

Kilmore Wallan Bypass Planning Study

Desktop and Detailed Social Impact Study



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Prepared for

VicRoads

Prepared by

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Executive Summary

AECOM, in partnership with Roberts Evaluation and Maxine Cooper, was engaged by VicRoads to undertake an Objective Based Evaluation (OBE) of social impacts associated with the proposed Kilmore Wallan Bypass. This study forms part of the overall Kilmore Wallan Bypass Planning Study.

A bypass of the townships of Kilmore and Wallan is proposed that would link the Northern Highway to the north of Kilmore with the Hume Freeway. The purpose of the OBE (the 'Study') was to assess the social impacts associated with each of the five alignment options in the context of the overall project objectives. The study assessed the performance of four (4) proposed alignments along the eastern side of Kilmore and one (1) alignment to Kilmore's west. Kilmore and Wallan are located along the Northern Highway within the Shire of Mitchell. Wallan is located approximately 62 kilometres north of Melbourne and Kilmore is located approximately 75 kilometres north of Melbourne.

In 2011 the Urban Growth Boundary (UGB) was revised to include the majority of the Wallan Township as part of Metropolitan Melbourne. Wallan is predicted to grow from approximately 7,849 residents to 28,773 by 2031. Kilmore, some 13km further north, remains outside the UGB. Kilmore's population is expected to grow from 7,140 to 11,700 by 2031.

Kilmore and Wallan provide a diverse range of community, health, recreational and education services for both towns and the surrounding area. The Northern Highway provides the key north-south route for local and regional vehicle movements and runs through the centre of both towns, which subsequently impacts the amenity of the town centres, affects building quality and is perceived as a disincentive investment in commercial properties.

As part of the study, resident and stakeholder interviews were undertaken by AECOM and Roberts Evaluation over a six day period in Kilmore and Wallan to understand the views of the communities of Kilmore and the wider study area. Secondary data sources were also used to profile existing social conditions and policy context and identify key social receptors and community resources.

The overall project objectives for the Kilmore Wallan Bypass Planning Study were nominated by VicRoads. Subsequently, sub-objectives and assessment criteria were developed to allow the five alignments to be assessed in so far as their associated social impacts (positive and negative) influence the achievement of the project objectives.

Each alignment will potentially generate a range of positive and negative social impacts within the study area. Key potential social changes which would produce impacts (both positive and negative) associated with the alignments include:

- reduced traffic movements through the centre of the towns;
- improved access and road safety;
- property acquisition of private and public land;
- reduction in residential amenity for residents of rural lifestyle properties, conventional residential properties and farming properties;
- reduction in acoustic and visual amenity at community facilities and reduced accessibility of facilities;
- altered character and reduced accessibility of the equine precinct at Kilmore Racecourse; and
- altered character and reduced accessibility of Monument Hill.

Regardless of which option is ultimately chosen, a decision regarding the Kilmore-Wallan Bypass project in terms of the preferred alignment and timeline for development would remove uncertainty regarding the project for potentially affected landowners and the community of Kilmore and the wider area.

Quinns Road provides the greatest travel time savings of all options and is highly accessible to Kilmore residents. It also provides the greatest reduction in traffic vehicle numbers on the Northern Highway and in particular the main street of Kilmore. However, this alignment impacts a number of valued community resources including Monument Hill Reserve and the Kilmore sports precinct; results in severance of the equine precinct; and negatively affects the acoustic and visual amenity of a large number of residential properties and some community facilities. The Quinns Road alignment affects the highest number of properties and would require acquisition of the equal highest number of residences. This option is rated Moderately Poor.

O'Gradys Road provides travel time savings and will improve accessibility for Kilmore residents, although these are substantially lower than those delivered by Quinn's Road. The O'Gradys Road alignment travels through a high number of properties and would require acquisition of the same number of residences as Quinns Road. The alignment would also negatively affect the acoustic and visual amenity of a residences and community facilities. Access to the equine precinct would be affected, which is an important community resource. This option is rated Negligible.

Sunday Creek Road presents notably lower potential travel time savings when compared with the other options. The total number of properties affected is lower than some other alignments however is still substantial, and includes a number of rural lifestyle properties. This option will also affect access to the equine precinct. This option is rated Moderately Poor.

Dry Creek Road provides travel time savings and will improve accessibility for Kilmore residents, although these are substantially lower than delivered by Quinn's Road. Dry Creek Road alignment will result in acquisition and dislocation of a number of rural lifestyle properties, and negatively affect the acoustic and visual amenity of a number of residences and community facilities. This option will also affect access to the equine precinct. This option is rated Negligible.

Western Option alignment provides time travel savings, although these are somewhat lower than those delivered by Dry Creek Road and O'Grady's Road and substantially lower than Quinn's Road. This option affects the smallest number of residential properties and would require the equal lowest number of dwelling acquisitions. The Western Option also does not result in any impact to community facilities. This option is rated Negligible.

The first three alignments, Quinn's Road, O'Grady's Road and Sunday Creek are rated Moderately Poor. The performance of these alignments varies across the sub-objectives, but overall is similar.

The next two alignments, Dry Creek Road and Western are rated negligible. Despite a common rating for Dry Creek Road and Western, the Western alignment is considered to be the best performed of all five alignments with regard to social impacts, largely due to its avoidance of community faculties and the equine precinct and reduced affects in relation to residential properties.

The following general measures to mitigate potential impacts are also recommended:

- ongoing community engagement to ensure up to date, clear and consistent messages are being delivered to landowners;
- implementation of noise and visual attenuation measures to affected residences, and
- investigation of additional options to reduce traffic in the main street of Kilmore.

1.0 Introduction

1.1 Background

AECOM, in partnership with Roberts Evaluation and Maxine Cooper, was engaged by VicRoads to undertake an Objectives Based Evaluation (OBE) of social impacts associated with the proposed Kilmore Wallan Bypass. This study forms part of the overall Kilmore Wallan Bypass Planning Study.

A bypass of the townships of Kilmore and Wallan is proposed that would link the Northern Highway to the north of Kilmore with the Hume Freeway. *The Kilmore Wallan Bypass Options Examination (July 2008)* identified and investigated 11 potential corridors/options. Of these, five options were selected by VicRoads for further investigation and are the focus of this assessment.

The Northern Highway links Melbourne with Echuca and southern New South Wales. Also, in conjunction with the Mclvor Highway, the Northern Highway links Melbourne and Bendigo. The Highway is increasingly used by private motorists travelling between Melbourne and the rapidly growing areas of Wallan and Kilmore. The Kilmore Wallan area is recognised as having one of the highest growth rates in Victoria. By 2031, it is predicted that:

- the population in Wallan will grow from 7,140 to around 28,800 residents, a growth rate of 6.75% per annum, and
- the population in Kilmore will grow from 7,850 to around 11,700 residents, a growth rate of 2.5% per annum.

The Northern Highway is also used by freight and commercial vehicles providing intrastate and interstate access to air and sea terminals and markets in Melbourne and the rural primary production areas of the Murray Valley and southern New South Wales. The Northern Highway serves the needs of various industries including dairying, grain, sheep, cattle and fruit growing and also acts as a principal tourist route between Melbourne and Echuca.

This study assesses the performance of four (4) proposed alignments along the eastern side of Kilmore and one (1) alignment on the western side. Performance is assessed with reference to VicRoads' key project objectives in so far as these objectives relate to the potential social effects and impacts of the options. The alignment options traverse and/or are located adjacent to a variety of land uses and natural features including a rail corridor, farmland, rural residential property, quarry sites, bushland, residential areas, and creeks/watercourses. The proposed alignments have been designed to enable traffic to bypass both Kilmore and Wallan and in doing so, reduce the amount of traffic in Kilmore and Wallan, in particular truck traffic. VicRoads also expects that the bypass will improve road safety, reduce costs for motorists and enhance the amenity of Kilmore and Wallan.

1.2 Purpose and Approach

The purpose of this study is to identify social impacts associated with each of the five alignment options and assess these in the context of the overall project objectives. Specifically this study:

- describes existing social conditions in Kilmore, including the demographic characteristics of the local population, the nature and location of places of interest, the range and distribution of facilities and services and any important social trends or issues affecting the Kilmore community
- on the basis of the above, identifies key social receptors (individuals and groups) and community resources (community facilities, places of interest, etc.) in the community
- identifies the social effects or changes associated with the proposed alignments
- assess potential impacts of the proposed alignments for the social receptors having regard to the type of change predicted and each receptors sensitivity to change
- outlines measures that could avoid and/or minimise impacts, and

- summarises findings regarding the performance of the proposed options with respect to the key project objectives and sub-objectives using an Objective Based Evaluation Matrix (OBEM).

In conducting this study, and consistent with best practice in the assessment of social impacts, a distinction was drawn between social changes/effects and social impacts. Specifically, the following definitions were employed:

- a social change or effect is an observable social change invoked by an intervention, and
- social impacts comprise the experience (positive or negative) of a social change or effect by specific individuals or groups (social receptors).

Social impacts are distinct from social changes/effects because different individuals and groups (social receptors) can experience social change differently depending on their circumstances (Van Schooten *et al.*, 2003).

1.3 Project Objectives

Project objectives for the Kilmore Wallan Bypass Planning Study were defined by VicRoads. The project objectives are to:

- Improve road safety and enhance the functionality of the road network in town centres.
- Improve transport connectivity, freight movement and efficiency for bypassable traffic.
- Achieve acceptable consistency with current and proposed land uses and support the long term planning and development of the Kilmore Wallan area.
- Minimise displacement and severance of communities, community facilities and agricultural land to the extent practicable.
- Improve town amenity by removing bypassable traffic, minimising noise and visual impacts of the new road and minimising impacts on key community facilities during construction and operation of the bypass.
- Avoid or minimise impacts on areas and features of ecological significance to the extent practicable.
- Avoid or minimise impacts on areas and features of heritage significance to the extent practicable.
- Avoid or minimise impacts on water quality, hydrology and floodplain to the extent practicable, and
- Provide a balanced outcome giving consideration to environmental, economic and social factors.

The project objectives relevant to this study are in bold above. For each of these objectives, AECOM developed sub-objectives and corresponding assessment criteria which were agreed to by VicRoads (see section 2.3).

1.4 Study Structure

This study comprises three parts, as set out in Table 1-1.

