



EES chapter 17 - Conclusion

Warburton Mountain Bike Destination

Table of Contents

17.0	Conclusion	1
17.1	Project evaluation against the scoping requirements	2
17.1.1	Biodiversity and habitat	2
17.1.2	Water and catchment values	4
17.1.3	Social, economic, amenity and land use	4
17.1.4	Cultural heritage	6
17.2	Consideration of trail alternatives	7
17.3	Environmental Management Framework	8
17.4	Next steps in the EES process	8
17.4.1	Viewing the EES	8
17.4.2	Making a submission	9
17.4.3	Concluding the EES process	9

17.0 Conclusion

This chapter concludes the environment effects statement (EES) for the Warburton Mountain Bike Destination (the project). It summarises how the assessment has responded to the scoping requirements issued by the Minister for Planning and outlines the next steps in the EES process.

Yarra Ranges Council is proposing to develop a world class mountain biking destination, centred around Warburton, approximately 70 kilometres east of Melbourne. The project would create iconic trails eligible for International Mountain Bike Association Gold Level Ride Centre status which would position Warburton as an internationally significant mountain biking destination.

The construction and operation of the project are expected to generate the following economic benefits:

- In 2031 users would be injecting \$48.609 million into the local economy
- Generation of 84 jobs during the construction period and 229 direct and indirect jobs when the project is fully operational in 2031
- Increase of around \$143.272 million in regional income over 10 years
- Indirect health benefits for Victorian users estimated at \$47.1 million over 10 years
- User value benefits estimated at \$26.681 million over 10 years.

The project is expected to bring the following social benefits:

- Enhanced community access to infrastructure that encourages increased levels of physical activity as well as health and wellbeing outcomes
- Assist in addressing high levels of obesity, dementia and poor mental health that are significant issues for the community
- Revitalisation of the local communities
- Reduced levels of unemployment
- Support a transition from a mature native timber industry to a nature-based tourism industry
- Creation of a stronger community connection to the environment with the trail network showcasing some of the high-quality ecosystems in the region.

The growing popularity of mountain biking has increased pressure on natural areas through the construction of informal mountain bike trails that are not approved. This pressure is due to the lack of dedicated mountain bike trails close to urban areas. In the vicinity of Warburton, a number of illegally built trails exist, for example in the Yarra State Forest at Mount Tugwell.

Because these trails are not professionally designed and built they have not been developed with regard to potential environmental impacts. These trails have had direct impacts on native vegetation and waterways and are the cause of extensive erosion. The Warburton Mountain Bike Destination would contribute to avoidance of environmental impacts from illegally built trails by providing an extensive well-designed trail network to satisfy mountain biking demand.

This EES presents an integrated assessment of the project, to allow stakeholders and decision-makers to understand the potential environmental effects of the design, construction and operation of the project. The EES outlines how the project design has been developed over several years and has been iterated to avoid and minimise impacts on the key sensitivities in the vicinity.

Through the EES process, Yarra Ranges Council has:

- Addressed the EES scoping requirements issued by the Minister for Planning
- Undertaken an integrated assessment of the potential environmental effects of the project through the preparation of six technical studies
- Evaluated the project's risks, potential impacts and proposed measures to avoid, minimise or offset these predicted impacts
- Assessed the likely residual effects following the adoption of mitigation measures
- Developed an Environmental Management Framework (EMF) and the associated Construction Environmental Management Plan (CEMP), an Operational Environmental Management Plan (OEMP) to outline a transparent framework with clear accountabilities for managing and

monitoring environmental effects associated with construction and operation of the project to achieve acceptable environmental outcomes

- Consulted extensively with the public and stakeholders about the project, its potential environmental, social and economic effects and how these effects would be avoided, minimised or managed.

For the purposes of the EPBC Act, the Victorian EES will serve as the accredited assessment process under a Bilateral Assessment Agreement between the Commonwealth and Victorian governments.

17.1 Project evaluation against the scoping requirements

The project has been assessed against the evaluation objectives set out in the EES scoping requirements issued by the Minister for Planning. The evaluation objectives identify desired outcomes in the context of key legislative and statutory policies and set out how the EES should undertake assessments in order to achieve each objective.

A summary of the assessment of the project against the evaluation objectives is provided in the following sections.

