road. • Videos and animations providing information on the design options under consideration and instruction on how to use the interactive engagement website and provide feedback. • Feedback forms allowed community to provide feedback on the updated design, design options, and landscaping and streetscaping considerations. 	<p>Over 9,400 people visited the consultation website between 1 and 24 May.</p> <p>There were 575 pieces of feedback submitted and questions raised online. 181 comments dropped via pins on the interactive map, 300 online feedback forms were completed, 32 questions were submitted using the Q&A tool, and the videos received 4,022 views.</p>

Method	Tools	Outcome
<p>Notifications</p> <p>To communicate with affected landowners/occupants</p>	<ul style="list-style-type: none"> • Postcard (DL size brochure) sent to over 16,000 properties in Plenty, Yarrambat, Mernda and Doreen to promote the opportunity for feedback, Webinars, CRG and engagement website. Properties within a 5km radius of the project area received the postcard. • Design update letter sent to 175 residential and commercial properties on: <ul style="list-style-type: none"> – Worns Lane – Vista Court – Ashley Road – Youngs Road – Bridge Inn Road – Doctors Gully Doad – Heard Avenue – Golf Links Road – Laurie Street – Yan Yean Road – Activity Way • Feedback form sent to 175 residential and commercial properties in the immediate project area (listed above) to inform landowners and occupants of the ability for the community to provide feedback on the design. • Emails to 53 key stakeholders and 1,660 subscribers to inform them about the design update, design options and consultation opportunities. • Calls to 55 key stakeholders informing them of consultation opportunities. 	<p>Two emails to over 1,700 project subscribers on 1 May 2020 with a 35% click through rate.</p> <p>A reminder email was sent to over 1,700 project subscribers on 13 May with a 22% click-through rate.</p>
<p>Advertisements</p> <p>To inform the local and broader community and road users</p>	<ul style="list-style-type: none"> • Geo-targeted digital advertising on Facebook from 1 to 24 May 2020. Geo-targeted to reach Facebook users located within a 13km radius of Doreen. • Digital advertising on websites geo-targeted to a 5km radius from Yarrambat and Doreen from 7 to 24 May 2020. • Digital display advertising in the local area on shopping centre digital display screens from 7 to 24 May 2020 and on a digital display trailer from 10 to 24 May 2020. <p>All advertisements aimed to raise awareness of the opportunity for the community to provide feedback on the proposed designs, participate in a Webinar and encourage visitation to the engagement website.</p>	<p>Sponsored social media advertising about the consultation opportunity reached 160,096 people in May 2020, with 2,985 click throughs, 93 reactions, 33 comments and 16 shares.</p>

Method	Tools	Outcome
<p>Meetings and briefings</p> <p>To facilitate design update and options discussions</p>	<ul style="list-style-type: none"> • Landowner meetings were held face-to-face (when it was safe to do so) or via video conference with businesses and residents affected by the design update at the Youngs Roads intersection and the design options under consideration at the Bridge Inn Road intersection. The purpose of the meetings was to provide an update on the design changes and what that would mean for property owners in terms of access, environmental impacts and land acquisition. Feedback was sought from the landowners regarding design option preference, access concerns and any other design considerations. Intersection design maps and property specific design impact maps were presented during these meetings. • Stakeholder briefings were held over video conference to brief key stakeholders including local council officers and Councillors, and the local Yan Yean MP on the Project and seek their feedback, concerns and issues on the design. A presentation and communications collateral including a roll plot map, fact sheets, design options maps and cross sections were provided during these meetings. 	<p>Face-to-face or virtual meetings undertaken with landowners of 10 properties as well as residents and businesses impacted by the design change were met with or provided the opportunity be met with.</p> <p>All questions were answered, and the latest information was provided.</p>
<p>Community information sessions</p> <p>To encourage feedback, answer questions and provide opportunity to meet the Project team</p>	<ul style="list-style-type: none"> • Community information sessions were held as online Webinars due to physical distancing requirements and were hosted by the project director, engineers and communications staff. The events were promoted on the engagement website, social media and via an email and letterbox drop. Sessions we hosted on the following days: <ul style="list-style-type: none"> – Saturday 9 May 2020, 10.30am–11.30am – Wednesday 13 May 2020, 6pm–7pm • Community members could meet the Project team, view the designs and ask questions. 	<p>Over 110 people tuned in to participate in the Webinars with 62 questions being submitted for the panel to answer over the two, one-hour sessions.</p>

6.2 Feedback

Overall, community and stakeholder feedback supported the Project and the key objectives the Project aims to achieve. All issues and concerns raised in feedback forms, pins dropped on the interactive maps, questions posted to the engagement website using the Q&A tool, and meetings with individual landowners, tenants and stakeholders were recorded. 575 contributions and pieces of feedback were received during the consultation period between 1 and 24 May 2020 including 181 pins and comments dropped on the interactive map and 300 feedback forms were submitted.

