



Activity	YVDR	Regional Victoria
Charter boat/cruise/ferry	31%	38%
Go on guided tours or excursions	29%	32%

Source: Tourism Victoria

■ **Table 17 - Tourism Activities for Domestic Tourists**

Activity	YVDR	Regional Victoria
Eat out/dine at restaurants and/or café	38%	48%
Visit friends and relatives	35%	40%
General sight seeing	29%	32%
Bushwalking or rainforest walks	19%	12%
Go shopping for pleasure	18%	24%
Pubs, clubs, discos etc.	16%	23%
Go fishing	9%	8%
Visit national parks/State parks	8%	9%
Picnics or BBQs	7%	10%
Visit wineries	7%	4%
Play other sports	5%	5%
Outdoor activities	4%	4%
Visit museums or art galleries	4%	4%
Go to the beach	4%	24%
Water activities or sports	4%	4%

Source: Tourism Victoria

Table 18 indicates the number and proportion of residents from the most relevant parts of the Region from the point of view of the project (Murrindindi West, Nillumbik Balance and Yarra Ranges North) and Victoria that are employed in the tourism sector. Principally, people employed in the tourism industry work in the ‘Accommodation, Cafes and Restaurants’ sector, especially considering that a high proportion of the people visiting this region, want to dine out. It can also be argued that the Cultural and Recreational Services and Personal Services sectors provide services to a high proportion of tourists and employment in these sectors can be considered as part of the tourism industry. On this basis, the proportion of people working the tourism sector is less in Murrindindi (9.31%) and Nillumbik (9.53%) than in Victoria as a whole (10.23%) and more in the Yarra Ranges (11.81%). Yarra Ranges has a higher proportion of residents employed in each tourist sector as compared to the other categories, except for ‘Personal Services’.

As noted above, employment in the accommodation and food services category from the 2006 census has risen across the region (compared with the former ‘Accommodation, Cafes and Restaurants’ below up to 5.16% of total employment in Murrindindi West, 4.51 % in Nillumbik balance and 7.45% in Yarra Ranges North). This may indicate a growing importance of the tourism



industry across the region. The change in classification makes a direct classification difficult at this stage.

■ **Table 18 - Tourism Employment**

	Murrindindi (S) West		Nillumbik (S) Bal		Yarra Ranges (S) North		Victoria	
Accommodation, Cafes and Restaurants	115	3.77%	138	2.94%	284	5.55%	90,302	4.34%
Cultural and Recreational Services	65	2.13%	137	2.92%	154	3.01%	53,251	2.56%
Personal and Other Services	104	3.41%	173	3.68%	166	3.25%	69,531	3.34%
Total tourism sectors	284	9.31%	448	9.53%	604	11.81%	213,084	10.23%
Total employed persons	3,049	100.00%	4,699	100.00%	5,113	100.00%	2,082,216	100.00%

Source: 2001 ABS Census

Table 19 indicates the visitation data for the Shires of Murrindindi and Yarra Ranges to the year end June 2007.

■ **Table 19 - Visitation to the Yarra Ranges and Murrindindi Shires (Year end June 2007)**

Visitor Category	Yarra Ranges (000s)	Murrindindi (000s)	Total
Day Trips	1,344	448	1,792
Domestic Overnight Visitors	217	239	456
Domestic Overnight Nights	572	569	1,141
International Visitors	11.7	N/A	11.7+
Total Visits	1,573	687+	2,260+
Total Nights/Days	1,928+	1,017+	2,945+

Source: Tourism Research Australia

These figures are slightly less than the March estimates for the Region with comparative day trip figures at 2.331 million or some 539,000 more visitors, 22,398 international visitors or some double the number above although the Murrindindi figures are not available and some 576,000 domestic overnight visitors compared with 456,000 or around a quarter more.

### 3.5.2 Summary

Tourism is a significant and growing industry in the region. The project has the potential to affect a significant part of the regional tourism industry directly and indirectly in terms of possible restrictions on access to both individual properties and to key areas of the region and through



perceptions of access difficulties and an incompatible use. This impact is likely to be of limited duration given the timing of the project but residual effects may need to be addressed.