17.1.1 Biodiversity and habitat

Evaluation objective: Avoid, and where avoidance is not possible, minimise potential adverse effects on native vegetation and animals (particularly listed threatened species and their habitat and listed ecological communities), as well as address offset requirements consistent with state and Commonwealth policies.

EES documents relevant to this evaluation objective:

- Chapter 8: Biodiversity and habitats
- Chapter 14: Matters of National Environmental Significance
- Technical report A: Biodiversity and habitats

The biodiversity and habitat assessment has shown that the construction and operation phases of the project could be managed such that the objective to avoid, or minimise (where avoidance is not possible), adverse effects on biodiversity and habitat.

During the design process of the project, considerable effort was applied to avoiding and minimising the likely magnitude, extent and duration of trail construction and operation impacts. A particular focus was placed on trail alignments and design responses that would avoid a significant impact on threatened species listed under the *Environment Protection and Biodiversity Conservation Act 1999* and to reduce potential significant effects on State significant ecological values. Principles that have been applied to minimise the impact on biodiversity and habitat values include the use of elevated structures, siting of trails to avoid the greatest extent possible of high ecological value areas and realignment of trails accordingly (i.e. realignment of Trail 1 to avoid direct impacts to Leadbeater's Possum habitat, Cool Temperate Rainforest and Cool Temperate Mixed Forest).

The assessment considered potential impacts to biodiversity and habitats during both construction and operation of the project including impacts to Leadbeater's Possum, Cool Temperate Rainforest and Cool Temperate Mixed Forest threatened communities, Mount Donna Buang Wingless Stonefly, significant flora and fauna, aquatic ecosystems, groundwater dependent ecosystems, native vegetation and migratory species.

The project would seek to formalise the use of the land for a mountain biking destination and therefore introduce controls in which to avoid, manage and mitigate further impacts to biodiversity. These impacts would otherwise have no other statutory means of protection (discussed further in Section 17.1.3).

During construction native vegetation removal would be limited to understorey impacts within a variable trail width construction and operational footprint. The vast majority (around 90%) of native vegetation impacts would occur in three EVCs that have a bioregional conservation status of Least Concern; Damp Forest, Wet Forest and Shrubby Foothill Forest. The trail network with Trail 1 would require up to 37.047 hectares of understorey vegetation removal and the trail network including the alternative (Trails 45, 46 and 47) would require 35.754 hectares of understorey vegetation removal. Based on advice and recommendations from the project arborist no large trees have been included in patch vegetation removal as sensitive construction measures are considered unlikely to cause tree decline where TPZ and SRZ encroachment occurs. Impacts to EVCs in the project area equate to less

than 0.03% of bioregional extant distribution of these vegetation types. In total 13 species (none of Commonwealth significance) would require offsets totalling 263.637 species habitat units for a trail network with Trail 1, and 240.087 species habitat units for a trail network with the alternative (Trails 45, 46 and 47). Approximately 9.51 hectares of understorey vegetation removal would be required in the National Park for a trail network with Trail 1, and 9.15 hectares for a trail network with the alternative.

From the biodiversity assessment of impacts during construction and operation, the following conclusions have been drawn:

- Within the National Park, a trail network with Trail 1 would intersect approximately 6.442 kilometres of Cool Temperate Mixed Forest and Cool Temperate Rainforest (CTMF/CTR) compared to a trail network with the alternative (Trails 45, 46 and 47) which would intersect approximately 3.069 kilometres of CTMF/CTR community. For both trail networks, Trail 50 would intersect approximately 40 metres of CTR in the Yarra State Forest. A trail network with Trail 1 would require approximately 1.587 ha of understorey vegetation removal in EVC 31 (CTR/CTMF) and the trail network including the alternative would require 0.504 hectares of understorey vegetation removal in EVC 31 (CTR/CTMF). At a bioregion scale, the proportional bioregional impact on the remaining mapped rainforest area would be 0.001% in the Highlands Southern Fall bioregion and 0.02% in the Victorian Alps for a trail network with Trail 1, and 0.003% in the Highlands Southern Fall bioregion and 0.007% in the Victorian Alps for a trail network with the alternative. Impacts to Cool Temperate Mixed Forest and Cool Temperate Rainforest would be minimised by hand building of all trails that intersect these communities in order to reduce soil disturbance, reduce understorey vegetation removal and minimise the chance of pathogen infection and spread.
- The project area supports known colonies of Leadbeater's Possum. Areas of dense montane thickets in the Yarra Ranges National Park have been avoided through trail realignment. The project would also avoid removal of hollow-bearing trees, artificial nest boxes and removal of dense stands of sub-canopy stems that provide movement opportunities for this species and these considerations have guided trail alignments. Trail 1 has been realigned to avoid direct impacts on key habitat, and to provide a 100 to 300 metre buffer to known dense thicket habitat and nest box sites. Between Mount Donna Buang summit and Ben Cairn, where the trail intersects CTR/CTMF, the project is committed to hand building Trail 1 to reduce the construction footprint. Hand building would also reduce the noise profile during construction. With these important avoidance, impact minimisation and mitigation measures, noise, vibration and disturbance during construction is unlikely to result in significant impacts to the Leadbeater's Possum population in the project area.
- Noise, vibration and disturbance generated during trail operation is unlikely to result in significant impacts to the Leadbeater's Possum population in the project area, predominantly due to the dispersed nature of trail use. Night riding would not be permitted in the Yarra Ranges National Park to minimise impacts to nocturnal fauna disturbance. Residual impacts to Leadbeater's Possum, following the implementation of measures would relate to disturbance of animals, disruption to research and translocation programs/locations, increased localised predation events, habitat modification through weed and pathogen invasion, accidental habitat damage during trail maintenance and ongoing management of hollowing-bearing trees adjacent to the trail network.
- There is potential for residual construction and operation impacts to Mount Donna Buang Wingless Stonefly and its habitat due the sensitivity of this species to soil and hydrological disturbance. Micro-siting trail works between Mount Donna Buang, Mount Victoria and Ben Cairn and installing elevated structures in headwater habitats would minimise but not necessarily eliminate the potential residual impacts to this species.
- The construction and operation of the project is considered unlikely to result in a significant impact to any EPBC Act listed threatened species. However, similar to state significant flora and fauna species, impacts during construction could still occur as a result of removal of native vegetation, potential for sedimentation during construction, disturbance of flora and fauna, introduction of weeds and pathogens as a result of poor hygiene practices and pollution of waterways as a result of litter or any chemicals used during trail construction. It is considered that the majority of impacts can be avoided, minimised and mitigated through pre-construction trail micro-siting, sensitive construction techniques, an operation inspection program and monitoring. Mitigation measures and monitoring during construction and operation are intended to reduce impact during construction and operation as far as reasonably practicable.
- Residual construction and operation impacts on threatened fish species are considered low to negligible and can be readily managed through proven and effective soil erosion and sedimentation control measures in the catchment of the Yarra River and its tributaries. Similarly,

impacts to GDEs are expected to be minimal in magnitude, highly localised and short in duration during construction and operation.

Overall, it is not anticipated that any residual impacts would be significant in nature.

17.1.2 Water and catchment values

Evaluation objective: Maintain the functions and values of groundwater, surface water and floodplain environments and minimise effects on water quality and beneficial uses.

EES documents relevant to this evaluation objective:

- Chapter 9: Surface water, groundwater and geotechnical hazards
- Technical report B: Surface water, groundwater and geotechnical hazards

The surface water, groundwater and geotechnical hazards assessment has shown that the construction and operation phases of the project can be managed such that the objective of minimising potential adverse impacts to surface water, groundwater and geotechnical hazards at local and regional scales can be achieved.

During construction, impacts may occur to surface water quality (from sedimentation and erosion) and surface water hydrology (through clearance of vegetation and compaction of trails). In the first instance, these impacts would be avoided by designing the project in such a way to avoid these impacts through the introduction of elevated water crossing design solutions. This includes bridges or boardwalks to be constructed over identified waterways and rock armour will be implemented for crossing over headwater channels and gullies that are not identified as a waterway. The trail network also includes additional bridges and boardwalks over points which are not mapped as waterways, for example, steep gullies or boggy ground, providing an additional level of protection at these points. To further avoid and minimise these impacts, construction mitigation measures would be implemented, including a CEMP and regular monitoring programs for water quality and hydrology. Construction impacts on groundwater and geotechnical hazards not anticipated to be significant.

Operational impacts were also assessed, the most material of which was a potential increase in sedimentation impacting waterways due to the use of the trails. The findings of the assessment concluded that through the application of design solutions to avoid and minimise sedimentation entering waterways and the implementation of water quality, erosion and flow monitoring programs, would result in minimal residual impacts, which would be localised and short term. Impacts to groundwater and geotechnical hazards during operation were not considered extensive or material.