Analysis of the feedback received suggests the community is predominantly concerned with amenity, safety, traffic flow, local access and environmental and wildlife impacts. Key aspects of the feedback highlighted the importance of the following to the local community:

- Access to business and property
- Desire for MRPV to take community sentiment on board during decision making process
- Efficient traffic flow
- Preservation of flora and fauna in the local environment
- Future development opportunities
- Preserving local history and heritage
- Land acquisition requirements to build the Project
- Local amenity, particularly the impact of the Project on look and feel of the local area
- Safety of the road design
- Project impacts on local wildlife.

The majority of issues raised during the period of consultation in May 2020 have been addressed in **Section 8**.



7 Stakeholder engagement

The Project team has worked to seek feedback and input from individuals and stakeholders directly affected by the Project as well as people, groups and organisations within the broader community who have local or specialised knowledge, suggestions and advice to share. Stakeholders and communities include:

- Government agencies and regulators
- Local residents, road users and landowners
- Utility services and industry groups
- Nillumbik and Whittlesea Councils
- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC)
- Community and environmental groups
- Early learning centres and schools
- Businesses
- Emergency services

7.1 Government agencies and regulators

The Project team's key point of contact for government agencies and regulators is the TRG, as described in **Section 2.2**.

In addition to TRG meetings, members of the Project team have met regularly with the agencies (and their relevant stakeholders, such as public transport operators and DoT) to discuss specific areas of interest or concern in more detail. A series of meetings and briefings were undertaken to discuss and obtain feedback on the Project. These included:

- Whittlesea and Nillumbik council officers and Councillors
- Minister for Transport Infrastructure, Hon. Jacinta Allen MP
- Parks Victoria
- Yan Yean MP, Danielle Green
- Department of Environment Land Water and Planning (DELWP)
- Department of Education
- Minister for Roads and Road Safety, Hon Luke Donnellan MP (at the time of community consultation in 2018)
- Melbourne Water
- Department of Transport (including VicRoads and Public Transport Victoria (PTV))

Engagement with key stakeholders will continue as required throughout the design process for the Project.

7.2 Councils

MRPV has engaged with Nillumbik and Whittlesea Councils on a regular basis through a range of forums, including:

- Monthly meetings with the council office
- Providing copies of engagement and consultation material prior to consultation being available for the wider community
- Councillor briefings
- Engagement relating to land and property impacts

These meetings allowed the Project team to share upcoming opportunities and milestones, flag issues and opportunities for project improvements and provide ongoing updates for the Project.

7.3 Local residents and landowners

The Project team has spoken with all landowners impacted by land acquisition or changes to access along the project alignment, and has notified the Yarrambat, Plenty and Doreen community about the opportunities to share information, ask questions and seek feedback on the Project. Engagement with local residents and landowners has included:

- Postcard letterbox drops
- Doorknocks
- 1800 telephone hotline and community email enquiry inbox
- Community information sessions and pop-ups
- Face-to-face and video conference meetings
- Email updates and print newsletters
- Notification letters along the project alignment
- Detailed project website
- Community Reference Group
- Active social media channel
- Dedicated online engagement hub

Residents and landowners potentially directly affected by land acquisition were sent a notification letter and have had face-to-face and video conference meetings to discuss the land acquisition and compensation process. Other landowners and residents impacted by access changes along the alignment have also had face-to-face or phone conversations to understand impacts and access requirements as part of the Project.

The Project team has continued to try and refine the Project following the feedback, working to understand individual concerns, issues and circumstances and have tried to minimise these where possible. Ongoing design refinements will continue after the environmental and planning approvals are sought for the Project in consultation with landowners.

7.4 Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

The project area is within the boundary of the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) Registered Aboriginal Party (RAP). The WWCHAC have been appointed as the Registered Aboriginal Party for this area under the provisions of the *Aboriginal Heritage Act 2006* and are a member of the TRG. MRPV requires approval of a Cultural Heritage Management Plan (CHMP) by WWCHAC. A draft CHMP has been prepared and will be submitted to WWCHAC once a decision about the EES is made by the Minister for Planning in mid-2021.

As part of the EES process, MRPV has been working in collaboration with WWCHAC through involvement in the development of the EES. A range of activities including workshops and field visits with Elders and specialists from disciplines including cultural heritage and historical heritage has been used to record tangible and intangible cultural values of Wurundjeri in the project area. Details of this can be found in the Aboriginal and Cultural Heritage assessment for this EES.

7.5 Utility services and industry groups

MRPV has engaged, through meetings and briefings, with a range of utility providers, peak bodies and industry groups that represent businesses or community members with an interest in the Project. These include:

- Telstra
- AusNet
- Melbourne Water
- APA Gas
- Yarra Valley Water
- NBN
- Bicycle Network
- RACV

7.6 Community and environmental groups

The Project team has been engaging and meeting with various groups since the Project was announced to better understand concerns, answer questions and resolve issues where possible. Conversations have been held with key environmental groups in the area and will be ongoing throughout the Project. These include (but are not limited to) Save the Doreen River Red Gums group, Help for Wildlife group, Plenty Community Action Group, Diamond Valley Archery, Yarrambat Park Golf Course operator and the Yarrambat Horse and Pony and Adult Riding Group. We have ensured that these groups, as well as others, are kept up to date on the Project via email updates and phone calls.

