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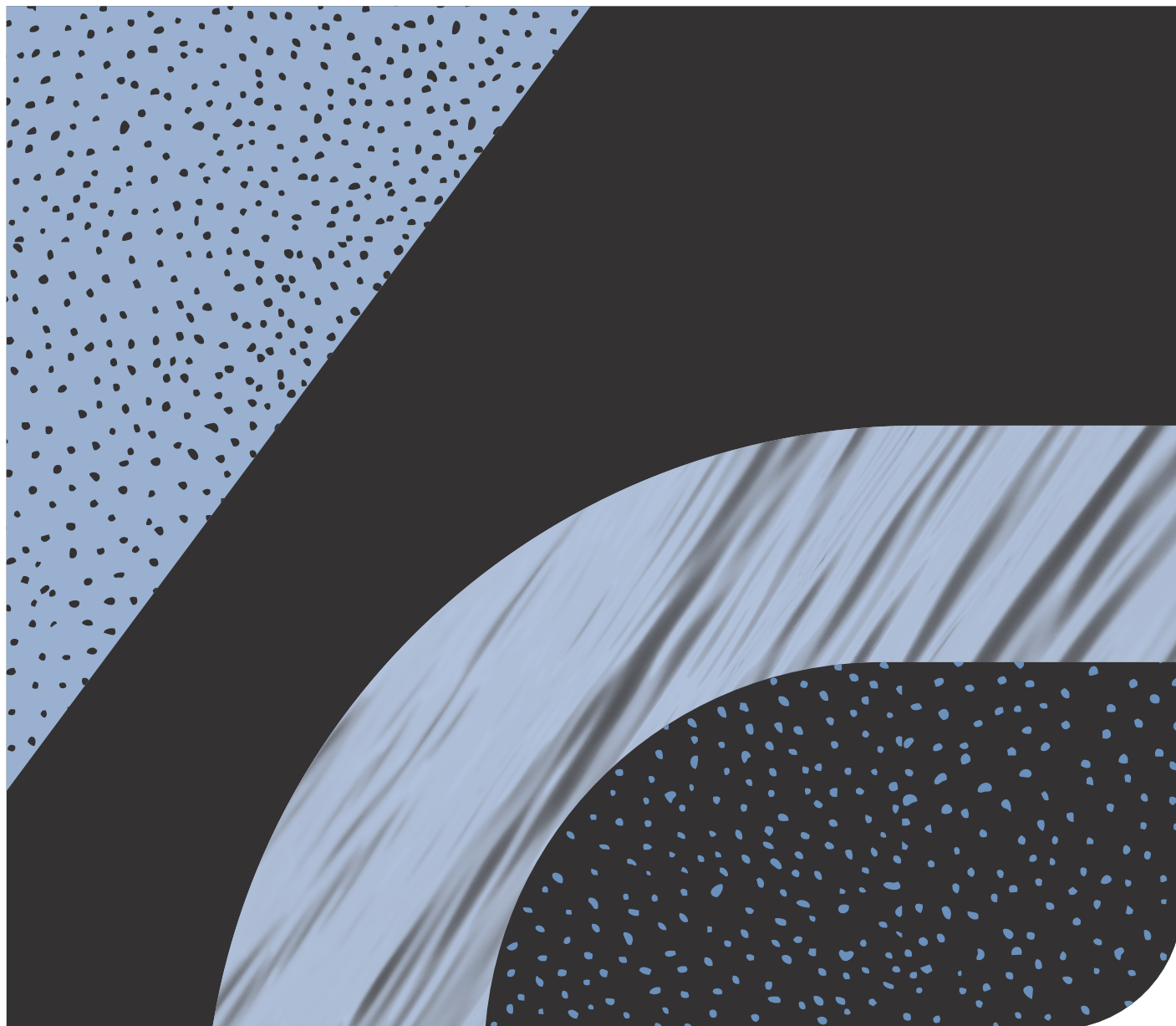
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## About the project

Upgrading Yan Yean Road between Kurrak Road, Yarrambat and Bridge Inn Road, Doreen (the Project) will make it easier and safer for the 24,000 vehicles that use it each day to travel through Melbourne's northern suburbs.



### The North of Melbourne is one of the fastest growing regions in Melbourne.

This population growth in the area has created a need to upgrade the existing road infrastructure to keep local people safely connected to employment, education and recreation opportunities.

Currently, Yan Yean Road has:

- two undivided lanes with poor sight lines
- mostly uncontrolled intersections with 'give way' or 'stop' signs
- insufficient space and infrastructure for cyclists and pedestrians
- and is prone to congestion due to steadily increasing traffic volumes.

To safely cater for the needs of road users and the growing community, we'll:

- add an extra lane in each direction
- widen the road and upgrade key intersections to improve sight lines
- install traffic lights
- build roundabouts
- construct walking and cycling paths
- add safety barriers in the centre medians and along the side of the road.

These important upgrades will improve:

- traffic flow and travel times
- safety and lower the risk and severity of crashes
- access to local and growing residential and recreational centres in the north
- walking and cycling paths around the local area
- road capacity and efficiency through Plenty, Yarrambat and Doreen.

The Project will address the challenges of road safety, congestion and the current low rates of cycling,

walking and public transport usage, which will get worse by the projected population growth.

An Environmental Management Framework (EMF) has been developed including Environmental Performance Requirements (EPRs) to avoid, minimise or manage potential environmental impacts.

A Landscape Strategy has also been prepared to enhance the environment where possible.

Benefits of the Project include:

- **Improved road safety:** We're improving Yan Yean Road to make your journey through Yarrambat and Doreen safer.
- **Improved road capacity and network efficiency:** We'll add extra lanes and upgrade intersections to ease traffic congestion and improve traffic flow and travel times.
- **Greater connection of people to places:** The new walking and cycling paths will better connect pedestrians, cyclists and public transport users to local schools, shops and public transport.



## Improved road safety

Yan Yean Road is operating beyond the capacity it was designed to carry. The number of collisions and serious crashes are also on the rise.

From 2014 to 2018 there have been 38 crashes recorded along Yan Yean Road between Kurrak and Bridge Inn roads, including one fatal crash and nine serious injury crashes.

Most of these incidents can be directly related to traffic congestion, the complexity of the road environment and the lack of safe and timely access from side streets and driveways.

Black Spot Program funding (\$1.78 million) was allocated to improve safety at the intersection of Yan Yean Road and Jorgensen Avenue following a head on collision that resulted in a fatality in 2014.

Due to the rolling landscape of Yan Yean Road and the number of intersections and access points, there's the ongoing possibility for further crashes of this kind to occur if the road is not upgraded.

Without the Project, intersections are forecast to operate very poorly during morning and afternoon peak hours by 2031.

All intersections controlled by signage are also expected to perform very poorly, with motorists coming exiting residential areas expected to encounter difficulty finding suitable gaps in traffic along Yan Yean Road.

Roads separated by a central median have on average a 40% lower crash rate resulting in a fatality or serious injury than single carriageways.

## The Project plans to improve road safety by:

- separating opposing traffic flows by constructing centre medians to reduce the hazard of other road users and providing safety barriers to isolate hazards
- upgrading intersections, controlling turning movements and minimising conflict points to improve safety at intersections
- improving and controlling the number of access points to properties by reducing conflict points and improving sight lines and stopping distances
- providing new walking and cycling paths to encourage pedestrians and cyclists off the road and reduce the risk of accidents.

## Improved road capacity and network efficiency

Reliable travel times are related to improved safety, efficiencies for freight and business transport, and improved quality of life for road users with less delays, frustration and uncertainty when planning journeys.

Traffic performance along Yan Yean Road is expected to deteriorate significantly by 2031, with the average travel speeds forecast to drop to 20km/h in the peak direction of travel. This is based on the forecasted population growth.