Approximately 458 metres of Trail 1 would be located within the Coranderrk Creek Melbourne Water drinking water catchment. The presence of works crews and recreators in the catchment is unlikely to have a significant impact on drinking water quality with respect to pathogens and sediment. The project would provide adequate toilet facilities, handwashing stations and education (signage) to minimise impacts on water quality.

Following implementation of mitigation measures, residual impacts to surface water, groundwater and geotechnical hazards due to construction and operational activities are not anticipated to be significant. Where there are impacts to surface water quality and hydrology, these would be localised (for example, within the vicinity of a waterway crossing point) and short-term (for example, days in duration). Nevertheless, it is proposed to undertake monitoring during project construction and operation to detect any unforeseen impacts.

17.1.3 Social, economic, amenity and land use

Evaluation objective: Minimise potential adverse social, economic, amenity and land use effects at local and regional scales.

EES documents relevant to this evaluation objective:

- Chapter 11: Land use and planning
- Chapter 12: Socio-economic
- Chapter 13: Transport
- Technical report D: Land use and planning
- Technical report E: Socio-economic
- Technical report F: Transport

Avoiding and minimising impacts on land use and planning

The land use and planning assessment has shown that the construction and operation phases of the project could be managed such that the objective of minimising potential adverse social, economic, amenity and land use effects at local and regional scales can be achieved.

To avoid and minimise impacts on land use and amenity, there would be minimisation of trails on private property and near residences, additional parking, small construction teams and equipment, restriction of construction to normal working hours, staged construction, minimised vegetation loss and sympathetic design.

The land use planning assessment considered potential impacts to land use, landscape and visual, air quality and noise during both construction and operation of the project including on existing land uses and sensitive receptors, finding that there are not anticipated to be significant impacts due to the project.

The project supports the long-term vision for the conservation and recreational use of the land and supports a variety of state, regional and local land use objectives. The short and long term impacts to land use are able to be appropriately managed and mitigated, such that the project would not result in unacceptable or substantial long-term impacts to the existing composition of land uses within the project area and would not diminish the significance of these areas.

The proposed trails traverse sparingly on private properties. The assessment found that the project would not limit the land at these seven properties to provide for their intended land use. The management of the project on these properties would be governed by the conditions of the Planning Scheme Amendment.

A bushfire assessment has been undertaken. No ignition sources were identified in relation to the construction or operation of the project. However, a project-specific Emergency Management Plan is being developed in consultation with fire authorities to address bushfire risks.

Impacts to other recreational activities include the reduction of an existing dog off-leash area and removal of some existing walking trails. On balance, these impacts are not expected to be significant as the project would make the area as a whole much more accessible for recreational activities.

Overall, the project also seeks to formalise the existing use of the land. Informal bike trails have been constructed across the project area and with the formalisation of the existing land use, provisions will allow for the proper management of the site through the implementation of the EMF and Planning Scheme Amendment. While the project may result in residual impacts, it is not anticipated that any of these would be significant.

Avoiding and minimising social impacts on the community and landowners

The project has the potential to bring substantial economic and social benefits. The local and regional economy would benefit from direct and indirect expenditure from visitors and local residents, associated job and wealth creation and an increase in health and wellbeing of those that use the mountain bike trails. Warburton's local economy and small businesses thrive on the visitor economy and an investment in the Warburton Mountain Bike Destination would contribute to continued growth, both during construction and through ongoing operations.

During the construction phase of the project, a significant number of jobs would be generated and regional income would be increased.

The benefits of the operational phase of the project would primarily be driven by expenditure of users visiting towns adjacent to the trail network and in the broader region, as well as, spending associated with state and national events that could be held at the project.

The socio-economic assessment has shown that the construction and operation phases of the project could be managed such that the objective of minimising potential adverse social, economic, amenity and land use effects at local and regional scales can be achieved.

To avoid and minimise impacts on socio-economic issues there would be minimisation of trails on private property and near residences, additional parking, small construction teams and equipment, restriction of construction to normal working hours and staged construction.

The assessment considered potential socio-economic impacts during both construction and operation of the project including on existing private residences, businesses, community infrastructure, traffic, housing, employment, and social cohesion finding that there are not anticipated to be significant impacts due to the project.