The direct and indirect effects may warrant consideration of local information and promotional information during construction and a broader regional marketing campaign post-construction.

### 3.6 Agriculture

The Yarra Valley had the highest value of agricultural production in 2001 with over \$217 million compared with some \$71.5 million in Murrindindi and \$15 million in Nillumbik (Table 20). Murrindindi has the largest area of agricultural holdings indicating the relative difference in value between the Shires.

■ **Table 20 - Value of Agricultural Production**

Commodity	Yarra Ranges	Murrindindi	Nillumbik
Total Vegetables - value (\$)	9908855	1946580	1939577
Total fruit excluding grapes - value (\$)	48732877	5154919	1702185
Grapes - total value (\$)	10963646	937087	613647
Total value of fruit - (\$)	59696523	6092006	2315832
Honey and Beeswax - total value (\$)	16502		1998
Total value of crops (excluding pastures & grasses) - (\$)	129921214	24143985	4576987
Total value of crops - (\$)	130897299	32463354	4923681
Wool - Total - value (\$)	81493	4136971	150950
Milk - value (\$)	2347011	1785427	29610
Eggs produced for human consumption - value (\$)	2217967	6702828	1922768
Total value of livestock slaughterings - (\$)	81508714	26367988	7883924
Total value of livestock products - (\$)	4662973	12625226	2105326
Total value of agriculture - (\$)	217068986	71456568	14912931

Source: ABS Agriculture Census 2001

The table indicates that in 2001 the fruit crop comprised some 27.5% of total agricultural production in the Yarra Ranges with some 5% of the total related to grapes. Given much of the Yarra Valley's grape production is manufactured into wine and given the growth of the industry since 2001 grape production and its value add is likely to be a significantly higher value and a higher proportion of agricultural output of the Yarra Ranges.

In terms of the project, the most likely impact is on the grape industry in the north east of the Yarra Valley with some impact on livestock activities in the Shire of Murrindindi. Given the limited area that the pipeline affects within Nillumbik, impacts on agriculture are expected to be limited.

Table 21 shows the amount of agricultural production resources in terms of hectares or numbers.



■ **Table 21 - Amount of Agricultural Production**

Commodity	Yarra Ranges	Murrindindi	Nilumbik
Total area of holding (ha)	28834.3	135759.4	6864.9
Crops (excluding pastures and grasses) - total area (ha)	5635	1992	307.1
Fallow land - Total area left fallow	429.8	480.8	56.7
Total area of all pastures (ha)	15570.9	104908.7	5573.5
Vegetables for human consumption - total area (ha)	311.2	117	6.3
Total area of orchard trees (including nuts) - area (ha)	1258.6	642.1	130.9
Total citrus - total trees - number (n)	47295.2	1889.5	26.6
Total pome fruit - total trees - number (n)	274256.9	33223.5	56.8
Total stone fruit - total trees - number (n)	113611.1	114055.8	6199
Nuts - total trees - number (n)	6632	7625.3	
Total berries - total area (h)	40.3	64.1	1.2
All other fruit - total area (ha)	8.2	11.3	
All fruit (excluding grapes) - total area (ha)	1669.7	717.4	132
Grapes - area bearing (ha)	2135.5	142.6	121.3
Grapes - total area (ha)	2548	169.6	136.6
Fruit (including grapes) - total area (ha)	4217.7	887.1	268.6
Irrigation - total area reported (ha)	4778.1	1699.8	148.5
Irrigation - total area irrigated (ha)	4654.6	1734	176.5
Sheep and lambs at 30 June - total number (n)	3047.1	178751	5166.4
Wool production - between 1/7/00 and 30/6/01 - sold or unsold - total wt (kg)	15701.3	761939.9	31635
Cows milk produced for sale (litres)	5694576.6	2643080.5	
Cattle for all purposes - total number (n)	20084	78333.2	4528.2
Pigs - total number (n)	6330.1	188.1	1182.4
Deer - on holding at 30 June 2001 - total number (n)	297.2	1529.9	
Horses - total on holding at 30 June 2001 - number (n)	798	445.3	284.6
All other livestock - on holding at 30 June 2001 - total number (n)	512.4	1064.5	298.9
Layers - total stocks at 30 June 2001 - number (n)	101855.7	330431.6	143093
Meat chickens - total stock held at 30 June 2001 - number (n)	2552772.2		378323
Poultry slaughtered - total - number (n)	16670969.8	434179.4	1934005.8
Eggs produced for human consumption - y/e 30 June -Doz.	1363225.4	4119747	1181787.4

