



Section H: Eltham- Yarra Glen Road to Sugarloaf Reservoir

Expected Project Activities in this section

There are two preferred corridors within this section (options H2 and H4)- One following Gulf Road west to Steels Creek Road and the other within the Maroondah (Melbourne Water) Aqueduct that connects the eastern end of Gulf Road with Steels Creek Road where it intersects Henderson Road. From this point, both corridors follow Steels Creek Road in the road reserve or adjacent private land around the western boundary of Yarra Glen. There are then several corridors, all of which leave run west, over the hill to the Sugarloaf Reservoir.

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 adjoining Steels Creek Road, Glenview Road and Gulf Road or through indirect proximity impacts as a result of work within the road reservation along these roads
- Due to the intensive land uses in the section, use of private land is likely to have more severe impacts during construction.
- There are also a number of vineyards of varying sizes located in this section. Several around the Gulf Road/Melba Highway intersection and several to the south on either side of Glenview Road. If the alignment impacted on their vines this could significantly affect grape yield. Also vines may take years to grow back to the same productive level
- The route is adjacent to the phylloxera exclusion zone which could pose risks to the project
- There are potential beneficial impacts from additional income for accommodation, food services and other locally provided services
- Recreational and visitor benefits at Sugarloaf Reservoir related to increased water security..

Access

- Disruption to traffic access along Melba Highway, Gulf Road and Steels Creek Road associated with construction works will impact community access to Yarra Glen for goods and services.
- Disruption to traffic during construction may have implications for police and emergency services accessing residents and businesses in the area.

Traffic and Safety

- Increased heavy construction traffic on the Melba Highway, Steels Creek Road and Gulf Road will have safety implications for motorists, cyclists and pedestrians including tourists
- The diversion of traffic onto local roads from construction works in the Melba Highway may also have traffic and safety implications.



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- As a result of the disruption to Melba Highway, travel times during construction to Melbourne and Yea will be increased
- Visitors to the region may be discouraged or choose an alternative route due to increased traffic delays which could disadvantage businesses in towns along the Highway and potentially visitor access to businesses and attractions on or to either side of the Highway.

Visual Impacts

- There will be visual impacts associated with the construction works and any site offices required which will affect the residential amenity of the local residents and may discourage visitation to wineries along the route. However, the construction process could provide an additional attraction
- Construction works may be visible from the Melba Highway, Gulf Road and Steels Creek Road disrupting what is otherwise a scenic rural vista.

Recreation

- Potential impacts of construction and/or traffic on access to businesses and attractions along the corridor
- Potential recreation benefits at Sugarloaf Reservoir.

Flora and Fauna

- The Steels Creek Road road reserve contains large quantities of remnant vegetation of high value to the community and possibly visitors.

Potentially affected stakeholders

Property owners and Occupiers

Local and possibly regional business owners/operators

Yarra Glen community

Steels Creek community

As an indication of the possible extent of the economic impacts of the project on land owners, Table 24 indicates the construction area of the pipeline and percentage of the total area for those businesses by business type. It can be seen that the proportion of land involved on average is usually quite small as well as being affected for a short time only. However, for some route options and business types, the percentage increases to as high as 8% overall. While the average area affected is small, individual properties may be more adversely affected temporarily, particularly



smaller properties with more intensive developments. The figures presented in the table are estimates, and are only used to provide an overall indication of the proportion of land affected.

■ **Table 24 - Effects of Pipeline Construction as a Proportion of Land Area by Business Type**