Table 1-1: Report Structure

Part	Section
Introduction	1 – Introduction
	2 – Methodology
	3 - Document and Policy Review
	4 - Project Overview
Existing Conditions	5 - Settlement Pattern and Lifestyles
	6 - Population Characteristics and Trends
	7 - Community Resources
	8 - Social Issues and Values
	9 - Social Changes and Impacts
Assessment of Impacts	10 - Assessment of Social Impacts
Mitigation	11 - Mitigation Measures
References	12 - Reference List
Appendices	Appendices A, B and C

2.0 Project Methodology

2.1 Introduction

The methodology of this study including the overarching assessment framework employed, primary research tasks completed and secondary data sources relied on are described below.

2.2 General Approach and Staging

The study is an Objectives Based Evaluation (OBE) which assesses how potential social impacts associated with the five proposed alignments influence each alignment's potential to facilitate delivery of the overall project objectives.

The methodology employed consists of four phases:

1. Development of draft sub-objectives, performance criteria and rating procedure to enable objectives based assessment of the alignments.
2. Profiling existing social conditions and policy context and identification of key social receptors¹ and community resources.
3. Assessment of likely social changes or effects associated with the proposed alignments and the impacts of these predicted changes for key social receptors.
4. Confirmation of sub-objectives, performance criteria and rating procedure and implementation of the final objectives based evaluation framework to assess performance.

2.3 Assessment Framework

2.3.1 Sub- Objectives and Performance Criteria

The overall project objectives for the Kilmore Wallan Bypass Planning Study were nominated by VicRoads. Subsequently, sub-objectives and assessment criteria have been developed to allow the five alignments to be assessed in so far as their associated social impacts (positive and negative) influence the achievement of project objectives.

Draft sub-objectives and assessment criteria have been developed in consultation with VicRoads based on the experiences of the study team regarding the types of social impacts typically associated with major road projects. In the initial stage of this study, the draft sub-objectives and assessment criteria were considered provisional. The draft sub-objectives and assessment criteria have been refined as needed following the field research component of the study. The final project objectives, sub objectives and assessment criteria are shown in Table 2-1.

¹ A receptor is whom or what is affected. In the context of studies investigating potential social impacts, receptors are individuals, sociocultural groups and community organisations or entities. They may be service users or employees, community residents a specific neighbourhood or visitors, etc. (see Rowan, 2012).

Table 2-1: Final Project Objectives, Sub Objectives and Assessment Criteria

Project Objective	Sub-Objective	Assessment Criteria
Improve road safety and enhance the functionality of the road network including in town centres.	To provide a safe transport system that supports social connectivity, health and wellbeing.	Improved opportunities for all modes of transportation and connectivity to key facilities and destinations.
Minimise displacement and severance of communities, community facilities and agricultural land, to the extent practicable.	To minimise property acquisition and dislocation.	Number of residences directly affected by acquisition.
		Number of properties where land is to be acquired.
	To minimise severance and displacement of community facilities (including recreation areas).	Number and type of community facilities (including recreation areas) displaced or access severed.
Improve town amenity by removing by passable traffic, minimising noise and visual impacts of the new road and minimising impacts on key community facilities during construction and operation of the bypass.	To minimise severance of agricultural land.	Number of agricultural properties directly impacted.
	To minimise the number of residences affected by noise and, visual during construction and operation.	Nature of changes to amenity, including noise and visual.
	To reduce the amount of traffic, particularly trucks, travelling through the town centres.	Nature of changes to amenity, access and safety through town centres.
	To minimise impacts on community facilities during the construction and operation of the bypass.	Number and nature of community facilities affected during the construction and operation of the bypass.

2.3.2 Rating Scale

In relation to each sub-objective and performance criteria, the study team was instructed by VicRoads to assess performance using a rating scale common to all sub-discipline studies conducted as part of the Kilmore Wallan Bypass Planning Study. Specifically, a seven point ordinal rating scale has been employed (see Figure 2-1) which allows for assessment of performance ranging from 'very poor' to 'very well'. The rating scale includes qualitative descriptions of performance consistent with each rating to assist in the assigning of ratings.

Ratings Table for Kilmore-Wallan Bypass Options Assessment

Potential Project Benefits	Rating Colour Code	Potential Project Disbenefits
Significant benefit to the State Superior benefit to the region Policy consistency with superior positive impact	VERY WELL	
Moderate benefit to the State Significant benefit to the region Superior benefit to the locality Policy consistency with significant positive impact	WELL	
Moderate benefit to the region Significant benefit to the locality Policy consistency with moderate positive impact	MODERATELY WELL	
Minimal benefit at any level	NEGLIGIBLE	Minimal disbenefit at any level
	MODERATELY POOR	Moderate disbenefit to the region Significant disbenefit to the locality Policy inconsistency with moderate negative impact
	POOR	Moderate disbenefit to the State Significant disbenefit to the region Severe disbenefit to the locality Policy inconsistency with significant negative impact
	VERY POOR	Significant disbenefit to the State Severe disbenefit to the region Policy inconsistency with severe negative impact

Figure 2-1: Ratings Table for the Kilmore Wallan Bypass Options Assessment

The rating scale requires that predicted impacts both positive and negative be assessed in terms of their significance. The approach employed for assessing significance was adapted from Rowan (2012). Specifically the level of impact has been determined in light of two factors:

- The **magnitude** of social changes or effects likely to generate impacts. Magnitude is considered in terms of:
 - Duration
 - Size (spatial extent or number of social receptors affected - people, groups, places, etc.), and
 - Reversibility.

Magnitude is an objective consideration and is equivalent for all social receptors. For example, in the case of visual impacts, the number of people that would have their existing views changed by a proposed structure is a relevant factor when assessing magnitude. Whether the structure will be permanent or only in place for a short time is also relevant, and

- The **sensitivity** of particular social receptors. Sensitivity is considered in terms of the capacity of particular receptors to cope with/benefit from a predicted change.

Sensitivity is inherently subjective. The Table below outlines how different social receptors may be more or less sensitive to visual changes.

Table 2-2: Sensitivity to Changes to the Visual Environment

Social Receptor	Sensitivity
Urban Residential Property Owners	Urban residential property owners live within an urban setting and are accustomed to and expect that they will view man-made structures. Where new structures are of a scale consistent with the existing urban setting, impacts will be limited.
Rural Lifestyle Property Owners	Rural lifestyle property owners often have moved from urban areas in order to enjoy a more rural landscape setting. A distinguishing and valued feature of such settings for Rural lifestyle property owners is the absence of large man-made structures. Where new structures alter the character of a rural area through the introduction of large or dominant man-made structures, impacts can be greater and Rural Lifestyle property owners are more likely to react negatively.

Once the magnitude of social changes and the sensitivity of receptors are considered, potential impacts resulting from the alignments are assessed as being positive or negative, and their significance defined as moderate, significant or severe. Finally, the identified impacts are assessed against relevant government policies to determine their consistency (or otherwise) with these policies.

2.4 Key Tasks

A number of research tasks have been undertaken to inform the study. These are described in more detail below:

- Document and Policy Review - A literature review including analysis of State and local policy, past reports and studies (focusing on social policy context)
- Site Visit - A site visit to Kilmore and surrounds, including of the proposed alignment locations
- Demographic analysis using data from the 2011 Census of Population and Housing and State Government population projections
- Mapping of community facilities – services and places of special interest
- An assessment of the number and types of properties that are traversed by each alignment option. The methodology of this assessment is outlined in Section 2.4.2
- A targeted consultation/interview program with residents of the Kilmore and Wallan area, including interviews with affected landowners (described further in Section 2.4.1)
 - Interview data is used throughout the report from Section 5 onwards to assist with descriptions of existing conditions, potential impacts and mitigating actions.
- Semi structured interviews with community organisations and interest groups - a range of organisations were contacted including, health and emergency service operators, primary and secondary education institutions, the Chamber of Commerce, resident associations, historical societies, environmental groups, tourism organisations, sporting/recreation clubs and sporting facilities.
 - Each of the interviews was guided by a semi-structured interview guide. The interviews were designed to provide qualitative information. The interview guide can be found at Appendix A.
 - The following organisations agreed to an interview:

- Victoria Police	- Wallan Environment Group
- Mitchell Shire Council	- Mitchell Bicycle Users Group (MBUG)
- Assumption Secondary College	- Kilmore Racecourse
- Wallan Secondary School	- Kilmore and District Pony Club
- Piper Street Child Care Centre	- Kilmore Football Netball Club
- Kilmore Historical Society	- Kilmore Golf Club
- Landcare	- Kilmore Cricket Club.

2.4.1 Interviews with Local Residents

A total of 151 residents were contacted and invited to participate in an interview. Interviews were completed with 52 residents. A mix of residents with property directly affected by a proposed alignment and property not directly affected were invited. In order to select residents to be invited to participate in an interview, two lists of properties were created, being the affected and non-affected properties:

- In the case of the affected properties list, this was further broken down into five lists of properties affected by each of the five alignments. A total of 151 properties were selected at random from across all five lists.
- In the case of the non-affected property list, this was broken into six zones, consistent with the Land Use and Regional Economy Study for the Kilmore Wallan Bypass (URS, 2012). A number of properties were then selected from each zone, specifically:
 - 15 from Kilmore
 - 5 from Wallan and Wallara Waters
 - 2 from Broadford
 - 1 Hidden Valley
 - 1 from Bylands, and
 - 1 from Schoolhouse Road area in the north.

Following selection of properties, a draft list of interviewees was sent to VicRoads for review. VicRoads cross-checked the list with those supplied by other consultants who were conducting landholder interviews as part of their studies. To ensure residents were not invited to multiple interviews, VicRoads made suggestions to remove and replace properties that appeared on more than one consultant's interview list. Table 2-2 provides a summary of the number of residents invited and participated in the interviews.

Table 2-2: Number of Residents Invited and Interview Participants

Resident Group	Number Invited	Interview Scheduled	Interview Completed
Directly Affected	46	28	25
Not Directly Affected	105	24	27 ²
Total	151	52	52

All property information and resident contact details was supplied by VicRoads. Face to face interviews were held at the Kilmore Library from Monday 8 October 2012 to Saturday 13 October 2012. 50 face to face interviews with residents occurred during this period and two residents participated in a telephone interview.

² Number higher than scheduled interviews as multiple landholders attended at some interviews.

2.4.2 Property Analysis

An analysis of alignment routes was undertaken using GIS software applications and aerial photography in order to determine the number, type and extent of properties that would be affected by each alignment. Properties affected were counted and categorised in accordance with the approach outlined in Table 2-3.