Source: ABS Agriculture Census 2001

The *Murrindindi Shire Economic Development Strategy 2003 – 2008* reported that there had been a diversification of the agriculture industries within the Shire from the traditional industries such as cattle, sheep, wool and horticultural products. The Shire now boasts enterprises in stone fruit, vineyards, olives, exotic animals, berries, nurseries, turf and has Australia's largest concentration of trout producers.

The Strategy noted that within the agricultural sector there were 501 business locations in 1998, accounting for 46% of the total business locations within the Shire.

The estimated employment in the sector in 2002 was 600 full time and 95 - 200 casual employees. The 2001 ABS Census data indicates that there were 643 persons employed in agriculture, representing 11.4% of the employed population.

The Strategy also reported in the period 1995-97 that:

- Stone fruit producers had increased the number of trees under cultivation from 4,070 trees to 10,000 trees
- The number of hectares under vines had increased from 11.8ha to 30ha



- The number of nurseries and cultivated turf locations had increased from 3 to 15, with area under crop increasing from 2.6ha to 93ha
- Meat cattle locations increased from 390 to 405 and the number of cattle increasing from 71,959 to 78,689
- Sheep and lamb locations increased from 174 to 181 locations with numbers of animals decreasing from 168,376 to 153,982.

Information from the 2006 Agricultural Census may be available before the completion of the final report and if so these data will be updated.

### **3.6.1 Summary**

Agriculture is a significant regional industry with a total value of some \$303 million in 2001 similar to the total tourism expenditure at the time.

The project has the potential to affect agricultural production through the temporary disruption of farming activity while the pipeline construction crosses properties and/or impacts on access to properties. The extent of the impact will vary with the type and size of the affected property, but is unlikely to be significant from a regional perspective. Individual operations, particularly on smaller properties with intensive land use, could be significantly affected.



## 4. Assessment of Potential Impacts

This chapter sets out the:

- Economic and tourism concerns that have been identified to date together with some of the certain or likely effects for businesses or their customers. The concerns are noted as route specific concerns and broader regional issues
- Potential economic and tourism impacts
- Possible benefits.

### 4.1 Potential Concerns

Table 22 sets out concerns identified in the consultations. The concerns have the potential to have an economic impact on land use, although any impact will be short term. To a greater or lesser extent these concerns reflect uncertainty about the project and its impacts and may be resolved as increased information becomes available.

#### ■ Table 22 - Potential Concerns

Noted Concern	Potential Impacts	Comment
<b>Local Issues</b>		
Impact on the Yea Wetlands Site. The Yea River Wetlands Committee currently has plans to extend the site and for additional facilities including an environmental interpretation/education centre. The plans are to extend across the Goulburn Valley Highway and include the wetland area along the Yea River to the Caravan Park.	Direct encroachment of the pipeline on the Wetlands - Unlikely Impacts of pipeline on the regional catchment and local waterways etc.- Unknown	This site and its further development have strong community support with the potential for significant community concern if its integrity is threatened by the pipeline. Based on the preferred pipeline corridor (option B1c) this is unlikely.
Closure or partial closure of the Melba and Goulburn Valley Highway.	Needs further investigation into the likelihood of closure, the location, the possible duration and the potential time of year. This will depend on the project development schedule. Closure in winter could affect the ski traffic and reduce ski travellers stopping in Yea. Summer and/or school holiday closure would impact on general tourist visitation and impact on businesses in Yea in particular.  Most visitors to the Eildon end of Lake Eildon are likely to use the Maroondah Highway. While visitors to Yea, the Mansfield area and further north will use the Melba Highway and Goulburn Valley Highway.  There is also a potential impact on	This could impact on tourism visitation and business access. The Melba Highway and the Goulburn Valley Highway are significant links between Melbourne, the Yarra Valley and the north. Visitors may be able to substitute travel via the Maroondah Highway with appropriate information although this will still impact Yea and possibly Yarra Glen adversely although could increase visitors to the townships along the Maroondah Highway.  For businesses along the route there are usually alternative access routes. The extent of disruption will depend on the extent, timing and duration of any interruption.