The implementation of measures will reduce the socioeconomic impacts of the project. However, some residual impacts will remain. These include:

- Reduction in availability and affordability of housing stock
- Amenity and privacy impacts to residents' properties that are in close proximity to the trail
- Impact of increased commuting times and competition for parking (although minor) could have an impact on residents' perception of the liveability in Warburton
- Impact on other recreational users around the trails
- The reduction of the off-leash dog area at Wesburn Park.

Avoiding and minimising transport impacts

The main potential impact during project construction would be the temporary lane and road closures during construction of the Yarra River Bridge and Old Warburton Bridge. These works could result in increased network congestion and could disrupt residential, business and emergency vehicle access as well as public bus operations for a short period. Additionally, the project may result in other impacts including an increase in crash risk or reduced pedestrian and cyclist safety and temporary closure of the Lilydale-Warburton Rail Trail.

The project construction activities would be minimised and managed through the implementation of appropriate mitigation measures including implementation of a Traffic Management Plan (TMP), a stakeholder communication plan, appropriate road diversions, heavy vehicles pre-construction on site checks and pavement condition surveys.

Given the existing capacity of the transport network to easily accommodate the limited workforce required to deliver the project, impacts associated with the increase in transport are likely to be minimal and manageable. The modest scale of construction activities means that any impacts to the transport network would be minimal and temporary.

Project operation may increase the potential for crashes due to increased interactions between cyclists and vehicles on the road network, at the main trail head at Warburton Golf Course, shuttle bus drop off points, and at intersection points. Interactions between vehicles and cyclists would be minimised through road safety audits and associated implementation of safer treatments.

Operation of the project may increase vehicle and cycle traffic around Warburton due to the predicted number of visitors. However, the traffic impact assessment found that the existing transport network could accommodate an increase within its existing capacity.

As a result of increased traffic, there would be an associated increase in demand for car parking from mountain bikers. The impact assessment found that existing car parking is largely underutilised outside of the snow season (with the peak mountain bike season anticipated to occur during summer). Nevertheless, the project includes creation of an additional 120 car spaces at Wesburn Park, the extension of the Warburton Golf Course carpark to accommodate around 245 cars in total (with the possibility of future expansion) and a plan for overflow car parking is proposed to manage any increases to car parking demand. To manage this, an operational parking management plan would be developed and implemented to maintain parking availability.

Following the implementation of mitigation measures during construction and operation, residual impacts to the transport network are expected to be minimal. Where residual impacts are expected, they would be localised, infrequent and short term (for example temporary lane closures or the duration of an event)

17.1.4 Cultural heritage

Evaluation objective: Avoid, or minimise where avoidance is not possible, adverse effects on Aboriginal and historic cultural heritage.

EES documents relevant to this evaluation objective:

- Chapter 10: Cultural heritage
- Technical report C: Cultural heritage

Avoiding and minimising impacts on Aboriginal cultural heritage

The Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC) is the Registered Aboriginal Party for the project area and were consulted in the preparation of a Cultural Heritage Management Plan (CHMP) for the project.

No previously recorded Aboriginal places are located within the project area and five Aboriginal places were recorded within one kilometre of the proposed mountain bike trail network. The field assessment did not identify any further Aboriginal cultural heritage places within the project area. This is likely due to the terrain not being conducive to the accumulation of Aboriginal cultural heritage material. Furthermore, no specific intangible Aboriginal cultural heritage stories or oral traditions were identified by the Traditional Elders for the Warburton area that would be impacted by project construction or operation.

With the implementation of management conditions outlined in CHMP 15276, including an unexpected finds procedure, it is anticipated that impacts to Aboriginal cultural heritage would be avoided and minimised as far as reasonably practicable. Additionally, consultation and engagement with the WWCHAC will continue to provide recommendations of future community engagement and to manage potential impacts to Aboriginal cultural values that may be discovered during construction and operation of the project.

During operation, there is the potential for increased visitor traffic to result in vandalism, accidental harm or the removal of Aboriginal cultural heritage material. Impacts to registered and unidentified Aboriginal cultural heritage places would be minimised by installing interpretive signage at trail heads. Monitoring of known Aboriginal places would be carried out as part of the general maintenance of the trail network.

