

PART 1 INTRODUCTION CHAPTERS

4 Environment Effects Statement
Assessment Framework

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4.1 Introduction

An assessment framework was developed to ensure that the EES for the Project addresses the potential environmental effects of the Project including the matters specified in the Scoping Requirements, and meets the Evaluation Objectives set by the Minister for Planning in June 2019.

The Minister determined an EES was required for the Project due mainly to the potential significant effects on biodiversity, social and cultural values. Further detail on specific impacts that are relevant to the Minister's Assessment can be found in Chapters 7-11 of this EES.

The key components of the assessment framework are:

- **Evaluation framework** – The requirements of relevant legislation and policy, and the Scoping Requirements set by the Minister for Planning, provide the foundation for the assessment. These requirements were used to determine the specialist technical assessments to be undertaken and the matters to be investigated
- **Assessment approach** – The assessment approach adopted for this EES gave priority to applying Victorian legislation, policies and guidelines as well as the legislation, policies and guidelines of the Commonwealth EPBC Act relevant to listed threatened species and ecological communities the subject of the controlled action decision. These provided the base framework for conducting the existing conditions and risk assessments which informed the assessment of impacts and the development of Environmental Performance Requirements (EPRs)
- **Project development** – Project options were evaluated against criteria including transport network, environmental impacts, social impacts and economic impacts. This process is detailed in Chapter 3 *Project development*
- **Consultation** – The findings of stakeholder consultation were considered during the Project's design development and the preparation of this EES. Consultation is detailed in Chapter 6 *Communications and Engagement*
- **Environment Effects Statement** – The outputs from the specialist technical assessments are brought together in this EES. At the conclusion of the EES assessment process the Minister's assessment will inform decisions on the statutory approvals
- **Key statutory approvals** – Key approvals are a Planning Scheme Amendment (under the *Planning and Environment Act 1987*) and Commonwealth environmental approval (under the *Environment Protection and Biodiversity Conservation Act 1999*). In addition, a Cultural Heritage Management Plan (under the *Aboriginal Heritage Act 2006*) is required. These and additional statutory approvals are detailed in Attachment II *Legislation and Policy*. In addition, an Environmental Management Framework will provide a transparent framework with clear accountabilities for managing and monitoring the environmental effects and potential impacts associated with the construction and operational phases of the Project. The EPRs for the Project are detailed in Chapter 12 *Environmental Management Framework*.

The relationships between the components of the assessment framework are shown in Figure 4.1.

This chapter describes the components of the assessment framework in more detail and how they underpin the EES process to ensure a consistent and transparent approach to the evaluation of the Project's potential impacts on the environment.