Some of these groups were represented on the Yan Yean Road Community Reference Group, and others that are not represented have been offered meetings or MRPV has made attempts to initiate contact.

7.7 Early learning centres and schools

MRPV has met and engaged with Yarrambat Primary School, Plenty Valley Christian College, Hippy Hop Childcare centre, Butterflies and Smiling Children Childcare to seek feedback and discuss impacts from the Project. Key considerations as part of the development of the Project is to ensure that access is maintained or improved wherever possible for education facilities along the project area.

The Project team has also provided information to the school for distribution the wider school to improve awareness about the Project throughout the EES process and will continue to engage with them during the development of the Project.

8 Feedback and responses

Engagement with the community and key stakeholders has been ongoing since late 2017. By seeking and documenting feedback from a wide range of stakeholders across the project area, local priorities, issues and concerns have been considered when in refining the project design and EES impact assessments and the draft Environmental Management Framework.

Feedback ranged from specific areas to whole of project, a local area, issue or individual property. Comments made by stakeholders and communities have been recorded and analysed with the following key themes identified:

- Access, community and businesses
- Safety issues that are current or presenting in the design
- Project scope, construction and timing
- Environment, amenity and landscaping
- Traffic flow, accessibility and connectivity.

Table 4 below summarises the response to key issues raised during the consultation for the Project from the initial consultation period in late 2017 until May 2020 .

Table 4 Feedback and responses register

Theme	Issue	Response
Safety	Opposition to the installation of centre medians, due to the impact on existing access conditions and additional travel distance / increased travel time.	<p>The project design includes a narrow centre median safety barrier. MRPV has reduced the width of the centre median to reduce land requirements, impacts to property owners and the environment.</p> <p>The median barriers will significantly improve safety and reduce the risk of head-on collisions. This will limit turning opportunities to designated intersections where people will be able to turn right and do U-turns safely. This means some may need to travel a slightly greater distance, but will have the benefit of increased safety</p>
	Ensure street lighting is included and that there are pedestrian refuges in the centre median strip.	<p>MRPV will ensure that adequate lighting is provided along the road. The location of lighting will be decided during the design of the Project.</p> <p>All intersections with traffic lights will have pedestrian crossings to provide safe crossing opportunities. Additionally, proposed roundabouts at Heard Avenue and Youngs Road include pedestrian refuges. Any additional pedestrian refuges cannot be accommodated due to the safety barriers in the middle of the road.</p>

Theme	Issue	Response
<p>Continued: Safety</p>	<p>Requests for safer access and a service road on Yan Yean Road between Laurie Street and Bannons Lane.</p>	<p>The additional lanes in the project design significantly improves the ability for people to enter and exit Yan Yean Road.</p> <p>This will help reduce the likelihood of rear-end collisions by allowing space to merge around vehicles entering and exiting properties in this area.</p> <p>MRPV has investigated the possibility of including a service road however it has not been adopted for the following reasons:</p> <ul style="list-style-type: none"> • A service road requires a barrier between the road, which would make it difficult for large vehicles to enter or exit properties • A service road does not allow for the proposed boulevard median of trees, which is a key foraging habitat for the Swift Parrot • MRPV is exploring the possibility of including a wide shoulder to improve safe access for residents in the area.
	<p>Concern about position of the bus stop sightlines for those exiting Vista Court.</p>	<p>Due to the minimal traffic exiting Vista Court, it is expected that the impact will be minimal. Residents can also use the service road along Yan Yean Road to turn left out onto the road.</p> <p>Bus stop locations will be confirmed during ongoing design developments of the Project in consultation with PTV and bus operators.</p>
	<p>Concerns about safety exiting Yarrambat Golf Club onto Yan Yean Road.</p>	<p>The current proposal will improve safety when exiting the Yarrambat Golf Club, as road users will have to turn left, and then U-turn at Bannons Lane to head back towards Greensborough.</p>
	<p>Concerns about the safety of roundabouts, particularly for pedestrians and cyclists.</p>	<p>The upgrade will install safety barriers running along the centre median of Yan Yean Road, preventing right turn movements along the road except at key intersections. The inclusion of roundabouts in the road design is necessary to provide large and heavy vehicles travelling along Yan Yean Road opportunities to safely perform a U-turn.</p> <p>While crossings will be built into all key intersections, pedestrians and cyclists may prefer to cross Yan Yean Road at one of the signalised intersections rather than at a roundabout, which they can access by continuing along the walking and cycling paths until they are able to cross safely.</p>