With the implementation of the CHMP and its management conditions as well as mitigation measures, residual impacts to tangible and intangible Aboriginal cultural heritage during construction and operation would be minimised as far as reasonably practicable. Given the unsuitability of the land to have provided an appropriate area to support Aboriginal communities, the level of impact anticipated to Aboriginal cultural heritage as a result of the project would be very minor.

Avoiding and minimising impacts on historic cultural heritage

The trail network intersects with five listed historic heritage places and 12 unlisted historic places of archaeological potential. Three of the five listed historic heritage places are on the Victorian Heritage Inventory and a Consent approval under Section 124 of the *Heritage Act 2017* is likely to be required for these sites before the project commences, should ground disturbing works be required within the extent of each heritage listing.

Detailed design and efforts to avoid excavation within the curtilage of listed historic heritage sites will assist in managing impacts during the construction phase of the project. Two of the listed historic heritage places are heritage overlays that cannot be avoided by the trails and include features such as tracks which have the potential to be impacted by the proposed works. An amendment to the Planning Scheme is currently in preparation that, if approved, would satisfy the requirement for a planning permit in heritage overlay areas.

To avoid and mitigate impacts to listed historic heritage sites, micro-siting and monitoring would be undertaken during construction. Additionally, the Consent applications would include mitigation measures which will be developed in consultation with Heritage Victoria and are to be incorporated into the CEMP.

During operation, there is potential for increased visitor traffic to result in vandalism, accidental harm or the removal of archaeological material. Impacts to listed and unlisted historic cultural heritage places would be minimised by installing interpretive signage at trail heads.

During construction and operation, where impacts to listed and unlisted historic heritage sites occur, it would result in permanent impacts to items of state and local heritage significance.

17.2 Consideration of trail alternatives

A trail screening process was undertaken during the project development process to investigate the need for alternative trail alignments that would ensure a network design that minimised the potential for significant environmental impact. As a result of this process, the project has undertaken a comparative assessment of Trail 1 and an alternative (combination of Trails 45, 46 and 47).

The key findings of the comparative assessment are summarised below:

- **Economic benefits:** A trail network including Trail 1 has significantly greater economic benefits than a trail network without Trail 1, both in terms of tourism spend in the region and jobs created.
- **Land use and planning:** No discernible difference in residual impacts.
- **Socio-economic:** No discernible difference in residual impacts.

- **Transport:** Trail 1 is slightly preferred to the alternative due to improved safety of the crossing of Donna Buang Road.
- **Cultural heritage:** No discernible difference in residual impacts for Aboriginal heritage. A slight preference for the alternative over Trail 1 in relation to historic heritage.
- **Surface water, groundwater and geotechnical hazards:** The alternative traverses a lower number of waterways with slightly fewer crossings located within the Yarra Ranges National Park. Additionally, only Trail 1 traverses approximately 458 metres of Coranderrk Creek catchment boundary. However, it is anticipated that with the implementation of mitigation measures overall impact to drinking water quality is considered low. Therefore, with the implementation of mitigation during construction and operation, the alternative and Trail 1 would have similar residual impacts.
- **Biodiversity:** Trail 1 would traverse more of the Yarra Ranges National Park, require a greater extent of native vegetation removal, intersect a greater extent of Cool Temperate Rainforest or Cool Temperate Mixed Forest threatened ecological communities and come in closer proximity to the Leadbeater's Possum translocation site than the alternative.

The key differences between Trail 1 and the alternative (Trails 45, 46 and 47), relate to economic benefits and biodiversity and habitat. The economic analysis indicates that the project has significantly reduced economic benefit with the removal of Trail 1 due to the high attractiveness of this trail as a tourism product. The findings of the biodiversity and habitat assessment are also critical to a decision on whether Trail 1 should be adopted as part of the overall trail network (with implementation of proposed mitigation measures to address the key ecological issues) or whether the alternative should be adopted because it would avoid potential impacts associated with Trail 1 that cannot be adequately mitigated. A decision on which trails would be included in the final trail network will be determined prior to construction, based on the outcomes of the EES process.

17.3 Environmental Management Framework

The EES scoping requirements outline the requirement for an EMF to be prepared for the project. The EMF is a framework for addressing the environmental requirements for the project that sets out clear accountabilities for managing and monitoring environmental effects during construction and operation of the project.