Pipeline Section Option	Business Type affected*	Total Area of Business Affected (HA)	Hectares Affected of Business affected by pipeline (HA)	% of area affected (HA)
Map A				
Option A1	Farming Property	389.2	10.7	2.7%
Option A2	Farming Property	629.6	16.5	2.6%
Option A3	Farming Property	340.8	7.3	2.1%
Map B				
Option B1a	Other Tourism Business	32	1.5	4.7%
Option B1b	Farming Property	767.7	18.6	2.4%
Option B1b	Other Business	486.8	9.4	1.9%
Option B1c	Farming Property	445.3	7.9	1.8%
Option B2	Farming Property	159.8	3.3	2.1%
Map C				
Option C1a	Winery Business	44	0.5	1.1%
Option C1a	Farming Property	995.4	22.9	2.3%
Option C1b	Farming Property	807.2	13.0	1.6%
Option C2	Winery Business	24	0.1	0.4%
Option C2	Farming Property	995.4	23.9	2.4%
Option C3	Farming Property	1172.1	22.3	1.9%
Map D				
Option D1	Farming Property	52.7	0.2	0.4%
Option D1a	Farming Property	1698.8	19.1	1.1%
Option D1b	Other Business	8	0.2	2.5%
Option D1b	Farming Property	1795.2	14.5	0.8%
Option D2	Farming Property	1886.4	18.6	1.0%
Option D2	Other Business	8	0.2	2.5%
Map E				
Option E1	Farming Property	1212.6	5.6	0.5%
Option E1	Other Tourism Business	17	1.1	6.5%
Option E2	Winery Business	40	1.4	3.5%
Option E3	Farming Property	1212.6	5.6	0.5%
Option E3	Other Tourism Business	6	0.5	8.3%
Map F				
Option F1	Farming Property	235.8	7.8	3.3%
Option F2	Farming Property	635.2	18.0	2.8%
Option F3	Farming Property	87.4	3.7	4.2%
Map G				



Pipeline Section Option	Business Type affected*	Total Area of Business Affected (HA)	Hectares Affected of Business affected by pipeline (HA)	% of area affected (HA)
Option G1	Farming Property	153.0	1.0	0.7%
Option G1	Other Tourism Business	4	0.002	0.1%
Option G1	Winery Business	89	1.0	1.1%
Option G2	Winery Business	70	1.3	1.9%
Option G2	Farming Property	235.2	4.0	1.7%
Option G3	Winery Business	52	0.5	1%
Option G3	Farming Business	332.2	6.2	1.9%
Option G3	Other Tourism Business	1	0.01	1%
Option G5	Winery Business	128	1	0.08%
Option G5	Farming Property	155.9	1.4	0.9%
Option G5	Other Business	49	0.04	0.1%
Option G5	Other Tourism Business	27	<0.1	<0.1%
Option G6	Winery Business	124	1.7	1.4%
Option G6	Farming Property	110.5	4.5	4.1%
Option G6	Other Business	49	1.8	3.7%
Option G6	Other Tourism Business	27	0.02	0.1%
Map H				
Option H1	Winery Business	59	<0.1	<0.1%
Option H1	Farming Property	55.8	1.1	2.0%
Option H2	Winery Business	75	0.4	0.5%
Option H2	Farming Property	46.9	1.8	3.8%
Option H2	Other Tourism Business	48	0.9	1.9%
Option H2	Other Business	49	0.1	0.2%
Option H3	Winery Business	59	0.5	0.8%
Option H3	Farming Property	55.8	0.4	0.7%
Option H3	Other Business	49	0.1	0.2%
Option H4	Winery Business	59	<0.1%	<0.1%
Option H4	Farming Property	46.9	2.9	6.2%
Option H4	Other Tourism Business	21	<0.1	<0.1%
Option H4	Other Business	49	0.1	0.2%

*Farming Properties only include those which are greater than 40 hectares.

4.3 Potential Benefits

Table 25 sets out some of the possible benefits from the project raised in discussions to date.

■ Table 25 - Potential Benefits

Potential Benefit	Comment
Increased regional employment during construction	Region has potential to supply: ■ Required earth removal transport