Theme	Issue	Response
Continued: Safety	<p>Concerns about the inclusion of slip lanes in the project's design, particularly for pedestrians and cyclists.</p>	<p>The current road design will feature slip lanes to balance traffic flow. To ensure pedestrian and cyclist safety, we will continue to investigate the requirements such as zebra crossings or a push-button traffic light system.</p> <p>Either option will be investigated further as part of the design process to ensure pedestrians and cyclists can safely cross the road.</p>
	<p>Potential safety hazard from River Red Gums shedding branches</p>	<p>As part of the design phase, MRPV will investigate the appropriate maintenance requirements for any trees in that are in close proximity to the road alignment in consultation with DoT to minimise the risk fallen branches would pose.</p>
	<p>Concern over the proximity of the road upgrade to Plenty Valley Christian College.</p>	<p>Ongoing consultation continues with Plenty Valley Christian College to ensure the design of the road is appropriate for the school. All design requirements have been captured and measures will be taken to ensure safe access during construction.</p>
	<p>Concern over provision of safe crossing opportunity for pedestrians, particularly at the local schools.</p>	<p>The pedestrian crossing currently in place on Plenty Valley Christian College Grounds will be replaced by a signalised intersection for pedestrians wanting to access either side of the road at Orchard Road.</p> <p>At Yarrambat Primary School, traffic lights will remain at the Ironbark Road intersection, however there will be safer and more connected walking and cycling paths for students leaving and entering the school.</p>
Traffic flow	<p>Impact of intersections on traffic flow.</p>	<p>Upgrading key intersections along Yan Yean Road will manage traffic flow and improve safety for road users entering and existing Yan Yean Road.</p> <p>Sensors will be installed at all intersections with traffic lights, to ensure lights are responsive to traffic conditions. Traffic lights will be operated by Department of Transport's central linking and monitoring system allowing traffic flow to be optimised during peak and off-peak periods, and dynamic responses to changing traffic demands.</p>
	<p>Roundabout at North Oatlands Road was preferred over traffic lights.</p>	<p>A roundabout was explored at the North Oatlands Road intersection; however, it was not preferred for the following reasons:</p> <ul style="list-style-type: none"> • Traffic lights will help to facilitate higher volumes of traffic during peak and off-peak periods • Traffic lights provide safer pedestrian crossing opportunities for school children • Roundabout would require a larger footprint and would require significantly more land acquisition. <p>The traffic lights will be connected to the intelligent transport system to optimise traffic flow to minimise disruption.</p>

Theme	Issue	Response
<p>Continued: Traffic flow</p>	<p>Signalise Ashley Road instead of Ironbark Road.</p>	<p>Selecting the location of key intersections along Yan Yean Road is based on various factors including safety and efficiency of travel for all road users.</p> <p>Traffic modelling confirmed that Ironbark Road should retain traffic lights to operate safely and efficiently. Traffic analysis also suggests that left in, left out of Ashley Road will be appropriate to handle the predicted traffic in 2031. It is also unsafe to construct an intersection at the gradient of the road in this specific location.</p> <p>Ashley Road does not connect to any other roads or Plenty Gorge unlike Ironbark Road, which connects Yan Yean Road to Diamond Creek, Wattle Glen, and surrounding housing estates. Ironbark Road also caters to a high volume of traffic during peak hours at Yarrambat Primary School, as well as providing access to the local post office, a café, a general store, Yarrambat CFA, and Yarrambat Football Club.</p> <p>While we closely considered the suggestion to build traffic lights at Ashley Road, we are constructing a roundabout at Youngs Road to allow for people to safely turn out of Ashley Road and U-turn to head south along Yan Yean Road.</p>
	<p>Too short of a distance between the Bannons Lane and Orchard Road intersections to be signalised.</p>	<p>The distance between these two intersections is 1.4km, which is more than the 800m distance that is preferred between intersections to allow for safe and convenient U-turn opportunities.</p> <p>Both the Orchard Road and Bannons Lane intersections will have traffic lights to improve capacity along Yan Yean Road, improved U-turn opportunities and safer pedestrian facilities.</p> <p>Traffic lights will have sensors and will be operated by Department of Transport’s central linking and monitoring system to optimise traffic during peak and off-peak periods, and to respond quickly to changing traffic demands.</p>
	<p>The roundabout proposed at Heard Avenue intersection should be moved to Worns Lane.</p>	<p>Roundabouts and left in, left out access arrangements were considered for both Heard Avenue and Worns Lane. Traffic analysis and U-turn spacing indicate that it is only appropriate to have a roundabout at one of these intersections. Ultimately a roundabout at Heard Avenue was preferred because:</p> <ul style="list-style-type: none"> • Worns Lane connects to North Oatlands Road via Latrobe Road and traffic lights will be provided at North Oatlands Road • Heard Avenue is a safer location for a roundabout compared to Worns Lane due to better sight distances • Land acquisition requirements are less at Heard Avenue compared to Worns Lane.