The method employed for counting and classifying properties had a number of limitations:

- Dwellings were identified through a visual inspection of aerial photos. A conservative approach was taken, whereby unless the identity of a structure could be positively identified, it was assumed to be a dwelling. This approach potentially leads to an over count of affected dwellings as some structures identified as dwellings may be other structure types such as sheds.
- The criteria employed for determining severity of effects for agricultural properties do not take into account the particular use of the land in question or the views or opinions of property owners regarding the severity of effects, and
- All properties zoned other than 'Farming Zone' are generally assumed to be severely affected as they are often smaller than Farming Zone allotments (e.g. Residential 1 Zone allotments) and impacts are consequently more pronounced. This approach may overstate the level of effect.

Table 2-3 Technical Analysis of Effects on Private Property

Count	Category
Total properties affected	All properties traversed by an alignment.
Total dwellings affected	Alignment passes through a dwelling
Total agricultural properties affected	All properties traversed by an alignment that are zoned 'Farming Zone' under the Mitchell Shire Planning Scheme through which an alignment directly passes.
Total agricultural properties severely affected	Of identified affected agricultural properties, those where: <ul style="list-style-type: none"> - A large portion (in relation to total property size) of the property is directly affected by an alignment; and/or - An alignment(s) results in severance of the property into two distinct parcels of land. - Properties where a small portion of land (in relation to total property size) and/or where loss of land would not sever a property into two parcels were not deemed to be severely affected.
Total Residential Properties Affected	Properties zoned either Low Density Residential Zone, Rural Living Zone or Residential 1 Zone. These properties are all assumed to be severely affected as discussed above.
Total properties affected – all other land use zones	All properties traversed by an alignment by zone. All properties zoned Public Use Zone, Special Use Zone or Public Conservation and Resource Zone.

3.0 Document and Policy Review

This section provides an overview of relevant State and local policies, strategies and plans as they apply to the study area at Kilmore and Wallan.

3.1 State Government Legislation and Policy

State Government legislation relevant to the proposed Kilmore Wallan Bypass includes:

3.1.1 A Fairer Victoria

A Fairer Victoria - Real Support, Real Gains (May 2010) is a current iteration of the policy statement “A Fairer Victoria”, which was released by the State Government in 2004. This latest policy refers to creating liveable communities as one of four priority areas designed to promote healthy human development, healthy communities and healthy behaviours. The policy is a vehicle for promoting social inclusion.

One of the four Priority Areas for *A Fairer Victoria* is Creating Liveable Communities. A priority for these communities includes improving physical and social infrastructure in areas of high need and high growth.

Comment:

To ensure consistency with this policy, the ultimate design of the Kilmore Wallan Bypass would need to provide improved access to facilities in both Kilmore and Wallan. It would also require provision of a more convenient method of accessing facilities, employment and recreational opportunities to residents in both towns.

3.1.2 Transport Integration Act 2010

The purpose of the Transport Integration Act (TIA) 2010 is “to create a new framework for the provision of an integrated and sustainable transport system in Victoria” that recognises the inter-dependency of transport and land use (DPCD, 2011).

To achieve greater coordination on transport and land-use planning matters, the TIA identifies ‘interface bodies’ - non-transport bodies which make decisions that can have a significant impact on transport in Victoria.

The transport system impacts arising from amendments to relevant planning schemes must also be considered, taking into account the likely use and development outcomes of the amendment. If an amendment is likely to have a significant impact on the transport system, as defined by the TIA, the planning authority must have regard to:

- The transport system objectives, as set out in Part 2, Division 2 of the TIA. Relevant social and economic objectives for the Kilmore-Wallan Bypass include:
 - improving access
 - facilitating economic prosperity
 - actively contributing to environmental sustainability
 - effectively integrating transport and land use to facilitate access to social and economic opportunities
 - ensuring that transport infrastructure and services are provided in a timely manner, and
 - safety and support for health and wellbeing.
- The decision making principles, as set out in Part 2, Division 3 of the TIA.
 - The decision making principles as defined in the TIA include triple bottom line assessment, equity, consideration of the user perspective, stakeholder engagement and community participation and transparency.

The TIA also defines VicRoads’ role in the integrated transport system. VicRoads is both a representative of the Crown and is also bound by the TIA to provide, operate and maintain a road system consistent with the vision

statement and transport system objectives, in collaboration with other transport bodies and public entities in a manner which supports a sustainable Victoria.

This is to be achieved by increasing the share of public transport, walking and cycling trips as a proportion of all transport trips, improving environmental performance and contributing to social wellbeing by providing access to opportunities and liveable communities, and promoting economic prosperity.

Comment:

The TIA requires that Planning Authorities have regard to the transport system objectives and decision making principles set out in the Act, whenever a planning scheme amendment is likely to have a significant impact on the transport system. Given the scale of investment proposed, this study assumes that the Kilmore Wallan Bypass proposal will activate this requirement.

The Act's objectives and assessment criteria are therefore relevant to the assessment of any social impacts for the bypass alignment and broader study area.

Consequently it is necessary for the SIA to include consideration of the potential social impacts upon residents now and in the future. Appropriate mitigation measures are to be identified in relation to any social impacts that arise.

3.1.3 Victorian Transport Plan (2008)

The *Victorian Transport Plan* (VTP) was released by the Victorian Government in 2008. The VTP is the former Victorian Government transport plan. Until the current Victorian Government releases a new transport plan, the VTP is considered relevant.

The objective of the VTP is to improve the transport network within Victoria and provide a sequential plan for major transport investment over the short, medium and long term to respond to the current and future transport demands in Victoria.

The Plan has six priorities for action. The priorities relevant to the Kilmore Wallan Bypass are:

Shaping Victoria: Linking jobs, services and homes

- Increase development and job opportunities through strategic transport investment
- Invest in new transport links to promote more jobs closer to new housing in Melbourne's fast-growing west and north, and
- Support regional population growth through significant investment in more transport services that link regional centres to Melbourne and smaller towns to regional cities.

Linking rural, regional and metro areas

- The Victorian Transport Plan includes \$1.2 billion of improved regional road links, including, among others, planning for town bypasses. The projects will support long term economic growth and better connect communities in regional Victoria.

Moving Around Melbourne

- In fast-growing outer suburbs there is a need to connect people with jobs, schools, hospitals, community facilities and other important services.
- The Victorian Government is investing in strategic road improvement projects.

Strengthening Australia's and Victoria's Economy

- Improving the efficiency of the freight network and ensuring that the road and rail networks for moving goods around cities, towns and the State are operating to their maximum efficiency to support Victoria's continued economic growth.

Comment:

The VTP identifies funds for the planning of town bypasses. The feasibility of particular bypass projects is to be investigated on the basis that they have potential to support long term economic growth and better connect communities.

3.1.4 Pedestrian Access Strategy

The *Pedestrian Access Strategy - A strategy to increase walking for transport in Victoria (2010)* sets out the Victorian Government's vision for a more pedestrian-friendly transport system. The strategy aims to encourage more Victorians to walk, especially for short trips.

The strategy establishes broad policy principles and the first steps to guide the Victorian Government's investment in walking over the next 10 years including infrastructure, planning and design, safety and behaviour change programs.

The strategy targets increases in walking to ease congestion, reduce greenhouse emissions, improve the health of Victorians and promote social connections. The strategy seeks to reduce attitudinal barriers to walking, and take into account trends and patterns in how to focus on support for walking where it is most needed. The *Pedestrian Access Strategy* is a ten year strategy. The strategy clarifies the roles of State and local government.

The Strategy has five key strategic directions:

- Encourage people to walk by changing attitudes and behaviour, aiming to make walking the top of mind choice for Victorians – especially for short trips – by making walking for transport a visible and valued part of daily life.
- Collaborate to improve provision for walking to clarify the roles and responsibilities of both State and local governments and working with local governments to ensure they have the capacity and information to provide better pedestrian facilities.
- Create pedestrian-friendly built environments, streets and public spaces to ensure built environments across Victoria facilitate easy and efficient pedestrian movements.
- Increase the safety of walking, identify and address risks to pedestrians across the transport system and give pedestrians the skills to negotiate road environments.
- Continue integrating walking with public transport to ensure more Victorians walk in combination with public transport. Walkers need to find it easy to get to major public transport hubs across Victoria and easy walking access should be provided to and at public transport stops.

Comment:

It is Victorian Government policy to encourage people to walk for transport, especially for shorter trips. To be consistent with this policy, the proposed Kilmore Wallan Bypass would need to maintain and potentially enhance pedestrian access for local residents.

Provision for walking is to be incorporated into major transport projects such as the Kilmore Wallan Bypass, due to the wellbeing and social inclusiveness benefits it brings about.

3.2 Planning Framework

The Planning Framework for the Kilmore Wallan Bypass includes the State Planning Policy Framework (SPPF), Local Planning Policy Framework (LPPF) and the objectives and decision making principles of the *Transport Integration Act 2010* as discussed in Section 3.1.2.

This SIA will assess the proposal taking account of the key features of the Shire of Mitchell and the relevant planning objectives expressed in the LPPF and SPPF. This Section outlines those key features and objectives.

3.2.1 Mitchell Planning Scheme - State Planning Policy Framework

The SPPF is standard throughout each planning scheme in Victoria. The SPPF relates to land use and development and is used to inform planning decisions. The following aspects of the SPPF are relevant in the context of assessing the potential social impacts of the Kilmore Wallan Bypass.

Clause 11 Settlement

Planning is to anticipate and meet requirements for existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 11.02-1 Supply of urban land

The objective of this clause in relation to this SIA is *'To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.'*

A key strategy is to *'ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.'*

Clause 11.02-2 Planning for growth areas

The objective of this clause is *'To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.'*

A key strategy is to *'Deliver timely and adequate provision of public transport and local and regional infrastructure, in line with a preferred sequence of land release.'*

11.05-1 Regional settlement networks

The objective of this clause is *'To promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan.'*

A key strategy is to *'Deliver networks of high-quality settlements by:*

- *Improving connections to regional and metropolitan transport services and urban connectivity.'*

Clause 11.05-2 Melbourne's hinterland areas

The objective of this clause is *'To manage growth in Melbourne's hinterland, the area immediately beyond Metropolitan Melbourne and within 100 kilometres of the Melbourne's Central Activities District.'* This includes Kilmore and Wallan. Key strategies proposed include:

- *Maintain the attractiveness and amenity of hinterland towns.*
- *Manage the growth of settlements to ensure development is linked to the timely and viable provision of physical and social infrastructure and employment, and*

- *Improve connections to regional and metropolitan transport services.*

Clause 15 Built Environment and Heritage

The objectives of Clause 15 include the need to ensure the planning of transport corridors integrates land use planning and urban design. Urban design elements for consideration include the protection of landmarks, views and vistas, respect for heritage places and the consideration of safety in design.