An additional 141,000 residents are predicted to move to the City of Whittlesea between 2018 and 2036, highlighting the need to upgrade Yan Yean Road.

Additional capacity provided by the Project would significantly improve speeds and travel times on Yan Yean Road and improve speeds on other north-south routes across the local network.

Once the Project is constructed, travel speeds are expected to improve along Yan Yean Road.

## Greater connection of people to places

Plan Melbourne is the long-term, metropolitan planning strategy that guides the future shape of the city and state over 35 years. In line with this strategy, the Project will improve transport connectivity and contribute to creating liveable communities and neighbourhoods, delivering jobs and investment, maximising the growth and potential of Victoria and enhancing Victoria's connectivity.

Upgrading Yan Yean Road will support access to Mernda Station, Mernda Major Activity Centre and growing residential, educational and recreational centres. This will create greater employment opportunities, increase economic activity in the area and improve access to social services.

The Project will also introduce new walking and cycling paths to improve safety, amenity and connectivity, encouraging active transport through the area.

Currently there is a lack of appropriate infrastructure to support this active and public transport which has led to low levels of walking, cycling and public transport use in the area.

This also represents a safety risk for road users, pedestrians and cyclists, and provides poor connectivity for the local community, especially vulnerable users such as children and the elderly.

The northern section of Yan Yean Road between Jorgensen Avenue and Bridge Inn Road is part of the Principal Bicycle Network (PBN), which is a network of bicycle routes that provide access to major destinations across Melbourne.

Despite being part of the PBN, this section of Yan Yean Road doesn't have any dedicated cycling facilities on or near it which aims to be improved by the Project.



## The Environment Effects Statement (EES)

On 14 October 2018, the Victorian Minister for Planning determined that an Environment Effects Statement (EES) was required for the Project under the *Environment Effects Act 1978*.

The EES describes the potential effects of the Project on the environment and identifies how the Project will avoid, minimise and manage those potential impacts.

The EES process is not an approval process. The EES is an assessment of effects on the environment, social and economic issues as a result of undertaking the project and assists decision-makers on the suitability of the project to proceed including any conditions under which the project should be delivered.

The Minister for Planning determined an EES was required for the Project due to the potential for significant effects on local biodiversity, and social and cultural values.

These potential for significant effects are as a result of proposed tree and vegetation removal required to upgrade Yan Yean Road, including potential cumulative effects on the critically endangered Swift Parrot.

The Minister also required the EES to assess other potential Project impacts, including changes to land use, community amenity and planning, and the specific effects on transport capacity and connectivity across Melbourne's northern suburbs.

The Project was also referred to the Australian Government under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

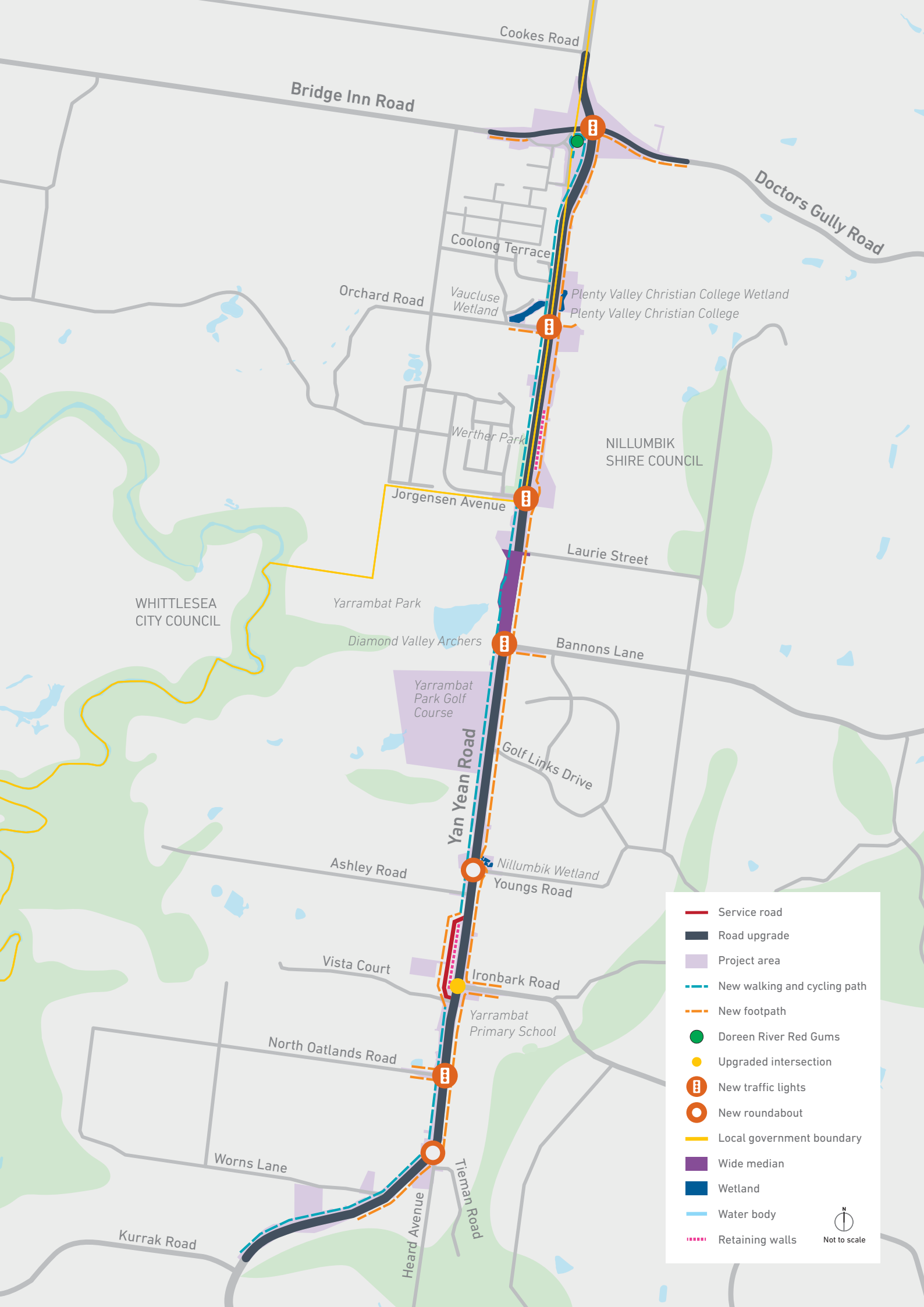
The delegate for the Commonwealth Minister for the Environment determined on 2 April 2019 that the Project is a 'controlled action' and requires assessment and approval under the EPBC Act.

This decision was made due to potential impacts on Matters of National Environmental Significance (MNES), including the Swift Parrot and Matted Flax-lily.