Noted Concern	Potential Impacts	Comment
<b>Local Issues</b>		
	regional touring routes. The Melba Highway is also a significant route for logging trucks.	
Restrictions on access to specific properties/businesses	Construction of the pipeline will involve temporary restrictions on access to property during the period the pipe is laid across the property access.	Access limitations will be limited and will be planned with the land owner. Access to businesses will need to be planned to minimise disruption to customers as well as owners and employees.
Reinstatement of the pipeline after construction to allow on-going production	There is concern that farming production will be affected by inappropriate reinstatement of the pipeline route post pipe laying	Reinstatement will be planned to suit the land holder but the aim will be to ensure that the land is reinstated to the original situation.
Effects of the pipeline on water run-off	There are concerns that the pipeline will provide an alternative water channel changing natural water run off routes.	Pipeline design will take this into account.
Disease Control	There are concerns that the pipeline could spread existing and introduce new plant and animal diseases onto specific properties and into the region.	The Alliance is working with DPI to develop appropriate biosecurity protocols to prevent this.
Weed control	The introduction of weeds during pipe laying and the control of weeds post reinstatement is a concern.	Weed restriction and control will be planned with the landowner.
Planning issues related to easements including access, egress and development.	Part of the concern relates to uncertainty and there needs to be confirmation on limitations of easement on development and use.	An example was suggested of an agri-tourism operator on the Melba Highway with plans to open a retail outlet to capture the passing traffic trade. What impact would the easement have, e.g. would it preclude putting a building on or over it and if so would a car park be allowed over the easement with any associated building set back away from it.
Number, location and amenity of pump stations and possible effects on businesses and business access.	Confirm location, footprint including any associated power infrastructure and amenity issues such as noise.	The exact location of pump stations is not available yet although they are firming up. There are proposed to be two pumping stations, one close to the river and one further south close to Yea. The pumps are proposed to be underground with minimal noise at ground level. There will be associated building above ground of a similar size to a large farm shed.
On going access requirements for maintenance and monitoring		
Proximity to wineries and vineyards including potential to	Consideration of final route and effect on adjacent and close	Preferred pipeline corridors pass close to a number of viticulture



Noted Concern	Potential Impacts	Comment
<b>Local Issues</b>		
introduce disease.	vineyards and winery developments when available.	developments particularly in the southern parts of the corridor. In most cases these are set back from the road reserve and the vineyard boundary. However a number have vines planted up to or close to the road reserve.
<b>Regional Issues</b>		
Possible closure of Lake Eildon to recreational use	<p>The community has two main concerns:</p> <ul style="list-style-type: none"> <li>■ Potential restrictions on use if Eildon designated as part of Melbourne's water supply</li> <li>■ Reduction in the water levels could mean that boat ramps do not reach the water. In this case boat access would be severely restricted.</li> </ul>	Concern that Lake Eildon may be closed if it becomes part of Melbourne's water supply. DSE have indicated that there will be no impacts in Lake usage. There may also be issues with the number of house boats if water levels remain low due to disposal of grey water to the Lake and leakages of black water.
Possible impact on the Goulburn River	Concern that water quantity could reduce, impacting on use of the Goulburn for recreation and reducing irrigation supply	<p>The Goulburn River is currently underutilised for recreation in the area between Alexandra and Yea with limited use downstream from Yea until closer to Seymour.</p> <p>The Goulburn Broken CMA is currently looking to encourage more use of the Goulburn River for tourism and recreation and has recently published an audit report that has looked at and made recommendations on improving safety, access, provision of riverside camping and marketing and promotion.</p>



## 4.2 Potential Economic and Tourism Effects

Table 23 sets out some certain or likely effects of the project that may impact on regional businesses and/or their customers. The table indicates the potential effects qualitatively. The following table (Table 24) indicates the potential effects based on the proportion of property are affected by the project construction.