Existing vegetation be retained or revegetation proposed as part of development proposals.

Key objectives of this clause in relation to this SIA include:

- *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*
- *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*
- *To improve community safety and encourage neighbourhood design that makes people feel safe.*
- *To recognise and protect cultural identity, neighbourhood character and sense of place.*

Key strategies include:

- *Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.*
- *Contributing to reducing car dependence by allowing for:*
 - *Convenient and safe public transport.*
 - *Safe and attractive spaces and networks for walking and cycling.*
 - *Subdivision layouts that allow easy movement within and between neighbourhoods.*
 - *A convenient and safe road network.*
- *Support initiatives that provide safer walking and cycling routes and improved safety for people using public transport.*
 - *Ensure development responds and contributes to existing sense of place and cultural identity.*
 - *Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.*
 - *Ensure development responds to its context and reinforces special characteristics of local environment and place by emphasising:*
 - *The underlying natural landscape character.*
 - *The heritage values and built form that reflect community identity.*
 - *The values, needs and aspirations of the community*

Clause 18 Transport

Clause 18 Transport states that *'Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe'.*

Included in Clause 18 are the following objectives for Transport:

- *To create a safe and sustainable transport system by integrating land-use and transport.*
- *To promote the use of sustainable personal transport.*

- *To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.*

Key strategies include:

- *Plan urban development to make jobs and community services more accessible by:

 - *Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.**
- *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
- *Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.*
- *To coordinate development of all transport modes to provide a comprehensive transport system.*

Comment:

The SPPF supports the ongoing development of Kilmore and Wallan, the integration of land use and transport connections, and the encouragement of sustainable transport options such as walking and cycling. Managing growth in Melbourne's hinterland is important to ensure towns such as Kilmore and Wallan maintain their amenity and character, and are well connected to both regional and metropolitan areas.

3.2.2 Mitchell Planning Scheme - Local Planning Policy Framework

The LPPF of the Mitchell Planning Scheme sets out the Municipal Strategic Statement and Local Planning Policies that apply to areas covered by the scheme. The following aspects of the LPPF are relevant in the context of assessing the potential social impacts of the Kilmore Wallan Bypass.

Clause 21 Municipal Strategic Statement

The following existing conditions and strategic planning goals are outlined in the Municipal Strategic Statement of the Mitchell Planning Scheme:

Clause 21.04 Strategic Vision and Framework Maps

The Municipal Vision Statement for the Mitchell Shire is:

'Our Vision is to continue to build a prosperous and progressive Shire which is widely known as the place to live, work, invest and visit, in a manner in which our residents enjoy ownership and participate in this vision.'

Clause 21.05-1 Natural Resources and the Environment

Clause 21.05-1 describes important environmental features of the Shire, including Mt Piper, roadside vegetation corridors and public land areas. There are also a number of places of cultural heritage value in the Shire, including Kilmore, which is one of Victoria's oldest inland towns.

As some historical land management practices associated with urban and agricultural land use have led to the degradation of the natural resource base, Clause 21.05-1 aims to ensure that the natural attributes and features of the Shire are protected and managed. This includes protection of cultural heritage where it may be threatened by development or neglect.

Specific objectives for Natural Resources and Environment include:

- *To improve the environmental performance and management of the Shire's ecology and enhance the quality of the rural and urban landscapes.*

- *To protect places of cultural heritage and support preservation of those sites threatened by development or neglect.*

Clause 21.05-2 Economic Development

The Shire of Mitchell has a diverse employment base including retail and community services, public administration (in particular at the Puckapunyal military base), agricultural industries including the emerging forestry industry, and industrial employment. Tourism also plays a major role in supporting the local economy. Heritage assets, natural beauty and scenic routes are identified as tourism assets of the Shire.

The objectives of Clause 21.05-2 include:

- *Support access to a range of appropriate entertainment, recreation and community facilities where they are compatible with the needs, character and socio-economic profile of the local area, and*
- *Unused railway lines have the potential to be transformed in to recreational 'rail-trails'. A long term strategy is to link these lines as part of an overall recreational network and to promote and protect the historical, architectural and landscape features throughout the Shire as a valuable tourist resource.*

Clause 21.05-3 Settlement

Clause 21.05-3 outlines the key planning objectives of each township in the Mitchell Shire.

Kilmore

Features and planning objectives for Kilmore include:

Key Features:

- *a strong historical and cultural base to the community development*
- *a disproportionately high quantity of education facilities (a feature of the township), and*
- *the growth and development of specific commercial facilities is greatly dependent on the traffic passing through the township, however, increasing heavy commercial vehicle traffic adversely affects town amenity.*

The Key Planning Objectives defined for Kilmore include:

- *support the realignment of the highway from the town centre and ensure that additional traffic volumes can be accommodated within the urban boundaries*
- *encourage the consolidation of urban development*
- *incorporate buffering between the rural, rural residential and urban developments. Where possible utilise natural and landscape features, parkland or public land as boundaries and buffers*
- *contain commercial development within the town centre and encourage larger peripheral retailers to locate on the land at the southern entrance to the town*
- *protect the town's significant landscapes and natural features*
- *enhance the attractiveness of the Kilmore Creek area running parallel to the main street as a passive recreational area, and*
- *encourage and facilitate the horse industry and related activities on appropriate locations within the surrounds of the existing racecourse.*

Wallan

The key planning objectives for Wallan include:

- *progressively build the community into the physical form and function of a town rather than as a scattered residential area*

- *ensure that new development supports community and commercial services and facilities and contributes to a functioning urban form*
- *ensure new development is linked to the progressive funding of facilities and infrastructure*
- *encourage infill development to assist in establishing a formal centre to the town*
- *encourage infill development within established residential communities, and*
- *lobby to provide north-bound exit ramps and south-bound entrance ramps for the freeway at Wallan/Wallan East.*

Comment:

The LPPF sets out the vision for future growth of the Shire. The Vision supports economic growth and protection of the lifestyle and amenity of the Shire's townships.

A key objective for Kilmore outlined in the LPPF, is to realign the highway from the town centre to ensure that additional traffic volumes can be accommodated within the urban boundaries. This objective is clearly relevant in the context of this study.

3.2.3 Mitchell Planning Scheme - Local Planning Policies

The Local Planning Policies of relevance to the Kilmore Wallan Bypass include:

Clause 22.05-1 Agriculture, Agroforestry and Processing

There is a need to ensure that the viability of agriculture and farming operations is not lost. The natural and physical resources upon which agricultural industries rely must be protected. The use and development of land within Mitchell is not to be prejudicial to agricultural industries or to the productive capacity of the land.

The objectives of this clause are:

- *To protect the natural and physical resources upon which agricultural industries rely.*
- *To promote agricultural industries which are ecologically sustainable and incorporate best management practices.*
- *To support the diversification of agriculture, the development of agroforestry and the processing of agricultural products grown within the municipality.*
- *To ensure that the use and development of land within Mitchell is not prejudicial to agricultural industries or to the productive capacity of the land.*

Clause 22.05-3 Townscape Policy

The presentation of all towns within the Shire from the highways, major roads and pedestrian level is important in reinforcing the character, protecting existing heritage values and supporting tourism development in the Shire. Development should enhance the presentation of main road entrances into townships and the immediate environment.

The objectives of this clause are:

- *To ensure that all development has regard to design, siting and landscaping issues.*
- *To ensure that development enhances the presentation of main road entrances into townships and the immediate environment.*

Clause 22.06-2 Road Construction and Access

The local and main road network across the Shire is vital to the ongoing development and prosperity of the municipality. Proposed uses and developments should not restrict existing road access. All new uses and developments must be provided with two way access that is safe and efficient.

The main objective of this clause is *to ensure that the improvement and upgrading of roads and infrastructure is commensurate with the expected impacts of proposed uses and developments.*

Comment:

The Local Planning Policies outline planning objectives to protect agricultural land in the Shire; take into account the presentation of the town from highway entrances; ensure access to existing roads is not restricted; and support safe and efficient road access. This study will assess the Kilmore Wallan Bypass with reference to these objectives.

3.2.4 Mitchell Planning Scheme – Zones

The residential areas of Kilmore are located in a number of residential zones. The details of the applicable zones are:

Clause 32.01 Residential 1 Zone

Notable purposes of the zone are:

- *To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.*
- *To encourage residential development that respects the neighbourhood character.*
- *In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.*

Clause 32.03 Low Density Residential Zone

Notable purposes of the zone are:

- *To provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.*

Clause 35.03 Rural Living Zone

Notable purposes of the zone are:

- *To provide for residential use in a rural environment.*
- *To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.*
- *To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.*
- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*

Clause 35.07 Farming Zone

Notable purposes of the zone are:

- *To provide for the use of land for agriculture.*
- *To encourage the retention of productive agricultural land.*
- *To ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture.*

- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*
- *To protect and enhance natural resources and the biodiversity of the area.*

Comment:

Each of the zones has a differing level of anticipated amenity. The Residential 1 Zone provides for dwellings at a range of densities. Conventional residential development are often dwellings in close proximity to one and other and it is common for residential areas to experience a general level of noise and limited visual outlooks of the natural environment.

The Rural Living Zone (and potentially the Low Density Residential Zone) provides for residential use in a rural environment.

The purpose of the Farming Zone is for the use of agricultural land and ensuring that dwellings do not affect the use of land for agricultural purposes.

This zone will be discussed in more detail in Section 5.0 which outlines the residential characteristics of Kilmore.

3.3 Local Government Plans and Policies

3.3.1 Mitchell 2020 Community Plan (2011)

The Mitchell 2020 Community Plan outlines Council's vision for the future of the Shire, being:

- A sought after location to actively live and work, where the Shire's strategic location and well planned infrastructure have attracted employment and investment.
- A well serviced community with diverse housing opportunities, high quality community, educational and recreational facilities, and a network of public transport options which create connectivity within and between communities in urbanised and rural environments.
- An attractive destination for residents and visitors, where the values of the Shire, including the natural environment, have been protected and respected.