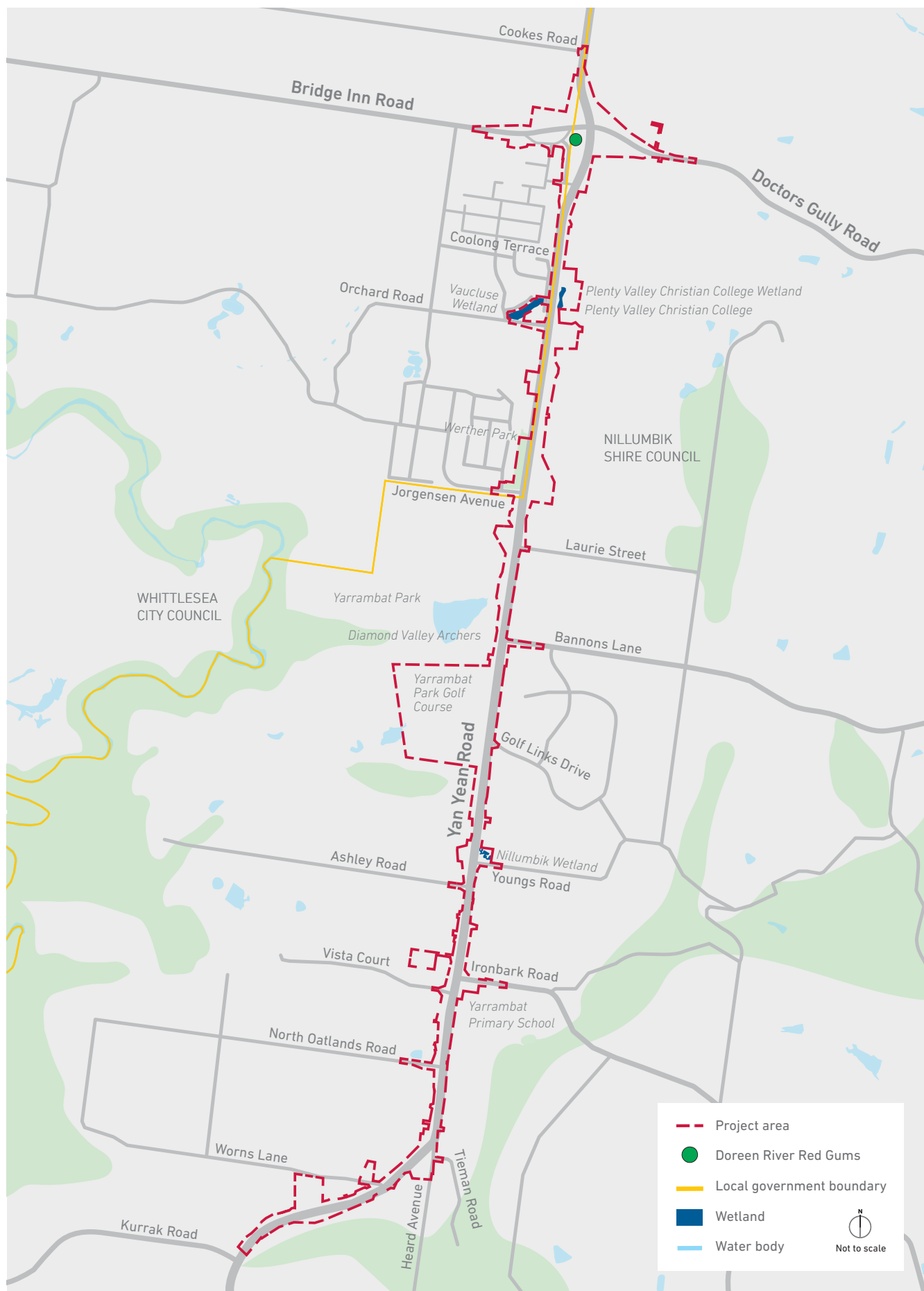
The EES assessment process will assess the Project for the purposes of the EPBC Act, in accordance with the Commonwealth and Victorian EPBC Act bilateral agreement.

**The map to the right outlines the main Project features.**





The map below outlines the proposed Project area. This is the area where the EES studies have taken place and may support permanent and temporary impacts of the project.

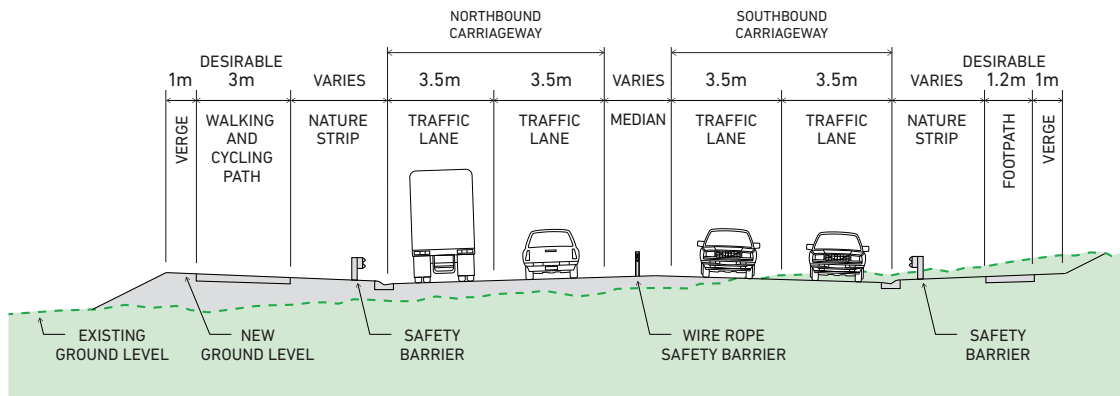




## Typical cross-section

A cross section is the total width of the road design including the lanes, paths and other infrastructure. The preferred Project design has 3.5m wide lanes and a 2.2m wide centre median with safety barriers along the majority of the road. This design was adopted to cater 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 limiting impacts to existing properties, local accesses and trees along Yan Yean Road.

The diagram below is a typical cross section of the Project design.



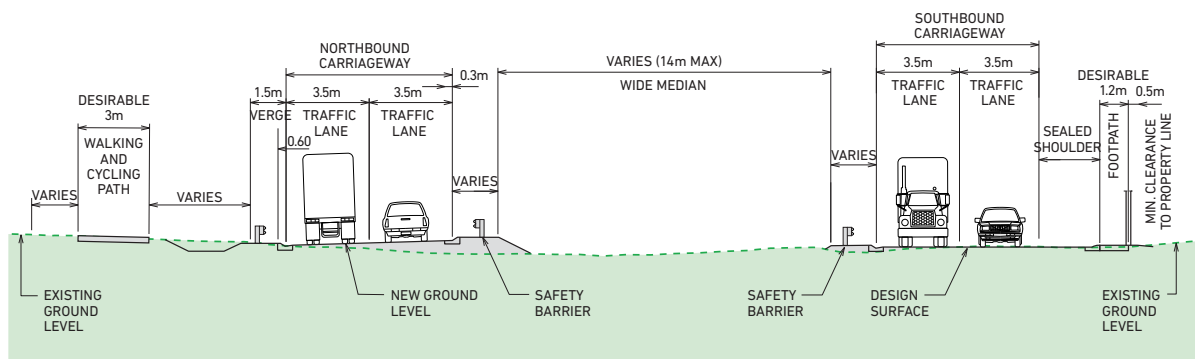
For illustrative purposes only.

## Wide median between Bannons Lane and Jorgensen Avenue

A wide median design is proposed for the section of Yan Yean Road between Bannons Lane and Jorgensen Avenue. This design increases the median width from 2.2m to around 14m.

The wide median at this location provides additional landscaping opportunities and allows us to attempt to retain as many trees as possible in this location. These trees were found to be significant foraging habitat for the Swift Parrot. The Matted Flax-lily was also found in this area.

The diagram below is a cross section of the proposed wide median design between Bannons Lane and Jorgensen Avenue.