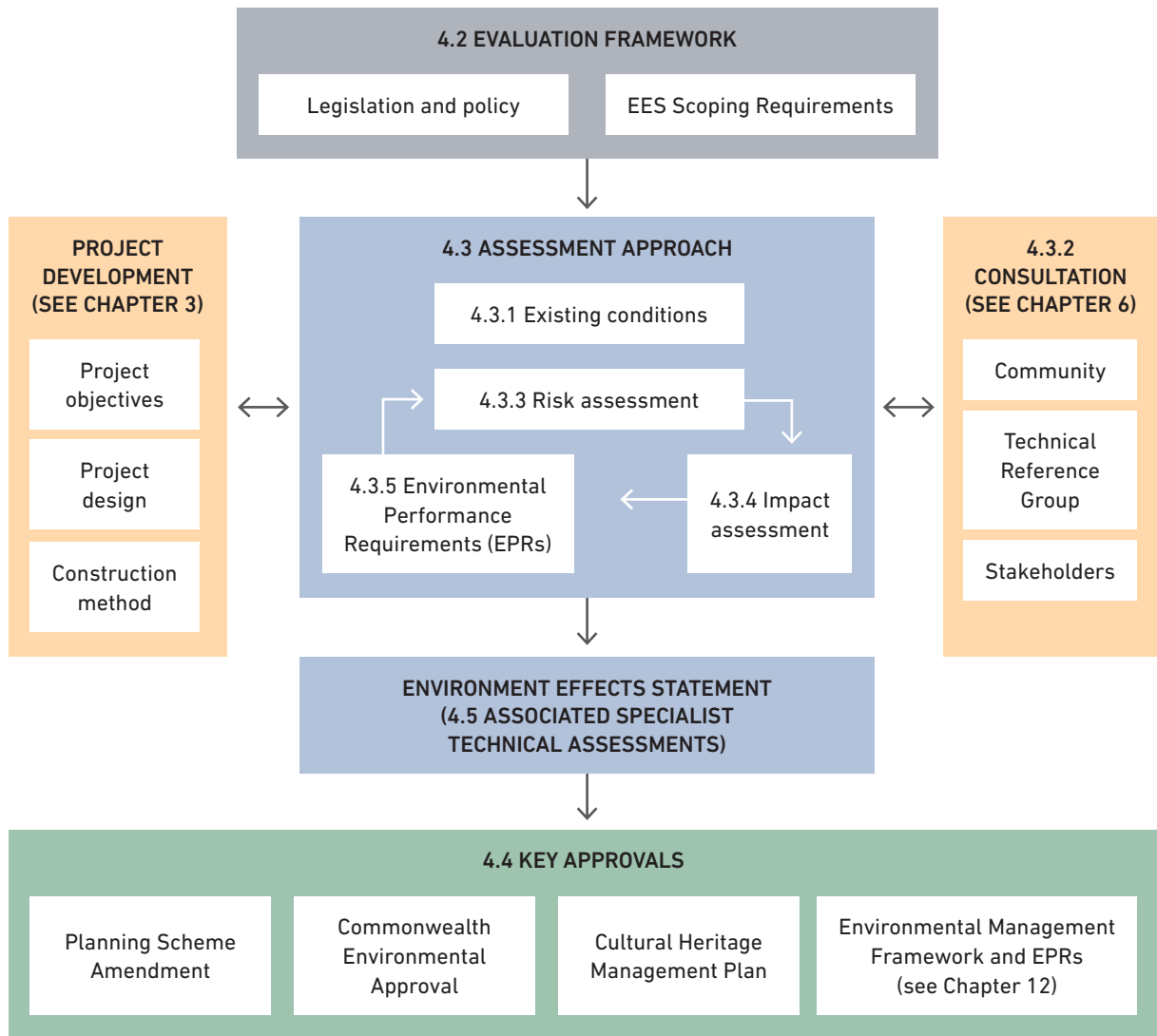
Environmental Performance Requirement (EPR)

A performance-based requirement that sets an outcome, standard or limit to be achieved. This may be set by regulation, policy or guideline, or may otherwise be a project commitment to achieve a particular outcome.

Specialists assessed the magnitude of the key impacts, taking into consideration standard

management and mitigation measures where appropriate. The specialists then identified additional or modified EPRs that could be adopted to reduce risks and impacts. In developing the EPRs, a hierarchy of control (avoid, minimise or manage impacts) was used to identify potential mitigation measures.

Figure 4.1 EES assessment framework



4.2 Evaluation framework

The Scoping Requirements for this EES, issued by the Victorian Minister for Planning in June 2019, require evaluation of three key objectives:

- Transport capacity and connectivity
- Biodiversity
- Social and cultural values.

The Scoping Requirements include specific draft Evaluation Objectives, which identify desired environmental outcomes. These have been used to guide this EES, reflected in the grouping of topics into two parts:

Part 2 – Responding to the Scoping Requirements

- Chapter 7 *Effects on Transport Capacity and Connectivity*
- Chapter 8 *Effects on Biodiversity*
- Chapter 9 *Effects on Social and Cultural Values*

Part 3 – Additional impact assessment summaries

- Chapter 10 *Effects on Land Uses, Businesses and Social Assets*
- Chapter 11 *Effects on Physical Environment*.

Table 4.1 presents the draft Evaluation Objectives for the Project and the location of where each Evaluation Objective is addressed within the EES chapters and specialist technical assessments, as per the grouping of topics above. This table also provides an overview of the corresponding key legislation, with the complete list of all applicable legislation, policy and guidelines detailed in Attachment II *Legislation and Policy*.

The Project's Environmental Management Framework (EMF) details all Evaluation Objectives and provides a framework for managing and monitoring the environmental effects of these. It is described in detail in Chapter 12 of this EES and is not included in Table 4.1.