The Community Plan is based on extensive community consultation undertaken in 2011. Through this process a number of community goals and priorities were developed. Goals relevant to this assessment of the potential social impacts of the Kilmore Wallan Bypass include:

- address capacity, safety and conflict issues particularly on the Northern Highway through Wallan and Kilmore
- strong engagement of the community in planning and decision-making
- protection and enhancement of the distinctive sense of places, cultural identity and landscapes of the Shire
- efficient, well-placed and high quality infrastructure and services that supports local economic activity
- active, sociable, meaningful lives that promote good health and well being
- protection and restoration of existing biodiversity and natural habitats through appropriate land use and integration into the built environment, and
- support for low carbon modes of transport to reduce emissions, and reducing the need to travel.

Comment:

The Community Plan identifies a desire to address road capacity, safety and conflict issues particularly on the Northern Highway through Kilmore and Wallan, which is of relevance to this Study. Moreover there is a desire expressed for planning for the Bypass to be undertaken with engagement of the community.

The goals of the Community Plan include the protection of valued community places and natural habitats; and support for health, wellbeing and low carbon transport infrastructure, for example by incorporating walking and cycling access in appropriate locations. These goals will inform the assessment of the Bypass undertaken in this study.

3.3.2 Mitchell Shire Council Plan 2009 - 2013 (2012 Update)

The Council Plan outlines the vision, mission and values of the Mitchell Shire Council. The 2012 update provides actions for attainment over the 2012/13 year. These include:

Community Services, Education and Youth: Enhance the quality of residents' lives by facilitating and encouraging healthy lifestyles; a community in which it is safe to live and an environment that is diverse and sustainable.

Economic Development and Tourism: Council will foster increased employment opportunities in the region, facilitate economic development that is appropriate and sustain tourism opportunities.

Environment: Council must work with the community to protect and enhance the natural and built environment for current and future generations.

Sport and Recreation: Provide opportunities for residents to maintain physical wellbeing and strengthen social ties.

Comment:

Council's goals of continued economic development, encouraging healthy lifestyles, achieving sustainability and protection of the natural and built environment will inform the assessment of the social impacts of the Kilmore Wallan Bypass.

3.3.3 Economic Development and Tourism Strategy (2010)

The Economic Development and Tourism Strategy outlines an economic vision and guiding objectives for the Mitchell Shire. The Plan contains a number of Action Plans, with 'Action Plan 3: Creating Liveable Communities' being of relevance to the Kilmore Wallan Bypass. The objective of Action Plan 3 is:

To create liveable communities by ensuring the provision of a full range of business, retail, community and recreational services; by encouraging high quality built-form development; and by creating and maintaining attractive township environments.

Actions proposed under this Action Plan include:

- Council to continue discussions with VicRoads and other stakeholders to resolve issues surrounding the long-term future of the Northern Highway in Kilmore and any potential bypass
- undertake improvements to township gateways
- identify actions to remove physical and other constraints on the development of commercial areas in townships
- in conjunction with State Government, transport providers and other agencies, examine ways in which public transport links between townships might be enhanced, and
- work with developers, agencies and other stakeholders to ensure community services are delivered in new growth areas in a timely manner.

Comment:

In this Strategy it is noted that there is a perception within the local community that the Shire's streetscapes need improvement. In addition, the Strategy states that specific actions are required in Kilmore to resolve long-standing physical or planning constraints to growth.

In this context, the potential is raised for the Northern Highway to be duplicated at Kilmore, possibly including a town bypass.

Moreover, as part of a suite of Actions aimed at 'Creating Liveable Communities', Mitchell Shire commits to participating in on-going dialogue with VicRoads and other stakeholders to resolve issues surrounding the long-term future of the Northern Highway in Kilmore, and any potential bypass.

3.3.4 Health and Wellbeing Plan (2009-2013)

The Health and Wellbeing Plan is a tool to clarify strategic directions that will be taken by Council in partnership with other organisations and the community to facilitate healthy living outcomes for Mitchell Shire residents and visitors. The Plan identifies that health and wellbeing can be influenced by the built, social, economic, and natural environments.

The Plan contains a number of Health and Wellbeing priorities for the Shire, with the following being relevant to the Kilmore Wallan Bypass:

- *Priority 5: Maintain, enhance, develop and protect healthy environments*

This Priority recognises the importance of the Goulburn River to the Shire as it provides an important setting for water based activities, picnics, caravanning and camping. The sporting and recreational opportunities of the Shire are also recognised as being of importance to the Shire, particularly walking and biking trails and opportunities to partake in organised sports and activities. The tourism value of activities, places of interest and sporting venues is also acknowledged.

Strategies for achievement of this Priority include:

- identify strategic routes for footpaths and trees in verges for the main Shire towns
- plan for additional informal sports facilities in parks and open spaces i.e. a half court
- develop sport and recreation opportunities that address changing community demand
- support the development of the junior football clubs, soccer clubs and associated fields, ovals, amenities
- develop a master plan for Hadfield park facilities to include an accessible regional playground, and
- consider creating additional neighbourhood parks for social family and recreational use

Comment:

The Health and Wellbeing Plan outlines existing recreational assets that are of importance to the Shire and a number of potential improvements to the existing asset base. To be consistent with this strategy, the Bypass would need to avoid impacting existing assets and locations identified for future recreational facilities such as neighbourhood parks and sporting amenities.

3.3.5 Positive Ageing Strategy (2009-201)

This Strategy has been developed to put the Mitchell Shire Council at the forefront to manage an ageing population and to plan and prepare for the future. The Shire is expecting a steady increase in the number of older residents over coming years, and the likely impacts of this change includes demand for different types of community infrastructure or services, such as transport and accessible community facilities.

Feedback from the community collected as part of the Strategy development process indicated that transport is an important issue for older residents, with footpaths, public seating and pedestrian crossings identified as issues in all towns across the Mitchell Shire.

Goals and actions outlined that are relevant in the context of this assessment of the social impacts of the proposed Kilmore Wallan Bypass include:

- to promote an inclusive, effective public transport system for older residents
- to advocate with local transport providers to ensure the public transport system is meeting the needs of local residents

- to maximise opportunities for healthy lifestyle choices, including walking, and
- to investigate a review of footpaths within the Mitchell Shire, to promote healthy lifestyle options.

Comment:

The Shire of Mitchell has an aging population and accessibility for older persons is important. Consistency with this policy would be achieved through encouraging walking, cycling and public transport provision and use in the Shire.

3.3.6 Recreation and Open Space Strategy (2005)

The Mitchell Shire Council's Recreation and Open Space Strategy (2005) provides strategic directions and identifies priorities for the provision of recreation and leisure services for the short, medium and long-term.

The following priority actions have been identified for Kilmore and Wallan (also mapped and included in Appendix B of this Social Impact Study):

Kilmore:

- Acquire a site and develop a new sporting complex to service Kilmore West, soccer (3 fields) and other potential partners.
- Review the JJ Clancy Reserve Master Plan and opportunities to expand the site, consolidate support facilities to provide a full-size 8-lane running track or additional playing fields in preference to on-site car parking.
- Continue development works along the main creek trail and associated reserves.
- Develop an integrated network of shared walking, cycling and riding trails, including an integrated signage system, and
- Seek to secure the former rail and tramway reserves to the south and development of a rail trail: Kilmore to Lancemore Hill and Kilmore to Pyalong.

Wallan:

- The Northern Highway is a significant barrier that divides the town into east and west zones, necessitating the provision of additional space in future in the west to enable access to social family recreation space within acceptable distance thresholds.
- Develop a series of off road trails around the township, the Recreation Reserve, through new residential developments.
- Develop indoor and outdoor sporting facilities in partnership with the Wallan Secondary College (in Stage 1).
- Improve Hadfield Park as the key township park. Consolidate existing community buildings into one envelope. Prevent further development on non-recreational facilities on the park in order to maximise green space.
- Review proposed sites for a future sports complex in the south-west area of the township (identified in the following township map) and begin planning for development, and
- Continue improvements at Greenhill Reserve and investigate new activities on the hill.

Comment:

The Open Space Strategy identifies a number of locations for proposed recreational facilities in Kilmore and Wallan. A Bypass that avoids or mitigates impacts to these locations would achieve consistency with this Policy. It should be noted that the Open Space Strategy was developed seven years prior to this study, and therefore some actions may no longer be relevant.

4.0 Project Overview

4.1 Study Area

Kilmore and Wallan are located along the Northern Highway within the Shire of Mitchell. Wallan is located approximately 62 kilometres north of Melbourne and Kilmore is located approximately 75 kilometres north of Melbourne. The townships of Wallan and Kilmore are located approximately 13 kilometres apart.

The primary study area for this project includes the towns of Wallan and Bylands in the south, extending north along the Northern Highway to Kilmore. The wider study area also extends to include Broadford, Clonbinane, Sunday Creek and Wandong/Heathcote Junction in the Kilmore and Wallan surrounds.

4.2 Alignment Options

Figure 4-1 shows the five proposed alignment options. The five proposed alignment options are:

- 1) Quinns Road
- 2) O'Gradys Road
- 3) Dry Creek Road
- 4) Sunday Creek Road, and
- 5) Western Option.

None of the alignment options directly affect the township of Wallan. However, all five options are located in close proximity to the existing Kilmore Township, and in the case of the eastern alignments, traverse sections of land zoned for Rural Living, which many residents consider to be part of the town's extent.

The corridors for investigation purposes cover approximately 928.85 ha. The functional design for the road and bridge works shows a development footprint for the ultimate duplicated facility as listed below for each option:

- 1) Quinns Road – 173 ha
- 2) O'Gradys Road – 166 ha
- 3) Dry Creek Road – 165 ha
- 4) Sunday Creek Road – 149 ha, and
- 5) Western Option – 197 ha

The following sections 4.2.1 to 4.2.5 describe the alignments in detail.

4.2.1 Quinns Road

4.2.1.1 Description

The option connects to the Hume Freeway at the existing Wandong interchange, requiring an upgrade of the existing interchange. The bypass option then generally follows the existing Epping-Kilmore Road and includes a connection to the Northern Highway south of Kilmore with a large roundabout. The bypass option then runs northwards parallel to, and east of Quinns Road and Andersons Road. It runs along the western base of Monument Hill Reserve to the east side of the golf course and race track along Hunts Road, requiring relocation of Hunts Road access along the east side of the bypass. The option then crosses Kilmore East Road and continues north-west through rural residential and farming areas before connecting to the Northern Highway south of the Broadford-Kilmore Road turnoff. There are local road connections at O'Gradys Road, Mathiesons Road, Millard Road, Quinns Road, McIvors Road, Tootle Street, Monument Hill Drive, Kilmore East Road, and Kellys Lane. The Kilmore-Broadford Road intersection would also be upgraded to a large roundabout.