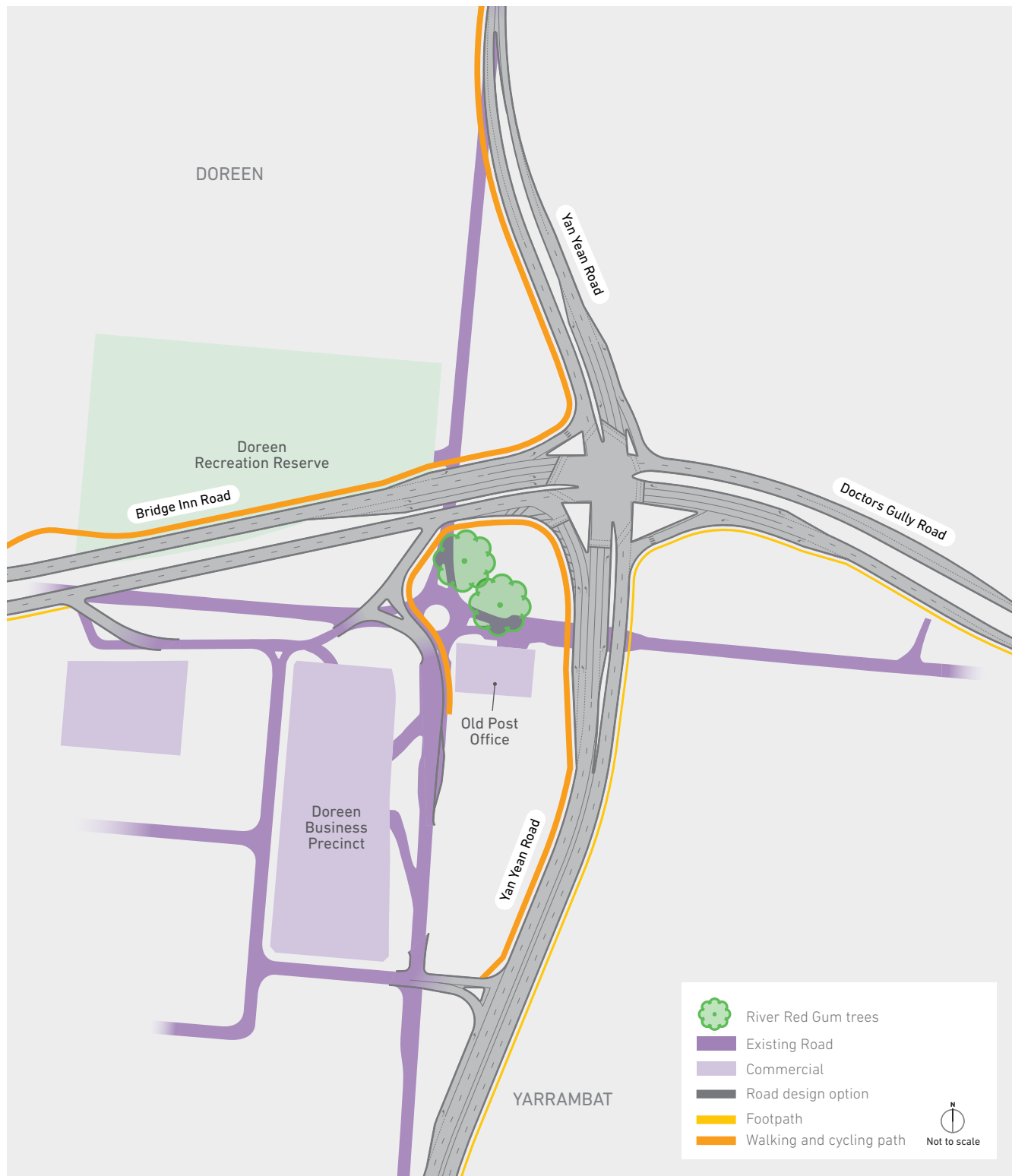
For illustrative purposes only.

## Bridge Inn Road intersection

The proposed Bridge Inn Road intersection design will reconstruct the intersection to the north east of its current position in order to retain the two Doreen River Red Gums. The design will also retain the old Doreen Post Office building and avoid impacting the two businesses on the south east corner of the Bridge Inn, Yan Yean and Doctors Gully roads intersection.

This design was developed following initial community consultation in 2018, in response to additional arboriculture advice from technical experts about the Doreen River Red Gums and the additional community consultation in May 2020.

**The map below is the preferred Bridge Inn Road intersection design**



*For illustrative purposes only.*



## Landscaping and urban design

A Landscape Strategy has been developed for the Project in consultation with the community, local Councils, the Department of Transport (DoT) and other relevant stakeholders.

The Landscape Strategy aims to limit the identified potential impacts of the Project and enhance the existing landscape.

An overarching landscape vision has been developed for the Project. The landscape vision is supported by five design principles:

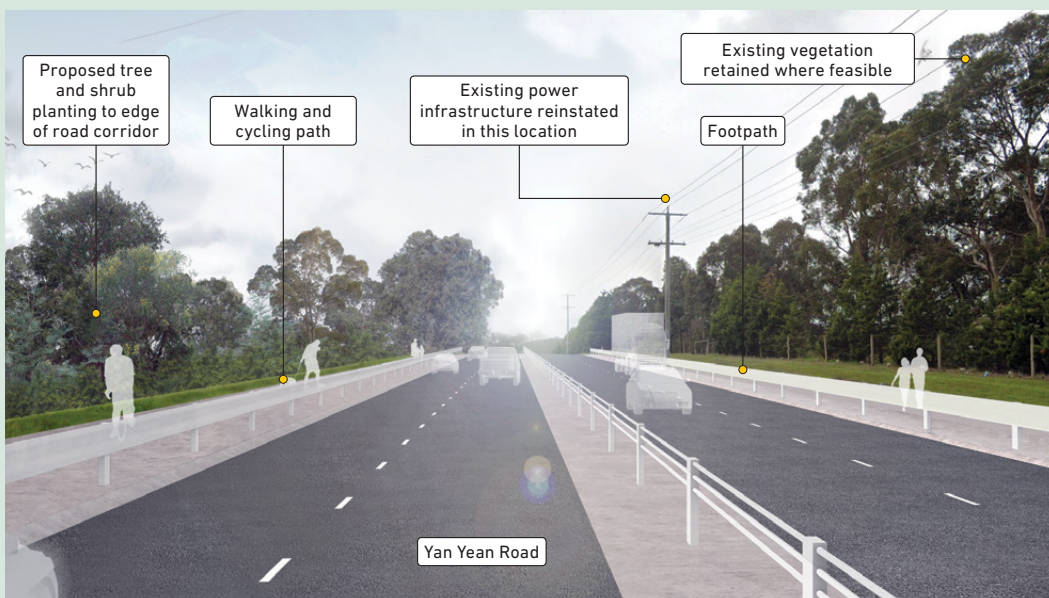
- **Protect:** The landscape design process will avoid impacts on the existing landscape by protecting the identified values of the Project area, wherever possible
- **Reduce:** The landscape design will be developed to reduce and minimise Project impacts. It'll focus on sensitive landscape locations and areas that provide amenity to the community

- **Reinforce:** Reinforcing the identified values of the Project area through clever landscape design that respects the local context and provides ongoing community benefits
- **Rehabilitate:** Rehabilitation of the Project area, making sure that sensitive landscape zones and environmental areas are repaired to their existing condition after construction
- **Enhance:** Enhancing the identified values of the Project area to leave a lasting legacy for road users and the local community.

### A before and after look at Yan Yean Road between Youngs Road and Golf Links Drive



The existing condition of Yan Yean Road between Youngs Road and Golf Links Drive.