	<ul style="list-style-type: none"> ■ Crushed rock for access roads/tracks ■ Some earth moving equipment. <p>There may be a pool of skilled labour left from Eildon Dam upgrade.</p> <p>There could be scope for the Industry Capability Network (ICN) to hold workshops in conjunction with the Alliance contractor and Murrindindi Shire Council designed to assist local sub contractors gain the knowledge and skills to bid for parts of the construction contract.</p> <p>It should be noted that the relatively low regional unemployment could mitigate against substantial increased employment without consequent rises in wages.</p>
Increased regional employment during operation	Identification of on-going R&M and operational labour requirements and location of some workers.
Increased purchases of services locally by the contractor, construction crews and other project personnel.	Some local purchase of accommodation, food and beverages, fuel, general retail and other services
Complementary use of pipeline easement/trench to include a gas pipe back to Yea.	Concerns with common trenching arrangements. Likely to be coordination difficulties even if concept agreed in principle.
Provision of funding for complementary projects, e.g. <ul style="list-style-type: none"> ■ Inclusion of additional pipe for recycled water with pipe to Eildon from Alexandra for use by businesses en route such as HG Turf ■ Upgrade Ghin Ghin Bridge at Yea for use by B Doubles from local quarry to supply crushed rock for project 	Outside project scope separate decisions for government.

4.4 Economic Impact Assessment

The budget for the project is approximately \$625 million. Melbourne Water is seeking to maximise the local content subject to meeting appropriate value for money criteria. A number of regional businesses have expressed interest in providing services including construction activities and the provision of support services such as accommodation. The Alliance is recording this interest and will provide further information as available.

4.5 Summary of Opportunities and Threats

The project provides an opportunity to involve local businesses in the construction of the project. To maximise this opportunity it is likely that relevant local businesses will need advice and training in the approach to bidding. They may also need to be encouraged to network and/or form appropriate partnerships to provide the required range and scope of services. The ICN has facilitated the provision of project specific training programs for regional businesses in relation to other major projects in Victoria (e.g. the mineral sands projects in the Western District) and it may be appropriate to consider something similar for the pipeline construction. Discussions have been held between representatives of Melbourne Water and the ICN.



In addition the pipeline project could assist in:

- Protecting the regional aquaculture industry
- Protection of recreation/tourism opportunities at Sugarloaf
- Provide a catalyst for the development of a network of multi purpose trails and other regional tourism facilities.

In developing the pipeline, consideration should be given to:

- Ensuring the integrity of the Yea Wetlands development. The pipeline could actually complement the wetlands as part of the environmental education message. This should include ensuring that the development does not impact on the planned expansion of the wetlands as well as the current area
- Minimising direct threats due to construction activities on existing assets and developing a process whereby landowner's development plans can be facilitated in future.



5. Mitigation and Management Measures

The mitigation and management measures proposed in Table 26 below are generally applicable to all the above mentioned pipeline sections. However, the impact they aim to address and the extent of their effectiveness in mitigating possible effects may differ by activity, location and timing.

It will be important to customise the measures in terms of the specific nature and severity of the impacts and the potential regional economic and tourism consequences in each section and the particular businesses, groups and activities affected in each case. These details will only be known once the alignment is finalised and a detailed construction program has been prepared. Ongoing monitoring of impacts and the adequacy of management measures must be undertaken in a proactive and adaptive manner so that procedures can be modified where appropriate.

■ Table 26 - Proposed Mitigation and Management Measures

Potential Impacts	Mitigation and Management Measures
Impacts on Business/Property owners and Operators	<ul style="list-style-type: none"> ■ Discussions with property owners to find least impact solution in each case including any issues related to the best time to do work where possible ■ Develop positive program to involve local businesses in project including construction, O&M and support such as local accommodation, food services and other services ■ Early information about compensation ■ Reinstatement of any property impacts after works are completed ■ Minimising construction time on any one property ■ Minimising impacts on privacy and security ensuring gates are kept closed etc. ■ Establishment of agreed protocols to prevent the spread and/or introduction of diseases and weeds ■ Discussions on implications of easement what is and is not allowed ■ Minimising the size of the permanent easement required ■ Minimising maintenance requirements on private property and development of suitable access protocols ■ Regular communication with property owners and occupiers before, during and after construction ■ Provide access to information/complaints mechanism. This relates to issues under this criterion and the others below ■ Availability of appropriate counselling services in local areas to provide help and advice to any land/business owners under particular stress as a result of the proposal ■ Financial assistance for land/business owners where business income is adversely affected