Table 4.1 EES draft Evaluation Objectives and corresponding legislation and relevant EES information

Draft evaluation objective	Key legislation	Relevant EES chapter and specialist technical assessments
Responding to the Scoping Requirements		
Transport capacity and connectivity To provide for an effective corridor through the northern outer suburbs of Melbourne, to improve travel efficiency, road safety, and capacity.	<i>Road Management Act 2004</i> <i>Transport Integration Act 2010</i> <i>Planning and Environment Act 1987</i> <i>Major Transport Projects Facilitation Act 2009</i>	Chapter 7 <i>Effects on Transport Capacity and Connectivity</i> Technical Report A – <i>Transport Impact Assessment</i>
Biodiversity To avoid or, at least, minimise adverse effects on native vegetation (including remnant, planted, regenerated and large old trees), listed migratory and protected species/ecological communities and then to address offset requirements consistent with relevant state and commonwealth policies.	<i>Environment Protection and Biodiversity Conservation Act 1999</i> <i>Flora and Fauna Guarantee Act 1988</i> <i>Wildlife Act 1975</i> <i>Catchment and Land Protection Act 1994</i> <i>Planning and Environment Act 1987</i>	Chapter 8 <i>Effects on Biodiversity</i> Technical Report B1 – <i>Biodiversity Existing Conditions Report</i> Technical Report B2 – <i>Biodiversity Impact Assessment</i> Technical Report C – <i>Arboriculture Assessment</i>
Social and cultural values To avoid or minimise the adverse effects on social and cultural values, including landscape values, Aboriginal and historical cultural heritage values, and remnant, planted and regenerated vegetation, and to maximise the enhancement of these values where opportunities exist.	<i>Aboriginal Heritage Act 2006</i> <i>Heritage Act 2017</i> <i>Planning and Environment Act 1987</i> <i>Transport Integration Act 2010</i>	Chapter 9 <i>Effects on Social and Cultural Values</i> Technical Report B2 – <i>Biodiversity Impact Assessment</i> Technical Report C – <i>Arboriculture Assessment</i> Technical Report D – <i>Social Impact Assessment</i> Technical Report F – <i>Aboriginal and Historical Cultural Heritage Impact Assessment</i> Technical Report G – <i>Landscape Strategy</i>

Draft evaluation objective	Key legislation	Relevant EES chapter and specialist technical assessments
Additional impact assessment summaries		
Identify other potential adverse environmental effects of the Project, such as on social, land use, community amenity and planning, and canvass an environmental management approach and performance measures to ensure any effects are identified and avoided, minimised or mitigated.	<p><i>Planning and Environment Act 1987</i></p> <p><i>Environment Protection Amendment Act 2018</i></p> <p><i>Land Acquisition and Compensation Act 1986</i></p> <p><i>Transport Integration Act 2010</i></p> <p><i>Major Transport Projects Facilitation Act 2009</i></p> <p><i>Water Act 1989</i></p>	<p>Chapter 10 <i>Effects on Land Uses, Businesses and Social Assets</i></p> <p>Chapter 11 <i>Effects on Physical Environment</i></p> <p>Technical Report D – <i>Social Impact Assessment</i></p> <p>Technical Report E – <i>Business Impact Assessment</i></p> <p>Technical Report H – <i>Planning and Land Use Impact Assessment</i></p> <p>Technical Report I – <i>Noise and Vibration Impact Assessment</i></p> <p>Technical Report J – <i>Groundwater Impact Assessment</i></p> <p>Technical Report K – <i>Contaminated Land Impact Assessment</i></p> <p>Technical Report L – <i>Surface Water Impact Assessment</i></p> <p>Technical Report M – <i>Air Quality Impact Assessment</i></p>



4.3 Assessment approach

Specialist technical assessments were undertaken to address the Minister's Scoping Requirements and demonstrate how each Evaluation Objective has been met. This EES has used a systematic risk-based approach to understanding the existing environment and the potential impact of the Project on the environment, and to evaluate the effectiveness of measures to avoid, minimise, or manage risks and impacts.

This section describes the key steps taken in developing the individual specialist technical assessments:

- **Existing conditions** – characterise the existing environmental assets, values and uses in the vicinity of the Project for each specialist technical assessment. Risk and impact assessments for the Project were undertaken with reference to these baseline conditions
- **Consultation** – understand the key issues of particular concern to local communities and stakeholders. The findings of stakeholder consultation, including input from government agencies – particularly through the Technical Reference Group – were considered during the Project's design development and the preparation of this EES
- **Risk assessment** – identify impact pathways with the potential to lead to significant impacts on the environment (including key assets, values and uses) and/or on local communities. Identify key risks to those impact pathways with the potential to lead to significant impacts and carry these forward for more detailed impact assessment
- **Impact assessment** – assess the key impacts associated with key issues and key risks. These key impacts have been assessed by the specialists, with the results reported in the specialist technical assessments attached to this EES
- **Environmental Performance Requirements (EPRs)** – specify the fundamental requirements for environmental performance that would govern the further design, construction and operation of the Project. The development of the EPRs was an iterative process with input from the technical specialists and MRPV. As part of this process the technical specialists considered mitigation measures to be implemented by the EPRs and the final EPRs were confirmed by the technical specialists for each discipline.