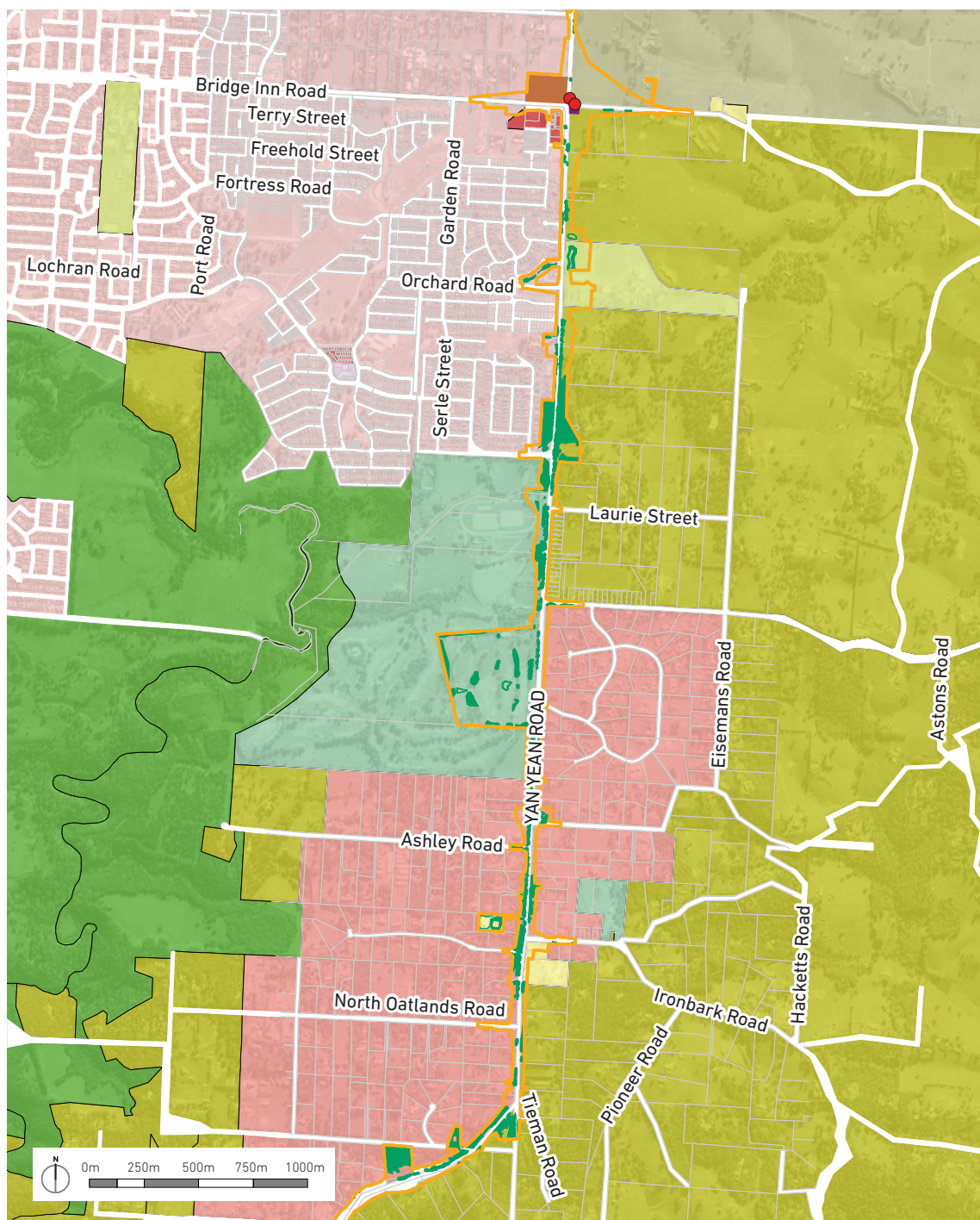
How the area could look after the road upgrade is complete and the landscaping has begun to mature.



## Existing conditions

The surrounding environment is characterised by low density residential and rural living areas, including farmland and agricultural areas. Around 20% of the Project area supports native vegetation in patches. The northern and western end of the Project area is experiencing rapid change from rural living to higher density residential areas.

The map below shows the existing landscape conditions in the area



- |  |  |   |
|--|--|---|
| — Cadastre                                   | Green Wedge Zone (GWZ)                       | Public Use Zone - Local Government (PUZ6)   |
| General Store                                | Low Density Residential Zone (LDRZ)          | Rural Conservation Zone - Schedule 1 (RCZ1) |
| Doreen Recreation Reserve                    | Mixed Use Zone (MUZ)                         | Rural Conservation Zone - Schedule 2 (RCZ2) |
| Doreen River Red Gums                        | Mixed Use Zone - Schedule 1 (MUZ1)           | Rural Conservation Zone - Schedule 3 (RCZ3) |
| Project area                                 | Mixed Use Zone - Schedule 2 (MUZ2)           | Rural Conservation Zone - Schedule 4 (RCZ4) |
| Native Vegetation Patches                    | Public Conservation And Resource Zone (PCRZ) | Road Zone - Category 1 (RDZ1)               |
| Commercial 1 Zone (C1Z)                      | Public Park And Recreation Zone (PPRZ)       | Road Zone - Category 2 (RDZ2)               |
| Farming Zone (FZ)                            | Public Use Zone - Service And Utility (PUZ1) | Special Use Zone - Schedule 3 (SUZ3)        |
| General Residential Zone - Schedule 1 (GRZ1) | Public Use Zone - Education (PUZ2)           | Special Use Zone - Schedule 5 (SUZ5)        |



## Risk-based approach to assessing impacts

Effective environmental risk management is a continuous, collaborative and forward-looking process that anticipates potential impacts so that Project activities can be planned to avoid, minimise, and manage adverse impacts.

Environmental risk is an outcome based on the likelihood and consequence of an adverse event occurring. The environmental risk assessment for the Project was developed in accordance with the MRPV Environmental Risk Management Guideline (2020).












The environmental risk assessment process involves independent technical specialists identifying potential mitigation measures to inform the development of Environmental Performance Requirements (EPRs) to set the environmental outcomes that the Project must achieve.

EPRs help to make sure there's a clear and transparent set of controls in place to guide development and delivery of the Project while appropriately managing environmental risk.

'Key risks' for the purposes of the EES are defined as having a significant or high rating. The key risks identified for the Project generally align with the potentially significant impacts identified in the EES Scoping Requirements.

The risk assessment process identified 40 key risks relating to:

- transport capacity and connectivity
- biodiversity
- social and cultural values
- land uses, businesses and social assets
- the physical environment.

Key risk area:	Key risk area:	Impact description:
Transport capacity and connectivity		Transport and road users
		Potentially significant impacts during the earthworks, civils and structures phases of construction
Biodiversity		Ecology
		Potentially high and significant impacts during site establishment, earthworks, civils and structures phases of construction. Potentially high impact on wildlife during the operational phase of the Project
		Arboriculture
		Potentially high impacts during site establishment, earthworks, civils and structures phases of construction
Social and cultural values		Aboriginal cultural heritage
		Potentially significant impacts during site establishment, earthworks, civils and structures phases of construction
		Historical heritage
		Potentially significant impacts during earthworks, civils and structures phases of construction
		Landscape and visual
		Potentially high and significant impacts during site establishment, earthworks, civils and structures phases of construction
		Vegetation with social and cultural value
		Potentially high impacts during site establishment, earthworks, civils and structures and reinstatement phases of construction
Land uses, businesses and social assets		Land use planning
		Potentially high and significant impacts during site establishment, earthworks, civils, structures and reinstatement phases of construction
		Business
		Potentially significant impacts during site establishment, earthworks, civils and structures phases of construction
		Social
		Potentially high and significant impacts during site establishment, earthworks, civils, structures and reinstatement phases of construction
The physical environment		Noise and vibration
		Potentially significant impacts during earthworks, civils and structures phases of construction



## Effects on transport capacity and connectivity

Upgrading Yan Yean Road will improve transport capacity and connectivity in the area. The road upgrade will also improve road safety and traffic flow along Yan Yean Road, which will improve speeds and travel times along Yan Yean Road and other key north-south routes such as Plenty Road and Epping Road, as well as reducing pressure on local roads.

One of the most effective ways to reduce crashes is to improve safety at intersections, primarily by installing control measures such as traffic lights and roundabouts. Safety barriers also provide greater safety for road users.

The Project will provide safer conditions for road users, upgrading eight designated intersections with control measures. Right-turns will only be possible at eight designated intersections along the alignment as a result of the safety barriers that will be installed in the centre median and on either side of the road.

Aspects of construction that have been identified in potentially having adverse impacts include construction traffic, temporary closures of Yan Yean Road, and changes in pedestrian connections.

The Project will develop and implement a Traffic Management Plan (TMP) in consultation with the Department of Transport (DoT), Nillumbik Shire Council and City of Whittlesea.