Theme	Issue	Response
Continued: Traffic flow	<p>Jorgensen Avenue should have traffic lights, and this should be done soon because the intersection is unsafe.</p>	<p>Traffic lights at Jorgensen Avenue is the preferred option for this intersection. We will also be providing wider U-turns opportunities at this location to support larger vehicles including horse floats and trailers by the installation of a jug-handle at this intersection.</p> <p>Both options were presented in May 2020 and community feedback highlighted that there was no preference for either option, however that U-turns were important to accommodate. This alternative intersection supports the U-turn requirements and the technical investigations undertaken at this location. A stop sign was installed in May 2020 as an interim measure to improve safety at the intersection before works on the road upgrade can commence.</p>
	<p>Bus stops along Yan Yean Road should be indented and there should be bus lanes along the entire length of the road like “they have in Sydney and other major cities”.</p>	<p>MRPV continues discussions with PTV regarding the reinstatement of existing bus stops along Yan Yean Road. MRPV will continue to refine the location and design of bus stops during the design phase of the Project. Dedicated bus lanes will not be installed along Yan Yean Road but there are ongoing conversations with DoT to ensure public transport is prioritised in the area. MRPV will continue to refine the design to improve public transport journey times and service reliability in the area.</p>
	<p>Request for construction of a roundabout instead of traffic lights at Bridge Inn Road intersection.</p>	<p>A roundabout at the Bridge Inn Road intersection would not accomplish the safety and traffic objectives set by the Project. Details regarding the current traffic and future traffic volumes is detailed in the Traffic Impact Assessment developed as part of the EES for the Project.</p> <p>Due to the outcomes of this report, traffic lights are the preferred option at this intersection.</p>
Access	<p>An entrance to Yarrambat Park is required for south-bound vehicles towing horse floats wanting to access the Pony Club.</p>	<p>Due to the proximity of the park entrance to Jorgensen Avenue and the desire to reduce conflict points on Yan Yean Road, right access is not being provided to Yarrambat Park from Yan Yean Road. Access to and from Yarrambat Park is provided left in, left out in the current location.</p>
	<p>Improve drop-off zone at Yarrambat Primary to minimise traffic congestion during peak periods.</p>	<p>To access Yarrambat Park when heading south, a standard passenger vehicle can U-turn at Bannons Lane to enter Yarrambat Park. Those with a horse float or trailer can travel to the Youngs Road roundabout to U-turn safely and enter the park by turning left.</p> <p>Significant upgrades to the Ironbark Road intersection have been proposed to improve congestion at Yarrambat Primary during school pick-up and drop-off times.</p> <p>A left turn slip lane at the Yan Yean Road school entrance will be constructed in addition to a left turn slip lane for those entering the Ironbark Road car park.</p>

Theme	Issue	Response
<p>Continued: Access</p>	<p>Ensure access is maintained and compensated for.</p>	<p>Due to extensive consultation with landowners we've avoided changes to access to driveways or buildings, wherever possible.</p> <p>All driveway changes will be managed through the ongoing design development in collaboration with each landowner to ensure that all approved driveways are retained once the Project is complete.</p>
	<p>No requirement for a service road between Vista Court and Ashley Road.</p>	<p>A service road is required at this location due to the steep terrain and to ensure safe access is provided to the properties along this stretch of road.</p>
	<p>Ensure the design appropriately addresses the requirement for emergency vehicle access.</p>	<p>Adding a lane in each direction along Yan Yean Road will allow for more traffic to be evacuated and reduce the expected travel times in an emergency.</p> <p>MRPV will continue to work with emergency services to investigate the potential need for breaks in the centre median to facilitate emergency vehicle access, which will be managed during the design process.</p>
	<p>Community dissatisfaction, around the proposed changing access arrangements.</p>	<p>Removing right turns will drastically reduce the likelihood of rear and head-on collisions.</p> <p>Dedicated turning lanes and U-turn opportunities at intersections will allow vehicles to slow down and turn without pressure from through traffic.</p>
	<p>Concern over changes to access at Butterflies Childcare & Early Learning Centre.</p>	<p>Signalising the Orchard Road intersection will improve traffic flow along Orchard Road.</p> <p>As part of the upgrade, there will be no removal of access points unless they are not permitted, or discussions have been undertaken with the landowner prior to the consideration of such change.</p>
	<p>Concern over access to Yarrambat Primary School.</p>	<p>To improve safety and traffic flow along Yan Yean Road, safety barriers will be installed along the centre median. As a result, road users will only be able to turn in any direction at key intersections. While the upgraded road will require parents to drive slightly further to the nearby Ironbark Road intersection and do a U-turn to access Yarrambat Primary School, the dedicated U-turn will be safer and more reliable in comparison to a right turn from Yan Yean Road.</p> <p>Consultation has been undertaken with the Principal of Yarrambat Primary School and the Principal is supportive of the current design.</p>