Each part of the assessment and reporting was subject to technical review by separate technical specialists. This technical review occurred for each technical report at key milestones in the development. The Technical Reference Group also provided advice to the project team on key issues and concerns from their respective areas of interest, experience and expertise. This ongoing engagement has enabled the key issues and interests of state and local government to be incorporated into this EES.

The assessment approach is in accordance with the systems and risk-based approach expected by the *Ministerial Guidelines for Assessment of Environmental Effects* under the *Environment Effects Act 1978*.

4.3.1 Existing conditions

Existing conditions were established via desktop and field-based investigations (where desktop results were verified and new information was gathered). These specialist technical assessments identified environmental assets, values and uses that may be impacted by the Project, with particular regard given to the identification of sensitive receptors. These receptors may include assets, values or uses that are protected by legislation and policy, are important to the local community (or wider geographic area) and/or are likely to be susceptible to impacts as a result of the Project. The purpose of the existing conditions assessment was to characterise the existing environmental and social context of the area surrounding the Project.

The same project area was used for each specialist technical assessment, as described in Chapter 5 *Project Description*. Individual study areas were tailored to the different specialist technical assessments as appropriate for each discipline.

Desktop investigations used various web-based resources and publicly available data provided by regulators, local interest groups and local planning authorities, as well as mapping and aerial photography and other resources. The methods and resources required, as well as the approach taken to field surveys, differed between specialist aspects. Where relevant, the methods and resources used for desktop and field-based investigations are detailed within the specialist technical assessments appended to this EES.

The existing conditions formed the baseline for the risk and impact assessments.

4.3.2 Consultation

Consultation was undertaken during each stage of design development of the Project and the preparation of this EES. Community consultation provided an understanding of the concerns and preferred outcomes of local residents, businesses and other interested parties and ensured that these were considered in the design and assessment process.

Ongoing engagement with Councils and relevant government agencies has enabled the key issues and policy priorities of State and local government to be incorporated into this EES. The Technical Reference Group provided advice to the project team on statutory approvals, policy provisions, methodologies of key specialist technical assessments and key issues and concerns from their respective areas of interest, experience and expertise. Chapter 6 *Communications and Engagement* provides further information about the Technical Reference Group. Further information is provided in Attachment IV *Stakeholder and Community Engagement Report*.

4.3.3 Risk assessment

An environmental risk assessment has been central to the development and planning processes for the Project. As required by the Minister's Scoping Requirements, a risk-based approach enabled key risks and those impact pathways with the potential to lead to significant impacts on the environment and/or on local communities to be identified and prioritised in subsequent, more detailed impact assessments.