This TMP will set out measures to minimise disruption to all road users during construction, including providing detour routes, maintaining property access or providing alternative access, and giving advance notice of changed traffic conditions.

Construction will be strategically staged to minimise impacts on road users, cyclists and pedestrians as detailed in the EPRs in Chapter 12 of the EES main document.

Temporary closures and disruptions are unavoidable during construction and some short-term impacts will be felt by road users, cyclists and pedestrians. These impacts are mostly associated with changes

to existing access arrangements, detours and delays to traffic flow. This will be managed effectively by the TMP.

The upgraded road is expected to provide benefits and opportunities including improving safety and access for road users and pedestrians. It'll also improve public transport efficiency and walking and cycling amenity in the area.

Access to activity and employment centres will also be improved for residents of the communities near Yan Yean Road through improved traffic flow and reduced travel times.

This EES recognises that there will be other accessibility impacts through an increase in travel distance and time incurred by local traffic, by limiting direct property access and local road access to left in and left out traffic movements only.

These changes are necessary to improve safety for road users and the community in line with the access management principles of an arterial road.



## Effects on biodiversity

'Avoid and minimise' was the guiding principle used when designing the Project to reduce impacts on the environment. The Project will have an impact on existing biodiversity values as a result of the proposed removal of trees, native vegetation and habitat.

The following refinements have been incorporated during the design development process to avoid and minimise impacts on biodiversity values, while achieving road safety objectives:

- retain the two Doreen River Red Gums
- the Project area has been designed to be as narrow as possible to accommodate the road alignment and areas required for construction activities
- 144 No-Go Zones (NGZs) have been developed to avoid impacts on native vegetation and scattered trees, with further minimisation of impacts anticipated to occur during the detailed design and construction phases. This includes 20 NGZs at Yarrambat Park Golf Course, which includes 19 patches of Swift Parrot habitat containing 73 significant habitat trees
- a wide median between Bannons Lane and Jorgensen Avenue to provide additional landscaping opportunities and retain as many trees as possible in this area, which includes the Matted Flax-lily and trees providing foraging habitat for the Swift Parrot.

The Project will have an impact on up to 11,888 hectares of native vegetation and up to 204 scattered trees that provide habitat for a range of vegetation and wildlife species.

To complete the project, we'll need to remove up to 4,777 trees. To offset the loss of native trees, we'll pay to permanently protect areas of native vegetation in other parts of Victoria and implement a Landscape Strategy to replant as many trees as possible within the Yan Yean Road project area.

The total number of trees impacted has been reduced through the development of the Project by refining the project design and creating no go zones.

Despite not being heritage listed, the community told us that old Doreen Post Office building (now the Doreen General Store) was a distinctive local landmark and held value for the community.

In addition to retaining the Doreen River Red Gums, the preferred design for the Bridge Inn Road intersection was developed to retain the old Doreen Post Office building.

Design measures include:

- Realigning the Bridge Inn Road intersection to avoid the two river red gums
- Use of retaining walls to minimise project footprint (for example at Jorgensen Avenue)
- Realigning the Youngs Road intersection to minimise impacts on a wetland in that location
- Creating a wider median between Bannons Lane and Laurie Street.

144 no go zones have also been established to minimise impacts and these zones identify the trees that will not be removed.

Further reduction of impacts would be pursued during construction as specific design and construction methods are developed by the construction partner building the Project.

All impacts on native trees will be offset in accordance with DELWP's Guidelines for the removal, destruction or lopping of native vegetation 2017 (DELWP 2017c).

Native vegetation and tree removal will mostly consist of low-quality patches of Grassy Dry Forest, which has a bioregional conservation status of least concern and is widespread within the Highlands Southern Fall bioregion.

With adequate environmental protection measures implemented, vegetation removal from the Project is not expected to have a significant impact on Victoria's biodiversity.



We understand the value of the local landscape. Mitigation measures to protect vegetation have been incorporated into the Project's Landscape Strategy.

*Image: courtesy Andrew Silcocks of Birdlife Australia.*



Of the 11.888 hectares of native vegetation proposed to be removed, 8.28 hectares provide potential habitat for threatened species. The findings of the EES impact assessment in relation to threatened species are:

- the removal of some habitat used by the Grey Headed Flying fox is not expected to be impacted as there's adequate suitable foraging habitat outside the Project area
- if impacted by construction works, two Matted Flax-lily plants will be replanted nearby. Matted Flax-lily deals well with translocation and a translocation plan will be developed for the Project
- impacts on a Studley Park Gum likely to be removed would be offset in accordance with the DELWP Guidelines
- the Project could remove up to 364 significant and 1,329 secondary Swift Parrot foraging trees, including large trees. The removal of this habitat may reduce foraging opportunities for the species, but as part of annual observations of this habitat use by Swift Parrot over the last 10 years, it has shown that this area is a part of a broader migration of the Swift Parrot. Significant habitat for the Swift Parrot is typically in higher quality habitat areas in the Plenty River corridor. The Project would not remove or impact any critical foraging or breeding habitat for the species, as it breeds exclusively in Tasmania and in core habitat areas of central and north eastern Victoria
- habitat fragmentation resulting from tree loss as part of the Project is very small compared to the total Swift Parrot habitat distribution area across Victoria. The threat of reduced connectivity is low for Swift Parrot given its high mobility and the continued presence of higher quality habitat in the local area. Vegetation and preferred foraging tree species losses resulting from the Project are unlikely to contribute to a cumulative impact on the Swift Parrot population
- a Swift Parrot Management Plan will be prepared and implemented to minimise impacts on the species during construction.

The Project is likely to impact common wildlife residing or regularly utilising habitats in the Project area, with the main impact being habitat loss. Impacts on common wildlife will be mitigated through the installation of fauna bridges, fauna sensitive lighting and signage to alert drivers to the presence of wildlife in the area.

Implementation of the Project's Environmental Performance Requirements (EPRs) will help to further avoid and minimise impacts on native vegetation, trees and threatened species habitat.

This includes a requirement to:

- design permanent and temporary works to retain as many trees as possible
- develop a Tree Protection Management Plan to protect trees during construction
- complete further detailed arborist assessments to protect specific trees
- explore options to relocate and reinstate trees where practicable.

We understand and share the value local vegetation provides. Mitigation measures to protect vegetation have been incorporated into the Project's Landscape Strategy.

Measures include:

- native vegetation to be retained in the project area, wherever possible
- areas next to the new road to be enhanced by supplementary planting as part of landscape works
- landscape plantings to use plants belonging to Ecological Vegetation Classes (ECV) naturally occurring in the local area
- landscape planting to favour species used by native wildlife, including threatened species like the Swift Parrot
- reinstatement to be completed in consultation with relevant stakeholders including Nillumbik Shire Council and City of Whittlesea Council
- where possible, include the local community and property owners in potential reinstatement or planting of native or non-native vegetation and decisions to achieve the best results.





## Effects on social and cultural values

The main social and cultural values are considered to be in relation to maintaining the natural environment, remnant, planted and regenerated vegetation, Aboriginal cultural heritage and historical heritage.

Consultation with relevant stakeholders and the community has continued throughout planning of the Project to gain an understanding of the concerns and preferred outcomes of local residents, businesses and other interested groups.

The Project will permanently change the local environment and character of the area in order to deliver the required road safety and road capacity improvements. Impacts on the social and cultural values highlighted above are likely to be experienced during the initial construction phases of the Project.

These impacts will be mitigated during the reinstatement phase through the Project's Landscape Strategy. Removing trees and vegetation will make the new road infrastructure more prominent in the local landscape.

Socially and culturally valuable vegetation can be defined as landscaping that contributes to the environment, over and above other vegetation. A value assessment was completed as part of the Project's Landscape Strategy to highlight where vegetation triggered multiple value criteria, including aesthetic, historic, scientific, social and spiritual criteria.