A new access road would be provided to the Kilmore Header Tank commencing adjacent Tootle Street. A section of Hunts Road would be relocated to the eastern side of the bypass. A new connection is proposed between Wallders Road and Trainers Drive. A new section of Wandong Rd is proposed with access directly onto the bypass.

4.2.1.2 Land Use

The option connects with the Wandong Interchange on the Hume Freeway and then heads westward utilising much of the existing Epping-Kilmore Road reserve and affecting abutting farming and rural living properties before crossing Broadhurst Creek and crown land. The option dissects farmland heading north-westward before connecting with the Epping-Kilmore Road reserve and the Northern Highway further to the west.

To the east of the existing Quinns Road and running parallel to the power transmission lines the option continues northward through farmland passing the Kilmore electricity substation before utilizing crown land at the base of Monument Hill. The option continues northward through crown land running next to the golf course and the race track but affecting some low density residential properties and dwellings along Hunts Road before crossing over the Kilmore East Road and dissecting the rural residential area affecting dwellings north of Kilmore in the 'Equine Lifestyle Precinct', a precinct recognised in Kilmore which allows for the establishment of horse stables with minimal adverse amenity affect on surrounding residential uses. The option connects with the Northern Highway north of Kilmore with upgrades of the existing road affecting abutting farming and rural residential properties.

4.2.1.3 Waterway Crossings

There is a major bridge crossing at Broadhurst Creek and the option runs parallel to a tributary of Kilmore Creek between Kellys Lane and the Northern Highway.

4.2.2 O'Gradys Road

4.2.2.1 Description

The option connects to the Hume Freeway at the existing Wandong interchange, requiring an upgrade of the existing interchange. The bypass option then runs along the existing O'Gradys Road through rural residential and farming areas. The option deviates from the O'Gradys Road to cross the railway to avoid the Kilmore East hamlet. It then again crosses over the Melbourne-Sydney Railway north of the Kilmore East hamlet and shares a common alignment with the Sunday Creek and Dry Creek Roads.

There are local road connections at Kilmore-Epping Road, Kilmore East Road, Broadhurst Lane, Mathiesons Road, Sir Leo Curtis Drive, O'Gradys Road and Kellys Lane.

A new connection is proposed between O'Gradys Rd and Sir Leo Curtis Drive. A new connection is proposed between Wallders Road and Trainers Drive. Both Bremner Place and Kellys Lane would be realigned and extended for access onto the bypass.

4.2.2.2 Land Use

The option connects with the existing Wandong Interchange on the Hume Freeway and then heads northward running parallel to the freeway through several rural living properties before utilising the existing O'Gradys Road reserve that affects farming land. The option runs parallel to the Sydney-Melbourne Railway and dissects farm land, floodplain, crown land and dwellings on both sides of the railway in order to avoid directly impacting on the Kilmore East Hamlet. The option veers to the northwest crossing the railway at Kilmore East where it continues through farming land and dissects a rural residential area affecting dwellings north of Kilmore in the 'Equine Lifestyle Precinct'. The option connects with the Northern Highway north of Kilmore with upgrades of the existing road affecting abutting farming and rural residential properties.

4.2.2.3 Waterway crossings

Dry creek is bridged where the road crosses over the railway south of Kilmore East hamlet and also a large bridge crosses over the railway line at Kilmore East also crosses Dry creek at the same location. The option continues on top of a tributary of Dry Creek the runs parallel to the Kilmore-East Road for approximately 900 metres. The option then runs parallel to a tributary of Kilmore Creek between Kellys Lane and the Northern Highway.

4.2.3 Dry Creek Road

4.2.3.1 Description

The option connects to the Hume Freeway just north of the existing Wandong Interchange via two southerly oriented ramps one. The bypass options then runs parallel to, and east of, the Melbourne-Sydney Railway and Dry Creek through tree plantation and farming land. The option crosses over the Melbourne-Sydney Railway at Kilmore East hamlet and then shares a common alignment with the Sunday Creek and O'Gradys Road Options.

There are local road connections at Kilmore East Road and Kellys Lane.

An extension of Sunday Creek Road directly onto the bypass would be provided. A new connection is proposed between Wallders Road and Trainers Drive. Both Bremner Place and Kellys Lane are realigned and extended for access onto the bypass.

4.2.3.2 Land Use

The option commences at the Hume Freeway north of the Wandong Interchange heading northward running parallel to the Sydney-Melbourne Railway and Dry Creek through farming land, floodplain, crown land and timber plantation areas. The option veers to the northwest crossing the railway at Kilmore East where it continues through farming land and dissects a rural residential area affecting dwellings north of Kilmore in the 'Equine Lifestyle Precinct'. The option connects with the Northern Highway north of Kilmore with upgrades of the existing highway affecting abutting farming and rural residential properties.

4.2.3.3 Waterway Crossings

Two bridges are proposed over Dry Creek near The Dene in Wandong and a further two bridges over Dry Creek approximately 3.6 kilometres downstream. A large bridge that crosses over the railway line at Kilmore East also crosses Dry creek at the same location is also required. The option continues on top of a tributary of Dry Creek that runs parallel to the Kilmore-East Road for approximately 900 metres. The option then runs parallel to a tributary of Kilmore Creek between Kellys Lane and the Northern Highway.

4.2.4 Sunday Creek Road

4.2.4.1 Description

The option connects to the Hume Freeway at the existing Clonbinane interchange. The road heads westwards over farmland towards the Kilmore East hamlet utilizing sections of the existing Sunday Creek Road where possible. The bypass option crosses over the Melbourne-Sydney Railway at Kilmore East and runs parallel to, and north of Kilmore East Road. It then continues through in a north-west direction through rural residential and farming areas before connecting to the Northern Highway, south of the Broadford-Kilmore Road turnoff with a large diameter roundabout. There are local road connections at Broadford- Wandong Road, Saunders Road, Kilmore East Road and at Kellys Lane. The Northern Highway and Broadford-Kilmore Road intersection would also be upgraded to a large roundabout. The section of this option between the Kilmore East and the Northern Highway shares a common alignment with the O'Gradys Road and Dry Creek Roads.

A section of Broadford Wandong Rd is realigned to have access to the bypass. Section of Dry Creek and Sunday Creek Road would be realigned to have access onto the bypass. A new connection is proposed between Wallders

Road and Trainers Drive. Both Bremner Place and Kellys Lane would be realigned and extended for access onto the bypass.

4.2.4.2 Land Use

The option connects to the existing Clonbinane Interchange on the Hume Freeway east of Kilmore where it heads eastward dissecting farming land, floodplain and affecting dwellings before crossing the Melbourne-Sydney Railway in Kilmore-East. The option veers to the northwest where it continues through farming land and dissects a rural residential area affecting dwellings north of Kilmore in the 'Equine Lifestyle Precinct'. The option connects with the Northern Highway north of Kilmore with upgrades of the existing road affecting abutting farming and rural residential properties.

4.2.4.3 Waterway Crossings

The options crosses a number of tributaries of Nanny and Dry Creek before the large bridge crossing over the railway line at Kilmore East also crosses Dry creek at the same location. The option continues on top of a tributary of Dry Creek then runs parallel to the Kilmore-East Road for approximately 900 metres. The option then runs parallel to a tributary of Kilmore Creek between Kellys Lane and the Northern Highway.

4.2.5 Western Option

4.2.5.1 Description

The option connects to the Hume Freeway at the existing Wandong Interchange, requiring an upgrade of the existing interchange. The bypass option then generally follows the existing Epping-Kilmore Road connecting to the Northern Highway south of Kilmore with a large diameter roundabout. The bypass option continues westward running parallel to, and south of Gehreys Lane, before turning northward at Paynes Road and running parallel to and west of Paynes Road. The option connects to the Kilmore-Lancefield Road with a large diameter roundabout. The option then continues northward running parallel to, and west of, Kings Lane, before turning north-east past the waste water treatment facility before connecting to the Northern Highway at the Broadford- Kilmore Road intersection with a large diameter. There are local road connections at Broadhurst Lane, O'Gradys Road, Mathiesons Road, Millard Road, Quinns Road, Mill Road, Fitzgerald Road, McDougalls Road, Willowmavin Road and Costello's Road.

A new section of Wandong Rd is proposed with access directly onto the bypass. A new connection is proposed between Gehreys Lane and Paynes Road.

4.2.5.2 Land Use

The option connects with the Wandong Interchange on the Hume Freeway and then heads westward utilising much of the existing Epping-Kilmore Road reserve and affecting abutting farming and rural living properties before crossing Broadhurst Creek and crown land. The option heads north-west dissecting farmland before connecting with the Epping-Kilmore Road reserve and the Northern Highway further to the west.

The option then continues through farmland westward and running parallel to Gehreys Lane and north of the high pressure gas easement before heading north running parallel to Paynes Road and affecting dwellings near the Kilmore-Lancefield Road. The option continues northward running parallel to Kings Lane before deviating through more farmland to the northeast where the option impacts along the edge of the wastewater treatment plant before connecting to the Northern Highway north of Kilmore.

4.2.5.3 Waterway Crossings

There is a major bridge crossing at Broadhurst Creek and a minor crossing of Kilmore Creek on the existing Epping-Kilmore Road south of Kilmore.

There is a large bridge crossing of Kilmore Creek near the wastewater treatment plant.