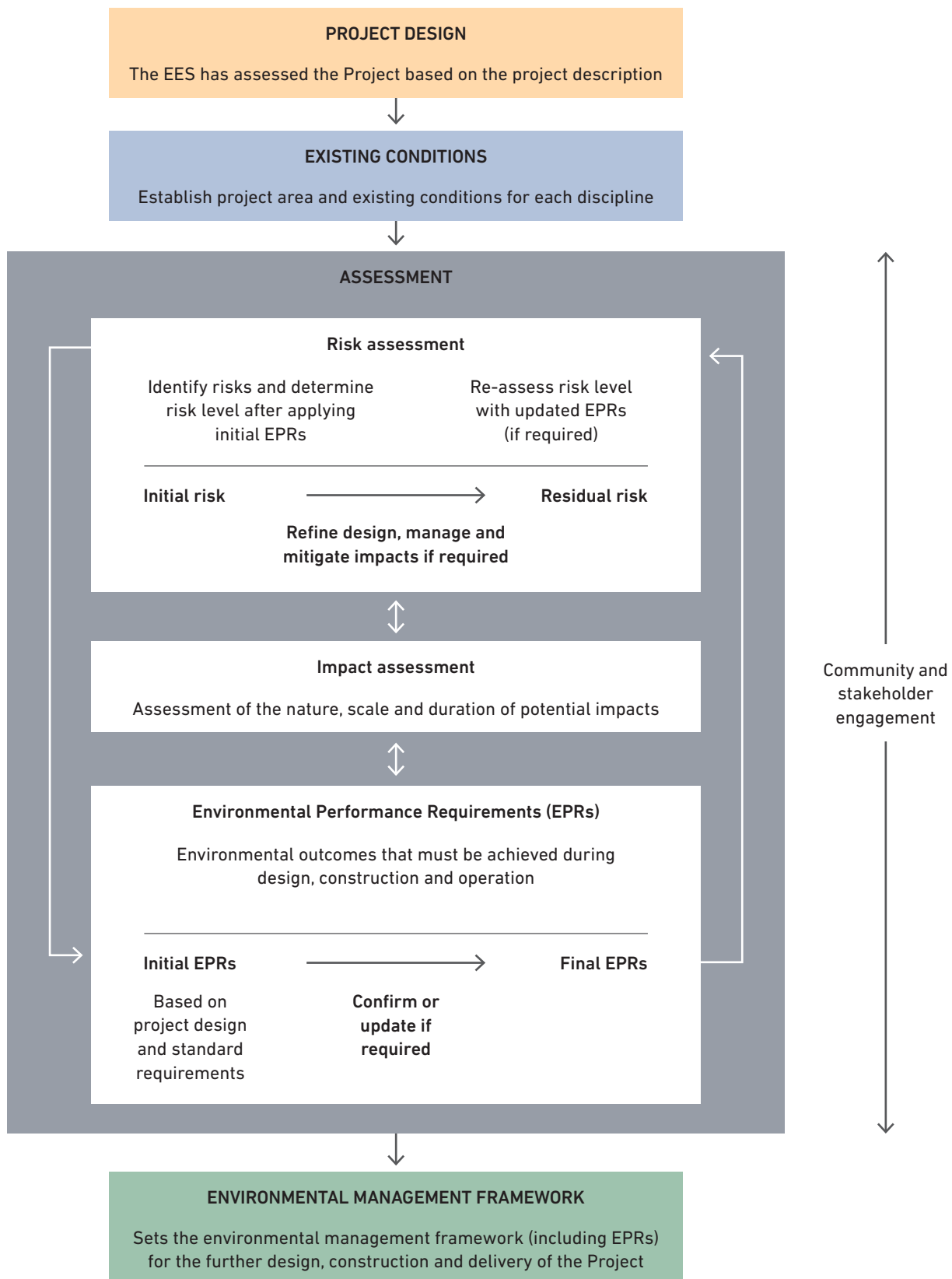
It is important to note that an environmental risk is different from an environmental impact:

- A **risk** is a function of the likelihood of an adverse event occurring and the potential consequences of the event
- An **impact** relates to the outcome of an event in relation to sensitive assets, values and uses.

Benefits are considered in impact assessment but not in risk assessment. An impact assessment must be informed by a risk assessment so that the level of action to manage an impact relates to the likelihood of an adverse impact occurring and the consequences of that occurrence.

Risk assessment and identification of key risks was ongoing as the design of the Project progressed. This included reassessing impact pathways identified as relevant to the Project and investigating additional design options to minimise environmental impact.

The iterative risk and impact assessment process also included the reassessment of risks once the EPRs were refined as part of the impact assessment. An Environmental Management Framework has been prepared, which includes EPRs, to define project-wide environmental outcomes that must be achieved during the design, construction, operation and maintenance of the Project. An overview of the risk and impact assessment process is shown in Figure 4.2 and is consistent with the MRPV Environmental Risk Management Guideline.

Figure 4.2 Overview of risk and impact assessment process

Risk assessment approach

The risk assessment process followed the International Standard (ISO 31000:2018) approach and the MRPV Environmental Risk Management Guideline. It involved identifying and evaluating potential interactions between the Project's components and activities and sensitive assets, values and uses (known as impact pathways).

The following tasks were undertaken to identify, analyse and evaluate the initial risks:

- Set the context for the environmental risk assessment
- Develop likelihood and consequence criteria and a risk assessment matrix
- Review project components and activities described in the project description, alongside a review of existing assets values and uses, to identify impact pathways for the construction and operation phases of the Project
- Identify standard controls and requirements typically applied in projects of this nature that would be implemented to mitigate individual risks
- Assign likelihood and consequence levels to determine an initial risk rating.

Workshops involving key technical specialists were held to test the preliminary risk information. The information was reviewed for completeness and the likelihood and consequence of each risk and its initial risk rating were identified.