Two River Red Gums at the intersection of Bridge Inn, Yan Yean and Doctors Gully roads (known as the Doreen River Red Gums) have been identified as having social, aesthetic, scientific and heritage value to the community. The preferred design for the Bridge Inn Road intersection was developed to retain these two trees.

Despite not being heritage listed, the community told us that old Doreen Post Office building (now the Doreen General Store) was a distinctive local landmark and held value for the community. In addition to retaining the Doreen River Red Gums, the preferred design for the Bridge Inn Road intersection was developed to retain the old Doreen Post Office building.

Other areas of local significance we identified include the WW1 Avenue of Honour memorial plantings at Yarrambat Primary School and important aesthetic and social value trees within the Yarrambat Township.

Areas of public open space, including Doreen Recreational Reserve, Orchard Park, Werther Park and Yarrambat Park also recorded social value for their contribution to amenity.

The Project has the potential to impact on two Aboriginal Places. One is an area of stone artefact scatter and the other is an area containing low density artefact distribution.

A Cultural Heritage Management Plan (CHMP) is being prepared for the Project in consultation with Aboriginal Victoria and the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC), which is the Registered Aboriginal Party for the local area.

This plan will ensure these places are managed appropriately and any potential impacts on Aboriginal cultural heritage are mitigated.

Impacts on social and cultural values will also be mitigated through implementation of Environmental Performance Requirements (EPRs) and the Project's Landscape Strategy.

The Project is required to design permanent and temporary works to minimise adverse visual impacts, particularly in relation to heritage values, existing and proposed landmark elements, community and recreational centres and open space, residences and businesses.

The Landscape Strategy addresses how high value vegetation can be protected and how identified values can be reinforced and rehabilitated by new landscape treatments.

Along with standard project controls, such as a CHMP and Construction Environmental Management Plan (CEMP), implementing the Landscape Strategy helps to make sure that the Project responds effectively to community interests and environmental sensitivities.



## Effects on land use, businesses and community facilities

The acquisition of private and public land is required to widen and upgrade Yan Yean Road.

The existing road corridor is not wide enough to accommodate the duplication and supporting infrastructure such as new service roads, walking and cycling paths and drainage.

A Public Acquisition Overlay will need to be put in place for the Project to acquire 21 whole parcels of land and 75 partial parcels of land to upgrade Yan Yean Road.

For the majority of affected landowners, partial land acquisition will be along the property frontage and is not predicted to result in any long-term change to land use.

The partial acquisition may result in permanent changed access arrangements and associated longer travel distances for some landowners. Partial land acquisition will be limited as much as practicable.

Compensation will be provided for all land acquired for the Project. Land acquisition is undertaken in accordance with the *Land Acquisition and Compensation Act 1986*.

Consultation with potentially affected landowners began in 2017 and continues with affected landowners and tenants.

➔ Businesses and community facilities will not be displaced by the Project. In some cases, businesses and facilities will experience changed access arrangements or reduced land area.

For example, businesses located in the Doreen Business Precinct and on the south east corner of the Bridge Inn Road intersection will be accessed from a local access road once the Project is complete.

The Project's Environmental Performance Requirements (EPRs) have been developed to minimise and mitigate impacts on businesses and community facilities. A Trader Engagement Sub-Plan will be prepared for the Project.

The sub-plan will outline how we plan to engage with businesses throughout construction, including providing timely information on Project milestones, signage to notify customers of proposed changes to business operations, measures to maintain access to businesses for customers, deliveries and waste removal, and a process for registering and managing complaints from affected businesses.

The EPRs require the Project's detailed design to protect and, where practicable, improve access to amenity for potentially affected residents, road users, open space and social and community infrastructure.





## Effects on the physical environment

Like all major road projects in Victoria, the Project will adhere to stringent environmental standards, statutory requirements, best practice measures and well-tested techniques and methods to mitigate impacts on the physical environment.

The physical environment impact assessments completed by independent technical specialists found that the most disruptive element of the Project will be noise and vibration impacts during construction.

Potential impacts from construction activities on air quality, contaminated land, groundwater and surface water will be managed during construction.

The Project would be managed in accordance with a Construction Environmental Management Plan (CEMP), which will outline planned construction activities and describe how the Project would identify, manage and mitigate environmental impacts on the physical environment during construction.

A Noise and Vibration Sub-Plan, developed in line with the Communications and Stakeholder Engagement Plan, will identify how the Project will inform the community about works.

The community can raise issues or concerns throughout construction directly with the Project. This will be outlined in the Project's Communications and Stakeholder Engagement Plan, which will make specific provision for feedback including the availability of a phone number community members can call anytime of the day or night.

Once the Project is operational, the increase in traffic on the new road is unlikely to lead to an increase in noise levels.

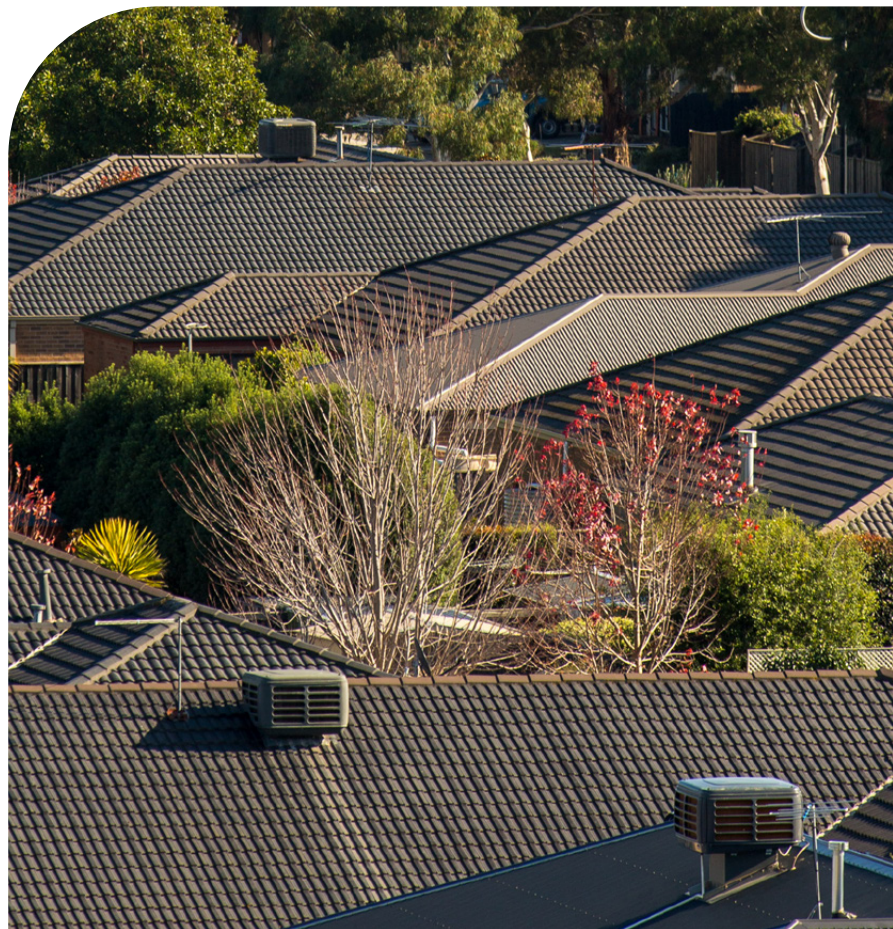
Noise modelling indicates that the majority of properties along Yan Yean Road will experience an increase of no more than 3 dBA as a result of the Project. Such an increase is characterised as being barely perceptible. Operational noise will be addressed by designing the Project in accordance with VicRoads *Traffic Noise Reduction Policy (2005)*.

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➔ Construction is disruptive. We understand that some construction activities can be noisy, which may disturb nearby properties. Activities such as bulk earthworks, vegetation removal and paving can all generate noise.