Potential Impacts	Mitigation and Management Measures
	<ul style="list-style-type: none"> ■ District promotional program during construction (Dixon's Creek/Yarra Valley is open for business) including but not limited to media information on state of play and specific on the ground access route signage ■ Regional marketing program post construction.
Impacts on Access	<ul style="list-style-type: none"> ■ Discussion on specific access issues including relocation of business signage ■ Minimising the impact on access to private and public properties ■ Good public information about delays and diversions on Melba Highway during construction. ■ Information about alternative routes where access across the Melba Highway is prevented during construction ■ Specific on the ground access route signage and redirection/detour information.
Traffic and Safety Impacts	<ul style="list-style-type: none"> ■ Early information to all neighbouring and nearby properties about the extent and nature of traffic and the construction schedule. ■ Ensuring the safety of all road users including, cyclists and pedestrians who may be affected by changed traffic patterns and increased heavy traffic ■ Ensuring that heavy construction traffic always uses agreed routes and does not use minor local roads in particular those containing sensitive land uses e.g. vineyards and tourism/recreational areas ■ It will be important to carefully manage localised traffic impacts especially traffic and safety considerations for vehicles accessing and egressing properties, and at intersections with local access roads which are important to maintain local and regional connectivity.
Noise and Vibration Impacts	<ul style="list-style-type: none"> ■ Discussion with land/business owners on potential noise issues including likely impacts and timing and any key times related to business operations ■ Early information to all neighbouring and nearby properties about the extent and nature of the likely noise impacts during construction and any measures to be put in place to control noise, including ensuring that construction does not take place at appropriate hours ■ Information on potential noise issues during operation and access to information/complaints mechanism as noted above in the event of problems.
Air Quality Impacts	<ul style="list-style-type: none"> ■ Early information to all neighbouring and nearby properties about the extent and nature of the likely dust and air pollution impacts during construction and any measures to be put in place to control dust and air pollution, particularly due to the drought there will be heightened awareness to the implications of dust and the difficulty



Potential Impacts	Mitigation and Management Measures
	of controlling it..
Visual Impacts	<ul style="list-style-type: none"> ■ Early reinstatement of vegetation wherever possible ■ Provision of information on offset program ■ Landscaping for facilities where appropriate ■ Good information to the community about means to deal with visual impacts ■ Involvement of the interested businesses/community groups in the development of mitigation measures.
Tourism & Recreational Impacts	<ul style="list-style-type: none"> ■ Ensure access to recreational areas is maintained wherever possible ■ Ensure any limitation on access to tourism businesses is as short a duration as possible. Assist in signage for detours/redirection and alternative access routes as far as possible ■ Take into account proposals on access above ■ Take account of seasonal requirement to various tourism and recreational pursuits/businesses including avoiding operations at peak visitor periods/locations as far as possible ■ Good and on-going communication with peak tourism/recreational bodies to ensure that information is available within the recreational community, e.g. Yarra Ranges Regional Marketing Limited, the regional and local tourism associations, the ski industry and Lake Eildon and associated water sports ■ Ensure relevant project information is available through regional VICs ■ Work with local business and community to identify and maximise potential benefits for the community. As noted these could include local involvement in the construction and/or O&M operations or support activities such as local accommodation and catering opportunities. They could also include the development of new fire access tracks, new power supplies in conjunction with the pumping stations, new fences and farm tracks and/or the sponsoring of needed new community facilities
Natural Heritage impacts	<ul style="list-style-type: none"> ■ Minimise impacts on valued stands of vegetation both within the road reservation and on public and private property ■ Involve local business and community groups in replanting programs ■ Provide information on project activities to minimise environmental impacts including any agreed monitoring programs to relevant tourism operators.
Cultural Heritage Impacts	<ul style="list-style-type: none"> ■ Minimise impacts on cultural heritage places on public and private property



Potential Impacts	Mitigation and Management Measures
	<ul style="list-style-type: none">■ Involve local business and community groups in heritage conservation and possibly reuse opportunities■ Provide information on newly identified cultural heritage places where appropriate, promote project activities to minimise cultural heritage impacts including any agreed monitoring programs where relevant■ Facilitate as far as possible any required conservation processes■ Facilitate the extension of heritage drives/walks to include new places.