The method for risk evaluation involved assigning a likelihood and consequence to each impact pathway using likelihood and consequence criteria, as per the MRPV Environmental Risk Management Guideline. Likelihood criteria, consequence criteria and the risk matrix are shown in Attachment III *Environmental Risk Report*.

The likelihood of an adverse impact occurring takes into account the probability of the maximum credible consequence. Consequence criteria have been developed to consider the following characteristics:

- Extent of impact
- Severity of impact
- Duration of threat.

The descriptions in the consequence guide were used for guidance only, with specialists also using their professional judgment and experience to assign appropriate consequence levels.

The results of the initial risk assessment, determined by the MRPV risk matrix, were used to identify aspects for further investigation in this EES. Based on the initial risk rating allocated for each impact pathway, risks were evaluated to identify the key risks requiring the greatest attention in this EES. Key risks were identified as those impact pathways with the greatest potential to lead to significant impacts and these were carried forward for more detailed impact assessment as key impacts. These risks were defined as risks rated 'significant' and above.

Where stakeholders identified key issues of particular concern or importance, these were also carried forward for more detailed impact assessment. For example, design optioneering has been undertaken to avoid impact on the two Doreen River Red Gums, as this was identified as a key issue of concern during community consultation.

As part of the impact assessment process (see Section 4.3.4), where additional or revised EPRs were identified, the risk assessment was revised to determine the residual risk of the event, taking into account the final EPRs (incorporating initial and/or revised EPRs). This residual risk rating reflects the likelihood and consequence of the risk following the implementation of the final EPRs.

All potential impact pathways and risk ratings identified for the Project have been compiled into a register, which is provided in Attachment III *Environmental Risk Report*.

4.3.4 Impact assessment

Key impacts (those associated with key risks defined as having an initial rating of 'significant' and above and key issues) have been assessed by the specialist technical assessments undertaken for this EES. The impact assessment also identified potential benefits (positive impacts) associated with the Project during its construction and operation. Risk ratings were not applied to potential benefits; however, benefits are described as relevant in specialist technical assessments.

The following factors may be considered when determining the significance of potential environmental impacts of the Project:

- Extent, severity and duration of impact on assets, values and uses
- The relationship between different impacts on the environment
- The likely effectiveness of measures to avoid, minimise and manage adverse impacts
- The likelihood that any given environmental impact would occur
- Benchmarks and requirements set by statutory requirements and environmental approvals
- The policies and guidelines that apply to the proposed Project
- Community expectations.

Specialists applied their own methods (defined by relevant legislation, policies, standards and guidelines and their professional judgement and experience) to assess the magnitude of the key impacts, taking into consideration management and mitigation measures where appropriate. As a result, the approach to impact assessment was specific to each of the specialist aspects. The impact assessments for each of the specialist technical assessments are summarised in Chapters 7–11 and detailed in Technical Reports A–M.

Landscape strategy

The Project's landscape design is a key component in minimising impacts and enhancing the area's existing social and cultural values for current and future generations.

The implementation of the Landscape Strategy would ensure that the Project responds effectively

to the local context of Yan Yean Road, community interests and environmental sensitivities.

Refer to Technical Report G and the EPRs in Chapter 12 *Environmental Management Framework* for more details.

The specialists then identified additional or modified EPRs that could be adopted to reduce risks and impacts. The effectiveness of the EPR was determined by its anticipated ability to reduce the likelihood of the event occurring or reduce the potential consequence to the affected receptor(s). Where necessary, EPRs were identified iteratively or refined and their effectiveness reassessed to reduce the residual risk or impact. While the focus at this stage of the impact assessment was to reduce significant risks and issues, the EPRs have been developed to manage as appropriate all potential risks and issues including those initially identified as having a lower than significant risk rating.

Where additional or revised EPRs were identified, the risk assessment was revised to determine the residual risk of the risk event, taking into account the updated EPRs.

The anticipated impact of the Project is assessed on the basis that the EPRs identified by the specialists will be implemented.

It is noted that the Landscape Strategy (refer to Technical Report G) took a different approach to other impact assessments, further acting as a key mitigation for the Project. Implementation of the Landscape Strategy forms part of several key EPRs (see Section 4.3.5 below) for mitigating the Project's impacts to landscape character, visual amenity and the existing cultural values of the area.

4.3.5 Environmental Performance Requirements

This EES includes an Environmental Management Framework which provides a transparent and integrated framework for managing potential environmental impacts arising from construction and operation of the Project. It contains Environmental Performance Requirements (EPRs), which set the environmental outcomes that must be achieved during design, construction and operation.