Theme	Issue	Response
Continued: Access	<p>Concerns about access for the Doreen Business Precinct for southbound road users and property access for those to the north of the intersection.</p>	<p>All options that were considered at the Bridge Inn Road intersection provide access to the Doreen Business Precinct. The new intersection at Bridge Inn Road will now provide a safer access into the business precinct by formalising a service road due to the distance between the new Yan Yean Road and the businesses at this location.</p> <p>For those heading south and wanting to access the business precinct, visitors will still be able to turn right at the Bridge Inn Road intersection as per the current access arrangement and turn left into the service lane in order to access this precinct.</p> <p>Drivers will also still be able to perform U-turns at the intersection, no matter if you are heading north–south or east–west.</p>
	<p>Request to upgrade Ironbark Road intersection by improving access to Vista Court to avoid confusion for access to the service lane.</p>	<p>Due to the proximity of Vista Court to Ironbark Road, the design will not be able to change and make the Ironbark Road intersection a four-legged intersection due to land acquisition and topography issues.</p> <p>The service lane is aimed to improve access for residents only that reside adjacent to Yan Yean Road between Vista Court and Ashley Road.</p>
Accessibility and connectivity	<p>Interest in the number and location of wheelchair accessible crossing points and if the walking and cycling paths will be wheelchair and pram friendly.</p>	<p>The design includes Disability Discrimination Act (DDA) compliant pedestrian facilities at all intersections with traffic lights, including North Oatlands Road, Bannons Lane, Jorgensen Avenue, Orchard Road and Bridge Inn Road. This includes push button assemblies, kerb ramps, and tactile ground surface indicators. The design will comply with the Accessibility DDA Guidelines publication.</p> <p>The addition of the walking and cycling path and footpath will also provide safe access along the alignment by separating traffic from pedestrians as well as the installation of safety barriers along the length of the road.</p>
	<p>Concerns about rat running behaviour on local roads. Concerns roundabouts at Heard Avenue and Youngs Road will encourage inappropriate traffic to use these local roads.</p>	<p>The Project will increase capacity on Yan Yean Road with the additional lane in each way, improving travel times.</p> <p>Upgrading Yan Yean Road so it operates effectively should result in drivers using Yan Yean Road instead of local streets. Traffic counts during and after the Project will be undertaken to ensure this is managed effectively.</p>

Theme	Issue	Response
<p>Continued:</p> <p>Accessibility and connectivity</p>	<p>Suggestions for linking walking and cycling path with Plenty Gorge and across the river to Plenty Road, as well as an additional footpath to connect to primary school on Doctors Gully Road.</p>	<p>The project design includes a walking and cycling path along the western side of Yan Yean Road and footpath along the eastern side. MRPV is not planning to connect the walking and cycling path with Plenty Gorge or Plenty Road, as that would require the acquisition of additional land outside the project area.</p> <p>The project design does not prohibit future connections to walking and cycling if Council deems additional paths are required.</p>
	<p>Request to shift Youngs Road roundabout to Bannons Lane to service more residents.</p>	<p>As part of the road upgrade, access to either side of the road or to travel in the opposite direction is only permitted at key intersections. The Project aims to provide a key intersection or U-turn opportunity at a minimum of 800m apart along the road.</p> <p>The Project proposes to install traffic lights at Bannons Lane, allowing for passenger vehicles to U-turn at the traffic lights. The Youngs Road roundabout allows for larger vehicles to U-turn to head in the opposite direction. Both intersections aim to service residents in the area whilst also reducing the land acquisition impacts as much as possible.</p>
<p>Environment:</p> <p>Including heritage, wildlife, landscaping and amenity</p>	<p>Concerns about significant tree removal and impact on the existing aesthetics of the local area.</p>	<p>As part of the design process, MRPV will endeavour to retain native plants wherever possible and will undertake replanting as part of the Project. A landscape strategy has been developed as part of the EES.</p> <p>The community provided feedback on landscaping and streetscaping during consultation in May 2020 that assisted in developing the Landscape Strategy. As part of the design process, we will ensure the design guidelines developed as part of the Landscape Strategy is incorporated into the landscaping design for the area, with ongoing community feedback.</p>
	<p>Desire to save trees along the Yan Yean Road alignment between Laurie Street and Bannons Lane by creating a boulevard of trees.</p>	<p>As part of the detailed investigations for the EES, a boulevard treatment between Laurie Street and Bannons Lane was investigated to retain trees of significant habitat for the Swift Parrot. A wide median has been incorporated into the design of the Project to support retaining as many trees in this section of the road as possible.</p> <p>Due to the proximity to the Tree Protection Zone (TPZ) it's likely some of these trees will be impacted. The number of trees to be retained in this section will be managed during design and additional landscaping will be encouraged at this location.</p>