### ■ Table 23: Potential Impacts by Corridor Section

<b>Section A: Goulburn River to Goulburn Valley Highway</b>
<p><b><i>Key Route Section Features</i></b></p> <p>This section includes the area from the Goulburn River to the Goulburn Valley Highway. This area, known as Killingworth, is made up of agricultural properties of different sizes. These vary from larger stock farms to smaller rural living blocks. The area north of Yea has been recently rezoned to ‘Rural Living’. This rezoning has now made possible increased levels of subdivision up to a minimum size (6ha blocks). There is a small reserve called Killingworth Reserve located next to the Goulburn River. It appears to be valued by the local community and contains a concrete boat ramp providing small boat access to the Goulburn River. It is also used by a small number of visitors and tour operators as a safe site for access and egress to and from the river and for overnight camping. The main road accessing the Goulburn River from Yea is Killingworth Road. It runs roughly north-south. A number of the houses in this area are accessed from this road. There are approximately 40 houses in this section within the preferred pipeline corridors, of which 12 are approximately within 300m of the preferred pipeline corridors. The township of Yea, an important service centre for the surrounding areas, is also part of this section. This includes the central business district of main street and surrounding residential areas.</p>
<p><b><i>Expected Project Activities in this section</i></b></p> <ul style="list-style-type: none"> <li>■ A pump station will be located near the river</li> <li>■ This pump station is likely to be on acquired land. This will need to have power brought to it from Yea as the area is not powered at present</li> <li>■ The pump station will need to be fenced.</li> <li>■ The preferred pipeline corridors A2 and A3 are located on the east and west side of Killingworth Road respectively and then into Carey Road (east side) to the Goulburn Valley Highway. The preferred pipeline corridors then travel around the eastern boundary of Yea’s, avoiding the wetlands.</li> </ul>
<p><b><i>Potentially affected stakeholders</i></b></p> <p>Property Owners and Occupiers</p> <p>Educational tour operators</p> <p>Recreational users of the Goulburn River and Killingworth Reserve.</p> <p>Local and possibly regional business owners/operators</p>



**Section A: Goulburn River to Goulburn Valley Highway**

Melba Highway users including visitors.

**Sections B and C: Goulburn Valley Highway to Murrindindi Road and Murrindindi Road to Devlin Bridge**

***Key Route Section Features***

These sections include the area Goulburn Valley Highway to Murrindindi Road and Murrindindi Road to Devlin Bridge. The area is predominantly hilly agricultural land used for stock production. Residential dwelling are spread out along the preferred corridors fairly close to the Melba Highway which runs along the centre of the Yea River valley and its flood plain. This flood plain has stands of remnant vegetation of potential significance to the community.

***Expected Project Activities in this section***

The high-lift pump station and balancing storage will be located on land purchased by Melbourne Water at 6277 Melba Highway (adjacent to preferred option B1c). Within these sections, the following business, tourism and recreational facilities and services:

- IGA supermarket
- The Yea Wetlands
- Motels/Hotels
- Restaurant/cafes
- Miscellaneous retail
- Heritage Walk
- B&Bs
- Yea Caravan Park
- Yea community living and learning centre
- Yea Race Course
- Yea Sale yards
- Recreation Reserve

***Potential Economic and Tourist Impacts***

**Impacts on Business/Property owners and Operators**

- Impacts will be either through direct disruption to current land uses as a result of the pipeline construction being within property boundaries bordering the Goulburn Valley Highway, Melba Highway or through indirect proximity impacts as a result of work within the road reserve.
- Specific property issues may result from construction disruption and or on-going issues relating to the consequent easement requirements
- There are potential beneficial impacts from additional income for accommodation, food services and other locally provided services