Initial EPRs for the Project were prepared to inform the risk assessment. This performance-based approach defines the legislative requirements, standards, limits and processes that the Project must meet, while still providing flexibility to accommodate minor modifications during the detailed design process – provided the outcomes specified in the EPRs are achieved. These initial EPRs were based on standard requirements and measures that are typically incorporated into construction contracts for road projects.

In developing the EPRs, the following hierarchy of control was used to identify potential mitigation and management measures:

- Avoidance through design refinements
- Minimisation through timing of the activities
- Mitigation or management through physical/engineering controls
- Mitigation or management through operational controls
- Induction, training and awareness
- Monitoring and measurement
- Adaptive management and contingency protocols
- Offset requirements.

The majority of the EPRs are performance-based outcomes, however, in some cases more specific requirements have been included where a more prescriptive approach is needed to manage risk and impact effectively.

The EPRs have been developed as a complete set. EPRs for individual specialist topics do not operate in isolation. In assessing impacts and residual risk, the impact assessments have cross-referenced to EPRs from other technical areas as relevant.

4.4 Key approvals

An EES is not itself an approval but an assessment of the environmental effects of the Project. The assessment of environmental effects through the preparation of an EES is one of the matters considered by the Minister for Planning when preparing the Minister's assessment at the conclusion of the assessment process. The Minister's assessment then informs the decisions of statutory decision-makers in relation to the approvals required for the Project as to whether approval should be granted and, if so, the conditions to be imposed. The key approvals for the Project are:

- Commonwealth environmental approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) referral
- Planning Scheme Amendment under the *Planning and Environment Act 1987*

In addition, an Environmental Management Framework will manage potential environmental impacts arising from construction and operation of the Project to achieve acceptable environmental outcomes in accordance with the EPRs. The EPRs for the Project are detailed in Chapter 12 *Environmental Management Framework*. An approved Cultural Heritage Management Plan under the *Aboriginal Heritage Act 2006* is also required for the Project.

Attachment II *Legislation and Policy* provides further details of the environmental assessment and additional statutory approvals required for the Project.

4.5 Scope and links between specialist technical assessments

Table 4.2 summarises the scope of each specialist technical assessment included within this EES.

The specialist technical assessments are inter-related. Individual assessments cross-reference each other, apply information and data acquired from other assessments and were developed in sequence to provide for alignment and clarity of scope across the assessments. The interrelationship of the specialist technical assessments is reflected in the grouping of topics into two parts for this EES, as described in Section 4.2. These themes enabled the assessment of related impacts across the specialist technical assessments.

Table 4.2 Overview of specialist technical assessments

Specialist technical assessment	Overview of specialist technical assessment	Related specialist technical assessments
Technical Report A – <i>Transport Impact Assessment</i>	To assess the potential transport network impacts associated with construction and operation of the Project. This assessment was independently peer reviewed.	Technical Report H – <i>Planning and Land Use Impact Assessment</i> Technical Report I – <i>Noise and Vibration Impact Assessment</i> Technical Report M – <i>Air Quality Impact Assessment</i>
Technical Report B1 – <i>Biodiversity Existing Conditions Report</i>	To describe the biodiversity values that could be directly or indirectly affected by the Project. This assessment was independently peer reviewed.	Technical Report B2 – <i>Biodiversity Impact Assessment</i> Technical Report C – <i>Arboriculture Assessment</i> Technical Report G – <i>Landscape Strategy</i> Technical Report J – <i>Groundwater Impact Assessment</i> Technical Report I – <i>Noise and Vibration Impact Assessment</i> Technical Report L – <i>Surface Water Impact Assessment</i>
Technical Report B2 – <i>Biodiversity Impact Assessment</i>	To assess the potential impacts of the Project on biodiversity values and outline mitigation measures to avoid or minimise adverse effects. This assessment was independently peer reviewed.	Technical Report B1 – <i>Biodiversity Existing Conditions Report</i> Technical Report C – <i>Arboriculture Assessment</i> Technical Report G – <i>Landscape Strategy</i> Technical Report J – <i>Groundwater Impact Assessment</i> Technical Report I – <i>Noise and Vibration Impact Assessment</i> Technical Report L – <i>Surface Water Impact Assessment</i>