Theme	Issue	Response
<p>Continued:</p> <p>Environment: Including heritage, wildlife, landscaping and amenity</p>	<p>Doctors Gully Road isn't a major thoroughfare. Desire for the amenity of Doctors Gully Road be protected.</p>	<p>We asked for community feedback on the design of the intersection at this location in May 2020. All design options considered involved upgrading Doctors Gully Road at the approach to the intersection. While the amenity of Doctors Gully Road will look different at the intersection, Doctors Gully Road to the east of the intersection will remain as a rural road with a single lane in each direction. The access to Doreen Primary School will remain unchanged as a single lane in each direction at this location.</p>
	<p>Request for the Project to use the area in the north-east area of the Bridge Inn Road intersection for community benefit.</p>	<p>The selected option at the Bridge Inn Road intersection includes constructing an intersection to the north-east of the Doreen River Red Gums. Throughout the design phase of the Project, we will ensure landscaping and planting is undertaken between the Doreen Business Precinct and the new Yan Yean Road in accordance with the Landscape Strategy for the Project.</p>
	<p>Doubt about landscaping upkeep and maintenance due to previous experience with road upgrades.</p>	<p>Following completion, the Project will be handed over to DoT, including upkeep and maintenance of the majority of landscaping in the area.</p> <p>Further details on this will be confirmed during the design and construction of the Project.</p>
	<p>Two River Red Gums near intersection of Bridge Inn Road and Yan Yean Road are valued by the community.</p>	<p>Community consultation throughout the development of the Project confirmed that the two River Red Gums are highly valued by the community. As a result we've developed a design that avoids them and provides the performance in traffic we need to meet the objectives of the Project.</p>
	<p>Concerns about the proximity of the road to the River Red Gums for Option B and Option C.</p>	<p>The design options presented to the community during consultation are the concept designs under consideration. The exact distances between the road and the trees will be confirmed following additional site investigations, and the development of a 3D design and pavement design.</p> <p>Ongoing design developments will be able to give an accurate answer about the distance between the River Red Gums and the road in concept design Option B and Option C. The intention of these two design options was to avoid removal of these two trees and minimise impacts to them as much as possible Option B will ensure that the proximity from the two trees is a safe distance from the road to avoid significant impact.</p>

Theme	Issue	Response
<p>Continued:</p> <p>Environment: Including heritage, wildlife, landscaping and amenity</p>	<p>The Project will have considerable impacts on the trees and vegetation in the local area. Desire to retain as many trees as possible.</p>	<p>Improving both the capacity and the safety of Yan Yean Road are key objectives of the Project. In order to deliver these benefits for the community, some trees will need to be removed to add a lane in each direction between Kurrak and Bridge Inn roads.</p> <p>We're working hard to minimise the extent of our environmental impact as much as possible while refining the design, such as shifting the walking and cycling path around trees in Werther Park.</p>
	<p>Concerns that kangaroos will get trapped as they are unable to cross the road due to the barriers, creating more safety issues along Yan Yean Road.</p>	<p>The Biodiversity Impact Assessment for the EES captures the impacts the Project will have on wildlife connectivity and the mitigation measures we can put in place to minimise the impacts to kangaroos as part of the Project.</p> <p>Potential mitigation measures include improved fauna-sensitive fencing and additional signage in the area.</p>
	<p>Desire to retain the old Doreen Post Office Building.</p>	<p>Incorporating previous community feedback since 2018 and feedback during the May 2020 consultation period, the preferred design is now Option B as the Bridge Inn Road intersection design. This design avoids impacting the old post office by shifting the intersection north-east, and uses the existing Yan Yean Road as a service road to access the old post office and stock feed store.</p>
	<p>Concerned about increase in noise levels once the road is upgraded and requests for noise reducing mitigation measures.</p>	<p>A detailed noise assessment has been prepared to predict expected noise level changes with increased traffic flow, when the Project is complete. There is a low risk that the increase in traffic on the new road could lead to an increase in noise levels.</p> <p>Noise modelling has indicated that the majority of properties along Yan Yean Road are predicted to have an increase of no more than 3dBA as a result of the Project. This is characterised as 'barely perceptible'. More detail is provided in Technical Report I – <i>Noise and Vibration Impact Assessment</i>.</p>