The EMF incorporates the mitigation measures committed to by Yarra Ranges Council to avoid, mitigate and manage the environmental effects associated with the project. The mitigation measures would be given effect through the relevant statutory approvals including the Planning Scheme Amendment. These commitments would be implemented through project management plans including the CHMP, CEMP and OEMP and other subordinate management plans.

Yarra Ranges Council would ensure environmental commitments are achieved by incorporating them into contractual agreements with contractors for the delivery of the project. This would include adhering to the EMF the CHMP, CEMP and OEMP and other subordinate management plans. Each of the project contracts would require contractors to comply with legislation, the conditions of key approvals and to obtain other approvals, licences, permits or consents that may be required.

17.4 Next steps in the EES process

17.4.1 Viewing the EES

The Warburton Mountain Bike Destination EES and PSA will be on public exhibition for 40 business days from Friday 26 November to Tuesday 25 January. During this time, members of the public can view the EES documents and make written submissions about any matters described in the EES and Planning Scheme Amendment (PSA) documents.

Copies of the EES, PSA and supporting material can be downloaded from the project website: <https://www.rideyarraranges.com.au/>

Free copies of the EES Summary brochure and USBs containing all the EES documentation are available at the public exhibition locations or directly from Yarra Ranges Council. Subject to COVID-19 restrictions on community facilities, during the public exhibition period, hard copies of the EES are available for inspection during office hours at:

- **Yarra Ranges Council Community Hub** 2415 Warburton Hwy, Yarra Junction VIC 3797
- **Arts Centre Warburton** 3409 Warburton Hwy, Warburton VIC 3799
- **Yarra Ranges Council Offices** Chapel St, Lilydale VIC 3140 (Medicare Bldg)

- **State Library of Victoria** 328 Swanston St, Melbourne VIC 3000

Please check the COVID restrictions for metropolitan Melbourne for viewing availability.

17.4.2 Making a submission

Submissions on the EES and Planning Scheme Amendment must be made in writing and received by 11.59 pm on 25 January 2022.

Each submission is a public document and will be treated as a submission on the EES and the PSA.

Online submissions are preferred and can be lodged via the Victorian Government's engagement website: <https://en-gage.vic.gov.au/yarra-valley-trails-destination-inquiry>

Where a submitter is unable to lodge a submission online, they must contact Planning Panels Victoria (PPV) through the DELWP Customer Call Centre on 136 186 (select option 6) and request a hard copy submission cover sheet issued by PPV. Each hard copy written submission must have a cover sheet issued by PPV.

All submissions must state the name and address of the person making the submission. Petitions will be treated as a single submission and only the first names from a petition submission will be registered and contacted.

All submissions will be treated as public documents in accordance with the PPV Privacy Collection Notice and will be published on the Victorian Government's engagement website. Do not include personal information in the body of your submission (such as your email address or phone number). Your name will be made public.

Anyone seeking to be heard at a public hearing is required to submit a written submission and indicate on the submission form that they would like to be heard at the hearing.

The submissions process is independently managed by PPV and any inquiries regarding the management of submissions and the hearing process should be directed to them.

For more information about the submission process, contact PPV on 136 186 (select option 6) or email planning.panels@delwp.vic.gov.au

17.4.3 Concluding the EES process

Following the public exhibition of the EES and PSA an independent inquiry will be appointed by the Minister for planning to consider the EES and public submissions.

The inquiry will hold a directions hearing where the necessary arrangements and timetable for the public hearing will be established. Further information about the directions hearing arrangements (including whether it will be held in person or conducted online by video conference), will be published on the Engage Victoria website: www.engage.vic.gov.au.

The inquiry will follow the health advice from the Victoria government and the Chief Health Officer in making this decision.

The inquiry will conduct a formal public hearing at which Yarra Ranges Council and people who have made submissions can make presentations. The public hearing is open for anyone to watch.

The independent inquiry will prepare a report based on their findings of the EES and an assessment of the project will be made by the Minister for Planning.

The Minister's assessment makes recommendations about whether the environmental effects of the project are acceptable, along with any modifications or further management measures the Minister considers appropriate. In preparing this assessment, the Minister considers all relevant information, including the EES documents, public submissions and the inquiry report.

The relevant decision-makers for the approvals required by the project would then consider the Minister's assessment.

Chapter 5: Legislative framework outlines the statutory approvals required for the project. Statutory decision makers would take into account the Minister's Assessment in determining approvals following the release of the Minister's Assessment.