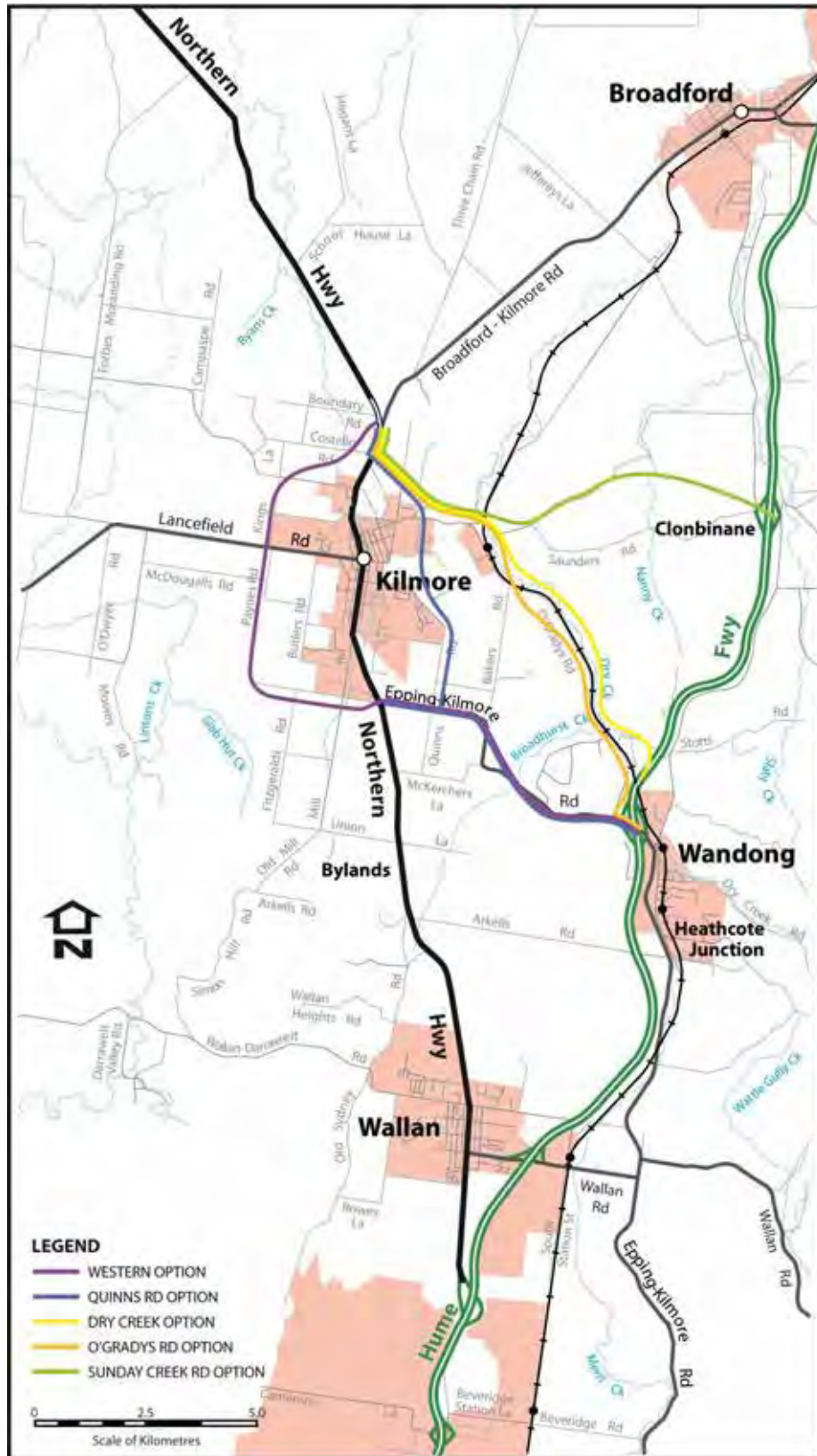


Figure 4-1 Study Area

Source: VicRoads

5.0 Settlement Pattern and Lifestyles

5.1 Introduction

This section is the first of four which describe existing social conditions in the study area. All four sections (5.0, 6.0, 7.0, 8.0 and 9.0) focus primarily on existing conditions in Kilmore as the proposed alignment options are located in close proximity to the existing Kilmore Township.

This Section outlines the historical context, existing settlement pattern and lifestyle for Kilmore and to a lesser extent Wallan.

5.2 Historical Context³⁴

Kilmore was established in the mid-1800s and is one of the oldest inland settlements in Victoria. The first settlers arrived around 1837, and the town developed as a popular stopover on the Sydney to Melbourne route for drovers overlanding cattle. The first subdivision of the area into lots occurred in 1841, though uptake of land was slow due to the depression. The discovery of gold in the region was a major catalyst for the development of Kilmore, with the 1850's seeing the emergence of a thriving agricultural industry set up to provide food for the influx of settlers into the area. In this busy period, Kilmore grew to include many public drinking and boarding houses, numerous churches, schools and a large hospital. Other towns in the Shire (such as Wallan) also established, offering boarding and drinking houses, and other services for those stopping over in the region. With increased population and wealth came the need for permanent buildings and social organisations. This spurred the construction of the majority of Kilmore's buildings, many of which remain in the town today

5.3 Settlement Pattern and Lifestyles

The land zonings of the study area are shown in Figure 5-1. The settlement patterns occurring in Kilmore and Wallan include a mixture of conventional residential and rural lifestyle living, commercial areas and public zoned land. The settlements of Kilmore and Wallan are described further in sections 5.3.1 and 5.3.2.

³ See <http://www.mitchellshire.vic.gov.au/tourism-and-business/our-region/region-history.aspx>

⁴ See <http://www.kilmorehistory.info>

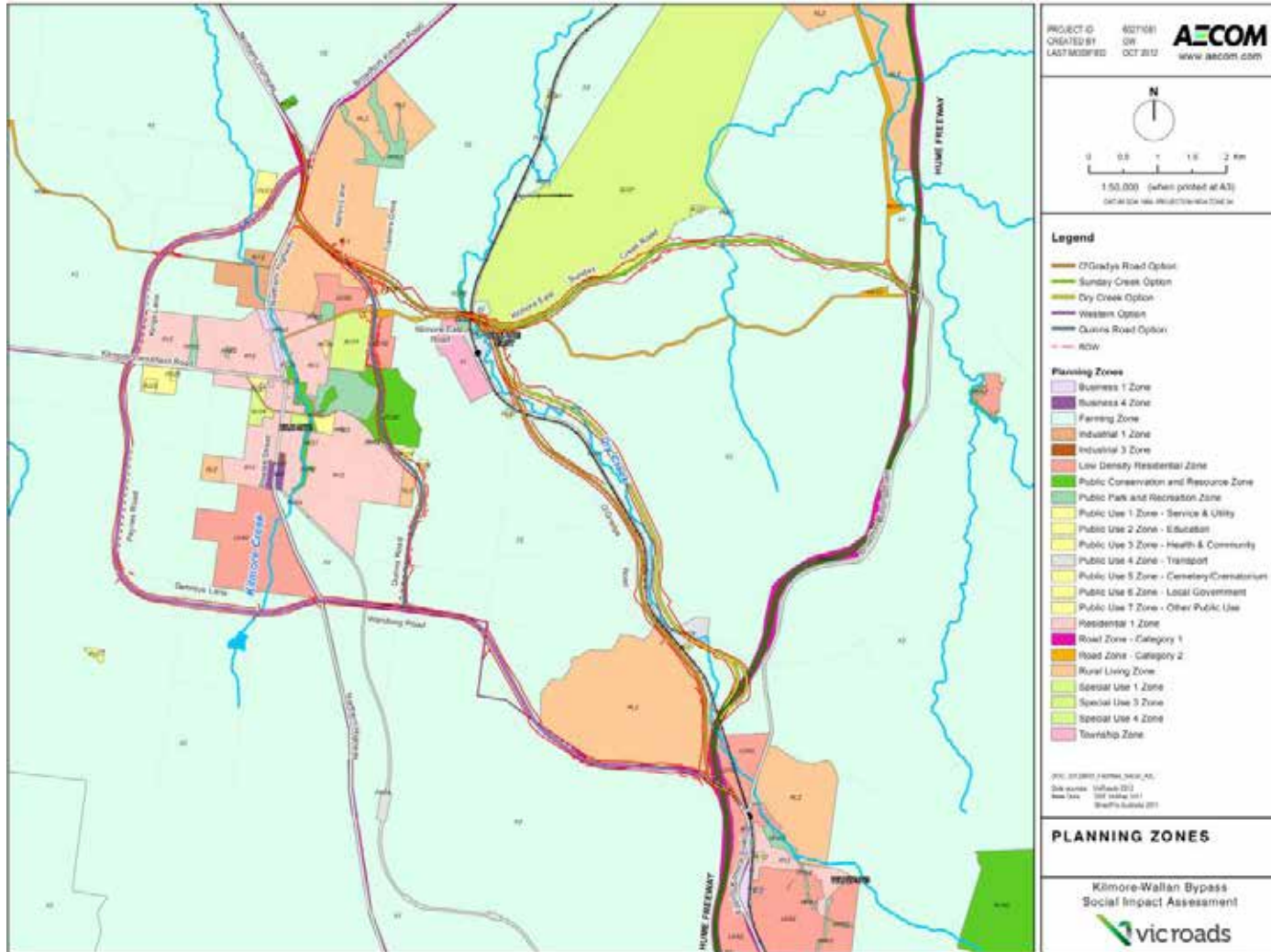


Figure 5-1 Study Area Zoning

Source: AECOM

5.3.1 Kilmore

The existing Kilmore Township is centred on Sydney Street (Northern Highway), which runs approximately north to south through the middle of the township and also is the location of the town's commercial strip. Stores in the strip include cafes and takeaway stores, hotels, clothing stores and banks. A Coles supermarket is also located to the north of town centre on Sydney Street.

Land zoned Residential 1 Zone (RZ1), extends east and west from Sydney Street in a relatively narrow strip (between 300 metres and two kilometres wide) for a distance of approximately three kilometres. This land accommodates conventional residential development. Residents living in these areas indicate that they value the urban amenity available in Kilmore, such as the hospital and schools and the relative proximity of Melbourne and its accessibility by train. They also appreciate that open country side which is located within only a few hundred metres, and enjoy living in a small country town community.

Areas to the south and north are zoned Low Density Residential Zone (LDRZ) and Rural Living Zone (RLZ) and accommodate larger lifestyle blocks. Residents from these areas indicate that they highly value the peaceful and scenic rural setting in which they live. Moreover, these households have deliberately moved from more urbanised areas in order to live in a more rural setting.

Areas to the north zoned RLZ accommodate hobby farm blocks (typically of 3-6 acres) which form part of the 'Kilmore Equine Lifestyle Precinct'. Blocks in this precinct are commonly used for keeping horses. Residents interviewed identified the importance of this precinct to them as a place where they can walk and ride horses, as well as its overall importance to the local equine industry. The central road in this precinct is Kellys Lane. A number of residents interviewed indicated that they walk their horses along Kellys Lane to access the Kilmore Racecourse. The equine precinct is covered by a Design and Development Overlay (DDO3) which supports the development of infrastructure to support equine activities.