Specialist technical assessment	Overview of specialist technical assessment	Related specialist technical assessments
Technical Report C – <i>Arboriculture Assessment</i>	To identify and assess trees (including remnant, planted, regenerated and large old trees) within the project area and outline mitigation measures to avoid or minimise adverse effects.	Technical Report B1 – <i>Biodiversity Existing Conditions Report</i> Technical Report B2 – <i>Biodiversity Impact Assessment</i> Technical Report G – <i>Landscape Strategy</i>
Technical Report D – <i>Social Impact Assessment</i>	To identify and assess the social and cultural value of trees, vegetation and social assets within the project area and outline mitigation measures to avoid or minimise adverse effects. This assessment was independently peer reviewed.	Technical Report A – <i>Transport Impact Assessment</i> Technical Report F – <i>Aboriginal and Historical Cultural Heritage Impact Assessment</i> Technical Report G – <i>Landscape Strategy</i> Technical Report H – <i>Planning and Land Use Impact Assessment</i> Technical Report I – <i>Noise and Vibration Impact Assessment</i> Technical Report L – <i>Surface Water Impact Assessment</i>
Technical Report E – <i>Business Impact Assessment</i>	To identify existing businesses, assess potential impacts of the Project, and outline mitigation measures to avoid or minimise adverse effects.	Technical Report A – <i>Transport Impact Assessment</i> Technical Report I – <i>Noise and Vibration Impact Assessment</i>
Technical Report F – <i>Aboriginal and Historical Cultural Heritage Impact Assessment</i>	To identify Aboriginal and historical cultural heritage places and values, assess potential impacts of the Project, and outline mitigation measures to avoid or minimise adverse effects. This assessment was independently peer reviewed.	Technical Report G – <i>Landscape Strategy</i>
Technical Report G – <i>Landscape Strategy</i>	To provide a contextual landscape response that addresses the loss of trees or other landscape elements and identifies opportunities to maximise enhancement of social and cultural values. This Strategy was independently peer reviewed.	Technical Report B1 – <i>Biodiversity Existing Conditions Report</i> Technical Report B2 – <i>Biodiversity Impact Assessment</i> Technical Report C – <i>Arboriculture Assessment</i> Technical Report D – <i>Social Impact Assessment</i> Technical Report F – <i>Aboriginal and Historical Cultural Heritage Impact Assessment</i>

Specialist technical assessment	Overview of specialist technical assessment	Related specialist technical assessments
Technical Report H – <i>Planning and Land Use Impact Assessment</i>	To identify and characterise the existing and potential future land uses in the project area, assess the land acquisition required for the Project, and outline mitigation measures to avoid or minimise adverse effects.	Technical Report D – <i>Social Impact Assessment</i> Technical Report E – <i>Business Impact Assessment</i> Technical Report F – <i>Aboriginal and Historical Cultural Heritage Impact Assessment</i> Technical Report G – <i>Landscape Strategy</i>
Technical Report I – <i>Noise and Vibration Impact Assessment</i>	To establish road traffic noise levels through modelling for current and future conditions and estimate construction noise and vibration impacts to inform appropriate mitigation measures.	Technical Report A – <i>Transport Impact Assessment</i> Technical Report B2 – <i>Biodiversity Impact Assessment</i> Technical Report D – <i>Social Impact Assessment</i> Technical Report E – <i>Business Impact Assessment</i>
Technical Report J – <i>Groundwater Impact Assessment</i>	To assess the potential of the Project to intersect with groundwater, how the proposed construction methods could change groundwater level and quality, and how the proposed works could permanently alter the groundwater regime.	Technical Report K – <i>Contaminated Land Impact Assessment</i> Technical Report L – <i>Surface Water Impact Assessment</i>
Technical Report K – <i>Contaminated Land Impact Assessment</i>	To assess contaminated soil that may be encountered during construction and outline mitigation measures including options for spoil management.	Technical Report J – <i>Groundwater Impact Assessment</i> Technical Report L – <i>Surface Water Impact Assessment</i>
Technical Report L – <i>Surface Water Impact Assessment</i>	To assess the potential impacts of the Project on flooding, drainage and water quality components of water environments and outline mitigation measures to avoid or minimise adverse effects.	Technical Report K – <i>Contaminated Land Impact Assessment</i> Technical Report J – <i>Groundwater Impact Assessment</i>
Technical Report M – <i>Air Quality Impact Assessment</i>	To assess the potential impacts on local air quality during construction and potential impacts from greenhouse gas emissions during the construction, operation and maintenance of the Project.	Technical Report A – <i>Transport Impact Assessment</i> Technical Report D – <i>Social Impact Assessment</i> Technical Report E – <i>Business Impact Assessment</i>