



AUGUST 2020
ENVIRONMENT EFFECTS STATEMENT
YAN YEAN ROAD UPGRADE – STAGE 2

Planning and Land Use

The Environment Effects Statement (EES) for Yan Yean Road Upgrade – Stage 2 examines the potential environmental, social, cultural and economic impacts of the Project and identifies how they will be avoided, mitigated or managed.

To inform the EES for the Project, we engaged a team of independent technical experts to carry out a series of technical investigations and assessments.

The results of these investigations and assessments helped us to develop a design in-keeping with the existing landscape that caters to the current needs of the community and plans for future growth in the area.

We're upgrading
Yan Yean Road to
help you get home
safer and sooner.

To find out more
roadprojects.vic.gov.au/ees

Authorised by the Victorian Government, 1 Treasury Place, Melbourne





Planning and Land Use

What the studies found

Melbourne's outer northern suburbs are experiencing significant population growth resulting in rapid urban development. The growing demand for transport has outpaced the capacity of the arterial road network in the area.

Yan Yean Road is an important arterial connection located within the City of Whittlesea and the Shire of Nillumbik – connecting Doreen, Yarrambat and Plenty. Yan Yean Road also provides connectivity to other key arterial roads in the north, including Bridge Inn Road, Kurrak Road and Diamond Creek Road.

The arterial road network in this area links residents to the suburbs of Mernda, South Morang, Diamond Creek and Greensborough, which provide regional employment and services, and access to the metropolitan rail network.

The project area is located in a mainly medium to low density residential and rural living area in the metropolitan Green Wedge. The north-west end of Yan Yean Road forms part of the Whittlesea Growth Corridor, which is experiencing rapid land use and character change – evolving from rural living to residential.

In addition to residential properties, the project area also includes:

- educational facilities at Plenty Valley Christian College and Yarrambat Primary School
- recreation and open space at Werther Park, Yarrambat Park, Plenty Gorge Parkland Reserve and Doreen Recreation Reserve.
- businesses interspersed along the alignment that are accessed directly from Yan Yean Road or side streets connected to Yan Yean Road.

➔ The north-west end of Yan Yean Road forms part of the Whittlesea Growth Corridor, which is experiencing rapid land use and character change – evolving from rural living to residential.

Minimising the impact

Acquisition of private, public and Council owned land is required to widen and upgrade Yan Yean Road. This land is not currently subject to a Public Acquisition Overlay (PAO).

To acquire the land necessary to deliver the project, we'll need to amend the planning scheme and apply a PAO on the required land. The planning scheme amendment process is a formal statutory process that's governed by Victorian legislation, specifically the *Planning and Environment Act 1987*.

The planning scheme amendment proposed for the project will introduce a special planning control called an 'incorporated document' that includes the planning conditions that the project must comply with.

The draft Planning Scheme Amendment (PSA) for the Project is available for the public to review and comment on during the public exhibition period for the EES.

The PSA will introduce the PAO into the Whittlesea and Nillumbik planning schemes to facilitate acquisition of private land for the purposes of the Project. A PAO is the way land is reserved for a public purpose.

➔ A PAO indicates that land could be compulsory acquired in the future and this acquisition will be carried out in accordance with the *Land Acquisition and Compensation Act 1986*.

The purpose of a PAO is to:

- identify land that's proposed to be acquired by a Minister, public authority or Council
- reserve land for a public purpose and make sure that changes to the use or development of the land do not affect this
- designate a Minister, public authority or Council as an acquiring authority for land reserved for a public purpose.

In most cases, only partial land acquisition along the front property boundary is required and should not alter existing land uses but may result in permanent access changes.

In most cases this means left in, left out only access for residential, education and commercial land uses. We have, and will continue to, work with impacted landowners to manage these changes throughout the development and construction of the Project.

The road design has evolved to balance land acquisition with impacts on the environment, the preservation of environmentally significant vegetation, and habitat with a high biodiversity value.

Land use and amenity impacts will be managed in accordance with the Environmental Performance Requirements (EPRs) developed for the project as part of an Environmental Management Framework (EMF).

The project's EMF and EPRs are outlined in the EES documentation for the project. The implementation of these controls aim to adequately manage the construction and operational impacts the Project will have on planning and land use in the area.

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Our commitment

We understand and share the value the community places on their local area and way of life. We've developed an Environmental Management Framework (EMF) that provides a transparent and integrated framework for managing the Project's environmental impact.

The EMF establishes Environmental Performance Requirements (EPRs) that set the environmental outcomes that must be achieved during design, construction and operation of the new road.

EPRs have been developed to address the Project's identified impacts and deliver environmental benefits. You can view this as part of the EES documentation available for the Project.

We're committed to avoiding and minimising impacts to existing land use and future development plans for the area while we deliver this important and much needed road upgrade.

The road design has been developed to balance preserving the local environment and character of Yarrambat and Doreen, while catering effectively to the future transport needs of the growing community.

EES Documentation

The EES, including the Planning and Land Use Impact Assessment and draft Planning Scheme Amendment, is available to view and on display for public comment from 31 August to 9 October 2020.

Commenting on the EES gives you a chance to have your views considered as part of the planning approvals decisions for Yan Yean Road Upgrade – Stage 2. You can read the EES on our website. Copies are also available on USB by request.

More Information

For more information about the EES process, where to read the document and how to make a submission visit roadprojects.vic.gov.au/yyr-ees.

For more information about the project, email contact@roadprojects.vic.gov.au or call **1800 105 105**.

Contact us

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