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Piling works and compacting new road surfaces can result in vibration. Any potential noise and vibration impacts during the Project's construction phase will be managed through the implementation of mitigation measures identified in the Environmental Performance Requirements (EPRs) and in accordance with the CEMP.







## Managing impacts

The Project will be designed, constructed and maintained in accordance with an Environmental Management Framework (EMF).

The EMF outlines governance arrangements, roles and responsibilities and accountabilities for environmental management during delivery of the Project.

Detailed documentation and regular reporting will be required to verify compliance with the EMF and the Environmental Performance Requirements (EPRs).

Compliance with all relevant environmental laws, approvals and guidelines will ensure that the environmental risks and impacts of the Project are managed appropriately and effectively, and that potentially adverse impacts are avoided or minimised.

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➔ The EPRs set the environmental outcomes that must be achieved during design, construction and operation of the Project.

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When developing the EPRs, the following process was adopted to identify potential mitigation and management measures:

- avoidance through design refinements
- minimisation through timing of the activities
- mitigation or management through physical or engineering controls
- mitigation or management through operational controls
- induction, training and awareness
- monitoring and measurement
- adaptive management and contingency protocols.

The construction contractor delivering the Project will be required to prepare a Construction Environmental Management Plan (CEMP) consistent with the EMF for the design and delivery of the Project.

The CEMP will set out roles and responsibilities for ongoing development and implementation of the CEMP, verifying compliance before construction commences and monitoring its effectiveness during construction.

The CEMP also contains detailed procedures and actions for meeting all relevant approvals, approval conditions and the EPRs for works.

Relevant stakeholders must be consulted during the development of the CEMP and any associated sub-plans, which will be approved by MRPV before construction commences.

CEMP related sub-plans that will be developed for the Project include:

- Traffic Management Plan
- Swift Parrot Management Plan
- Tree Protection Management Plan
- Landscape Strategy
- Cultural Heritage Management Plan
- Communications and Stakeholder Engagement Plan
- Trader Engagement Sub-Plan
- Noise and Vibration Sub-Plan

An Independent Environmental Auditor will audit the Project's compliance with the CEMP. Once the Project is operating, any potential impacts during operation and maintenance will be managed in accordance with the Department of Transport (DoT)'s environmental management system and standards for managing declared arterial roads in Victoria.



## Finalising the Environment Effects Statement (EES) and Planning Scheme Amendment (PSA) processes

This EES is on public exhibition from for a minimum of 30 business days.

The EES, draft PSAs and supporting documentation can be viewed and downloaded from the project website [roadprojects.vic.gov.au/projects/yyr-ees](http://roadprojects.vic.gov.au/projects/yyr-ees). To obtain a copy of the EES on USB, community members can email [contact@roadprojects.vic.gov.au](mailto:contact@roadprojects.vic.gov.au) or call 1800 105 105.

### Submissions

Submissions on the Yan Yean Road Upgrade - Stage 2 EES must be made in writing and **online submissions are preferred** and can be lodged via the Victorian Government's engagement website [engage.vic.gov.au/yan-yeen-road-iac](http://engage.vic.gov.au/yan-yeen-road-iac)

**Written submissions** must be accompanied by a coversheet obtained only by calling Planning Panels Victoria on (03) 8392 5503. Each written submission must have a separate coversheet and they cannot be copied.

All submissions must state the name and address of the person making the submission.

Where a submission is made by two or more persons, it must state the name and address of the person who will represent these persons in any formal public hearing and be the main point of contact.

Anonymous submissions will not be considered.

Submissions will be treated as public documents, in accordance with the Planning Panels Victoria Privacy Collection Notice.

For more information about the EES submission process or public hearings, contact Planning Panels Victoria at [engage.vic.gov.au/yan-yeen-road-iac](http://engage.vic.gov.au/yan-yeen-road-iac) or on (03) 8392 5503.

After the public exhibition period has concluded, the Minister for Planning will appoint an Inquiry and Advisory Committee to evaluate the Project, the EES, the Planning Scheme Amendment and all public submissions received.

The Inquiry and Advisory Committee will summarise their findings in a report and provide it to the Minister for Planning for consideration.

The Minister for Planning will assess the likely environmental effects of the Project, the EES, public submissions and the committee's report. The Minister for Planning will then make their decision on the Project.

The Minister will decide whether the Project has:

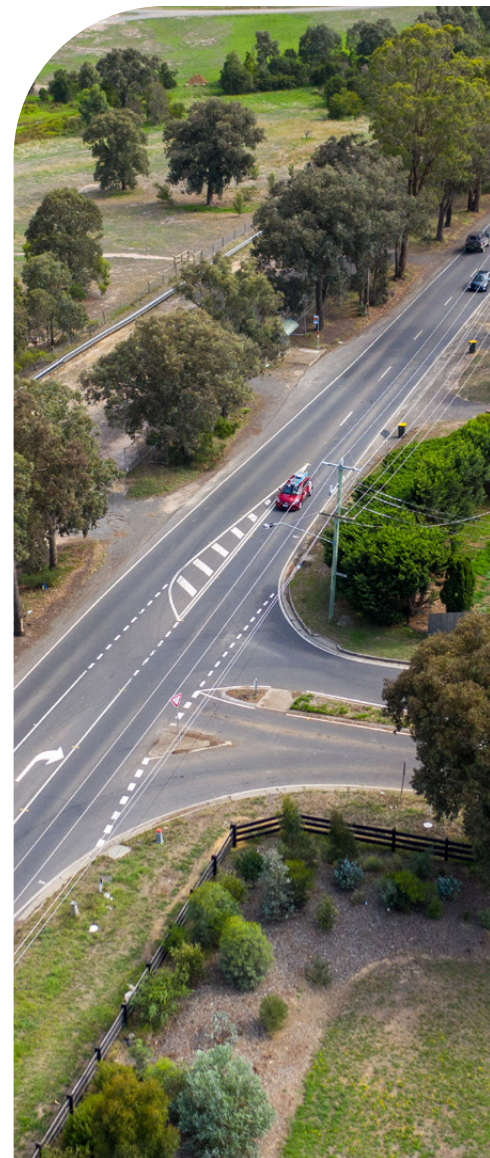
- an acceptable level of environmental impacts and can proceed
- an unacceptable level of environmental impacts and cannot proceed
- to be modified so the environmental impacts are at an acceptable level before it can proceed.

If the Minister for Planning decides that the Project can proceed, they will exercise their powers under the *Planning and Environment Act 1987* to amend the Whittlesea Planning Scheme and the Nillumbik Planning Scheme via Planning Scheme Amendment GC92.

The draft Planning Scheme Amendment (PSA) proposes to reserve the land for the Project using a Public Acquisition Overlay (PAO) and exempt the Project from planning permit requirements, subject to conditions, using a Specific Controls Overlay.

Once approved and a notice of Planning Scheme Amendment GC92 has been published in the Victorian Government Gazette, MRPV will commence the land acquisition and compensation process with impacted landowners.

The Minister's assessment will also be provided to the Commonwealth Minister for the Environment who will determine whether or not to grant approval for the Project under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.





## Conclusion

The Project aims to improve safety, access and connectivity for drivers, public transport users, pedestrians and cyclists using Yan Yean Road.

The additional road capacity will improve speeds and travel times on Yan Yean Road and help to keep the arterial road network in Melbourne's north moving.

The Project will better connect people to residential, recreation, and service centres, significantly improving access to social and economic opportunities.

The Project will improve connectivity for the growing suburbs of Doreen and Mernda to the townships of Plenty and Yarrambat, and to jobs

and services in established neighbouring suburbs such as Greensborough and Diamond Creek.

The benefits of the Project have been evaluated against any adverse community and environmental impacts.

Where impacts have been identified, technical specialists have developed mitigation measures in the form of Environmental Performance Requirements (EPRs) to avoid, minimise and manage those impacts.

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## Contact us

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