Theme	Issue	Response
Project scope and timing	Dissatisfaction expressed with length of planning process.	<p>The Project is a priority for MRPV and the community in the surrounding areas.</p> <p>The EES was confirmed in October 2018 by the Minister for Planning due to the potential environmental impacts of the Project. The EES process is expected to be complete by mid-2021 with construction to commence soon after.</p>
	Interest in timing of construction works alongside other projects in the area.	<p>A decision from the Minister of Planning regarding the EES is not expected until mid-2021. The nearby Plenty Road Upgrade – Stage 2 is scheduled to be complete by that time and long before construction on this Project will begin.</p> <p>Although construction of the Bridge Inn Road Upgrade is yet to commence, MRPV will ensure that any overlap and major disruptions to the network is appropriately managed.</p>
	Desire to continue the Yan Yean Road Upgrade to Arthurs Creek Road.	<p>The Project scope of the Yan Yean Road Upgrade – Stage 2 includes duplicating the road between Kurrak and Bridge Inn roads and upgrading of eight key intersections along that length. Yan Yean Road north of Bridge Inn Road is not an arterial road and falls beyond the current Project's scope.</p> <p>There are other projects currently in progress in the area, including the Bridge Inn Road Upgrade, Plenty Road Upgrade and Epping Road Upgrade. All of these projects will ease traffic congestion and give drivers more options in the northern suburbs, creating more reliable journeys.</p>
	The upgrade of Plenty Road and the Mernda Rail extension will alleviate demand from the road network and therefore project may be overdesigned for the area.	<p>As part of the design process, MRPV assesses the current and future performance of a road and determines how each road should be upgraded. As part of these assessments, all current and future transport projects are taken into consideration. As a result, the Project will:</p> <ul style="list-style-type: none"> • Add two lanes in each direction between Kurrak and Bridge Inn roads • Add more lanes at the Ironbark Road intersection • Install traffic lights at Bannons Lane, Jorgensen Avenue, North Oatlands, Bridge Inn Road and Orchard Road • Install roundabouts at Heard Avenue and Youngs Road. <p>Although congestion is a key aspect of the Project, safety and connectivity are also important when designing and upgrading a road. In addition, the Project will create walking and cycling paths to improve connectivity and install safety barriers to improve safety in the area.</p>

Theme	Issue	Response
<p>Continued: Project scope and timing</p>	<p>Concerns that the Project is pushing traffic into the Shire of Nillumbik and the Green Wedge.</p>	<p>Yan Yean Road is part of the arterial road network. Currently, there are many planned arterial road upgrades in the north including:</p> <ul style="list-style-type: none"> • Plenty Road Upgrade • Northern Roads Upgrade (including Bridge Inn Road, Epping Road, Childs Road, Sunbury Road, Craigieburn Road and Fitzsimons Lane Upgrades) • M80 Upgrade • O'Herns Road Upgrade <p>The purpose of these upgrades is to improve traffic flow and congestion for those travelling to and from the northern suburbs, in order to add capacity to the arterial road network.</p>
	<p>Queries on effectiveness to cater to predicted traffic volumes in 10 years' time. Requests to limit construction works to night.</p>	<p>As part of the planning process a traffic modelling analysis was undertaken. The model uses current traffic data and growth factors to predict traffic volumes in the year 2031 and 2051.</p> <p>The predicted traffic volumes informed the project design and ensures that Yan Yean Road will appropriately cater to growing traffic demand well into the future. Details of this can be found in the Transport Impact Assessment.</p> <p>Prior to construction, MRPV and the contractor will develop a traffic strategy to minimise impacts to road users during construction.</p>
	<p>Concerns and negativity to proposed land acquisition required for upgrade.</p>	<p>Landowner meetings were held with residents and owners impacted by land acquisition as part of the development of the proposed design. Representatives from the Project team to explain the design, and property services were in attendance for all meetings.</p> <p>Where possible, the project design has been amended to reduce impact to landowners following these discussions and will continue to be investigated as part of the design. Meetings with impacted landowners are ongoing.</p>

Conclusion

Consultation and engagement are an essential part of the planning for any major project. MRPV has consulted widely and extensively communicated to support the development of the Project and to inform the EES in line with the key objectives of the EES consultation plan.

MRPV's communications and engagement program included a range of activities such as community information sessions, targeted key stakeholder and landowner meetings, online communications and site visits. The purpose of these activities was to provide opportunities for communities and stakeholders to give feedback on the initial concept design, understand the likely impacts, and to help inform the project design and EES technical studies.

Feedback has covered a range of topics including project design, traffic and transport, amenity, access, land acquisition, construction and the environment. This feedback has informed development of the project design and preparation of this EES. Key design changes based on community feedback includes:

- The retention of the two Doreen River Red Gums on the corner of Yan Yean / Bridge Inn / Doctors Gully roads
- Installation of traffic lights at Jorgensen Avenue instead of the proposed roundabout
- Installation of a roundabout at Youngs Road
- Widening the median and installing a wider road shoulder between Bannons Lane and Laurie Street.

Communication and engagement will continue with the community and stakeholders throughout the entirety of the Project and processes will be established to respond to new and emerging issues in accordance with the environmental management framework for the Project.

The draft Planning Scheme Amendment will be exhibited concurrently with the EES and a joint Advisory and Inquiry Committee may be appointed to consider submissions on the draft PSA and EES.

During construction, contractors will also be required to develop and implement a Communications and Stakeholder Engagement Plan outlining their approach to keep all stakeholders informed about the progress of the Project. This will ensure we continue to work together to minimise construction impacts and achieve project objectives.

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