Beyond land zoned RLZ and LDRZ, lies open countryside and farmland, predominately zoned Farming Zone (FZ). Residents of these areas interviewed were a mix of commercial farmers and those who had moved further out of the town primarily to enjoy the scenic rural landscape while still enjoying relatively good access to the urban amenity in Kilmore.

Mitchell Planning Scheme Amendment C79

Amendment C79 to the Mitchell Planning Scheme has been adopted and forwarded to the Minister for Planning for approval. The amendment proposes the rezoning of a number of parcels of land to the west of Kilmore, including:

- *Additional land for rural living purposes through application of the Rural Living Zone accompanied by Development Plan Overlays and in one instance the Environmental Audit Overlay.*
- *Additional land for low density residential purposes through application of the Low Density Residential Zone accompanied by Development Plan*
- *Additional land for residential purposes through application of the Residential Zone accompanied by a Development Plan Overlay.*
- *Additional land for industrial purposes through application of the Industrial 3 Zone accompanied by a Development Plan Overlay and Design and Development Overlay.*
- *Additional land for public open space through application of the Public Park and Recreation Zone.*
- *Converted land for Assumption College through application of the Special Use Zone 4 – Private Educational or Religious Institutions.*
- *Application of the Road Closure Overlay to two streets, and*
- *Removal of the Salinity Management Overlay from land proposed for urban development.*

Amendment C79 is based upon the findings of the Kilmore Strategy Plan (2008). Kilmore's population is growing steadily and the town is close to the limits of its forward urban land supply. The objective of Amendment C79 is to provide for managed growth in Kilmore and to establish a clear and agreed vision for Kilmore's urban area and define the ultimate extent and image of the township for the next 20 years. Figure 5-2 demonstrates the properties affected by proposed Amendment C79.

Amendments being considered by Amendment C79 would impact small area of Farming Zone along Wallders Road that is proposed to be rezoned to the Residential 1 Zone.



Figure 5-2: Amendment C79 to Mitchell Planning Scheme

Source: <http://planningschemes.dpcd.vic.gov>.

5.3.2 Wallan

Wallan's residential areas are located to the east and west of the Northern Highway. These residential areas are comprised of conventional residential blocks and pockets of lifestyle/low density blocks. To the north-east of Wallan there is a large area of land currently being developed which is part of the Hidden Valley Comprehensive Development Plan. This area will provide for rural and equestrian facilities, residential and resort development.

The main commercial areas are in the centre of town on the eastern and western side of the Northern Highway. The western side of the commercial area comprises Wellington Square Shopping Centre, which is a small shopping complex that includes a full size supermarket.

In 2011, Wallan was included within the Urban Growth Boundary by Amendment C100 to the Mitchell Planning as part of the State Government's Logical Inclusions Review discussed further below. This is likely to encourage further residential development in Wallan.

Amendment C100 expanded Melbourne's Urban Growth Boundary (UGB) to include the township of Wallan and its surrounds. This is the area generally bounded by Old Sydney Road to the west, Wallan Heights Road and William Street to the north, Kilmore-Epping Road to the east and Hadfield Road to the south.

Amendment C100 results in an additional 2,705 hectares of land within Mitchell Shire that is located within the UGB.

This Amendment was introduced following the State Government's 2011 Logical Inclusions Review which considered where changes to the UGB could occur which would be logical or defined as the fixing of an anomaly.

The Amendment supports the objectives of Planning in Victoria and SPPF and LPPF. The LPPF acknowledges that the Shire has grown significantly over the last 20 years and is part of the north growth corridor, which is supported by the Hume Freeway, a direct transport access point from Melbourne. The purpose of the inclusion of Wallan is to ensure the co-ordinated growth of northern Metropolitan Melbourne and ensure townships can be appropriately planned and importantly infrastructure and community services provided.

5.3.3 Summary

The Kilmore Township is comprised of a commercial spine flanked by conventional residential development. Rural lifestyle blocks are located to the north and south of the township, beyond which is farmland. Wallan is centred on a small area of commercial development on either side of the Northern Highway, with predominately conventional residential blocks as well as pockets of lifestyle residential development. Residents of these different parts of Kilmore and Wallan currently enjoy different residential environments. Those living on lifestyle blocks/hobby farms and farms have typically moved to these locations purposefully to escape the noise, and hustle and bustle of more urban areas.

Residents interviewed highlighted the township's rural setting as a key reason for choosing to live in the area. Comments of this type were mentioned by almost all those consulted. However, they were expressed most forcefully by those who had taken up residence in the rural living zoned areas at the edges of the existing township.

6.0 Population Characteristics and Trends

Demographic information has been collated for Mitchell Shire and the suburbs or settlements of Kilmore and Wallan.⁵ Where relevant, a further breakdown of Kilmore into 'Township', 'Lifestyle' and 'Rural Areas' has been undertaken to assist with the identification of distinct social receptors. These areas have been identified to reflect the zoning of land (RZ1, LDRZ and RLZ, and FZ respectively) and the prevailing development pattern and lifestyle aspirations of households in the respective areas.

6.1 Population Size and Growth

The existing and projected population growth for Kilmore, Wallan and the Mitchell Shire are presented below in Table 6-1. These figures have been adopted from the *Transport Modelling and Economic Analysis for the Kilmore-Wallan Bypass Planning Study* (AECOM 2012).

Table 6-1: Forecast Population Growth, 2011 to 2031

Area	Current Population	Forecast Population		Average annual growth rate (2011 – 2031)
	2011	2021	2031	
Kilmore	7,140	9,140	11,700	2.5%
Wallan	7,849	17,680	28,773	6.75%
Shire of Mitchell	35,766	58,901	95,260	5.0%

Source: 2012 *Transport Modelling and Economic Analysis for the Kilmore-Wallan Bypass Planning Study* (AECOM)¹⁰

From 2011 figures, the Shire of Mitchell is predicted to grow by approximately 59,000 to 95,260 residents in the 20 years to 2031, representing a predicted growth rate of 5.0 per cent per annum. In comparison, Wallan is predicted to grow substantially from 7,849 to almost 29,000 residents over the same period. This equates to a growth rate of 6.75 per cent which is notably higher than predicted for the Shire as a whole. Kilmore is also expected to experience population growth, however at a more modest rate of 2.5 per cent.

The Mitchell Shire population and household forecast states that population change in the Mitchell Shire can be attributed to the changing role of the Shire from one comprised of small rural towns to an area providing good access to employment and affordable housing in metropolitan Melbourne. This change is most pronounced in the southern area of the Shire, including Wallan and to a lesser extent Kilmore. The Mitchell Shire population and household forecast predicts that the level of growth in Wallan and Kilmore is expected to be high as Melbourne's urban area continues to expand north towards the Shire. Significant amounts of residential land supply have been identified in these areas, and many young families have moved to the area from the northern suburbs of Melbourne.

⁵ As defined by the *Australian Standard Geographical Classification*

¹⁰ This data set has been adopted to provide comparative analysis of potential impacts based on the population and traffic impacts stipulated in the *Traffic Modelling and Economic Analysis for the Kilmore-Wallan Bypass Planning Study* (AECOM 2012). The data set adopted is closely aligned with the Department of Planning and Community Development *Victoria in Futures 2012* population projections which represent revised data taking into account recent adjustments to the Urban Growth Boundary and Metropolitan Melbourne.

In contrast, the northern part of the Shire, centred on Seymour, has recorded population decline in recent years associated with an out-migration and a lack of investment and demand for new housing. This area lies outside Melbourne's economic catchment as evidenced by lower levels of commuting to the capital city, and hence does not have the same role and function as southern parts of the Shire such as Wallan.

The dichotomy between the northern and southern parts of the Shire, as well as the settlement pattern comprising towns and rural areas, means that housing market roles differ widely. Areas in the south of the Shire around Wallan and (especially in the future) Beveridge, are attractive to young families who have generally moved from the northern suburbs of Melbourne. The level of growth in this area is expected to be quite large as Melbourne's urban area continues to expand northwards into the Shire and significant amounts of residential supply have been identified.

6.2 Demographic Overview

Table 6-2: below provides selected demographic variables for the study area and its components, including Kilmore as an entire settlement as well as separated into Township.

6.2.1 Lifestyle and Rural sectors

Table 6-3: Demographic Indicators for Selected Areas

		KILMORE	TOWNSHIP	LIFESTYLE	RURAL	Wallan	Mitchell (S)	Regional VIC
AGE AND POPULATION	Population	6,678	4,883	1,260	535	8,504	34,637	1,345,715
	0-4 years	7%	7%	4%	4%	9%	7%	6%
	5-14 years	15%	14%	18%	18%	17%	15%	13%
	15-24 years	14%	14%	15%	10%	13%	14%	12%
	25-54 years	39%	39%	40%	38%	45%	41%	37%
	55-64 years	10%	9%	13%	16%	10%	12%	13%
	65 years and over	15%	16%	9%	14%	6%	12%	18%
	Median Age	37	35	38	42	32	37	41
	Households	2,289	1,712	397	186	2,617	11,814	514,025
	Household Size	2.7	2.6	3.0	2.8	3.0	2.7	2.4
INCOME	Median Personal Income	\$529	\$510	\$576	\$534	\$644	\$548	\$493
	Median Household Income	\$1,203	\$1,104	\$1,572	\$1,478	\$1,427	\$1,170	\$945
	Negative/Nil income	1%	1%	0%	0%	1%	1%	1%
	\$1-\$399	11%	12%	8%	9%	6%	11%	15%
	\$400-\$799	23%	24%	17%	19%	16%	22%	26%
	\$800-\$1,499	25%	26%	23%	22%	30%	29%	28%
	\$1,500-\$2,999	33%	31%	40%	33%	37%	30%	24%
	\$3,000+	7%	5%	12%	16%	9%	7%	5%
EMPLOYMENT AND TRAINING	Unemployment Rate	5.2%	N/A	N/A	N/A	4.2%	5.1%	5.2%
	Labour Force Participation	60.8%	N/A	N/A	N/A	67.6%	62.3%	58.2%
	Completed Year 12	39%	38%	40%	41%	42%	39%	39%
	Bachelor Degree or Higher	10.8%	N/A	N/A	N/A	9.7%	9.7%	12.5%
INDUSTRY	Agriculture, forestry and fishing	1.6%	N/A	N/A	N/A	0.9%	3.0%	7.8%
DWELLINGS	Separate house	87%	86%	89%	100%	89%	91%	89%
	Semi-detached, townhouse, etc	5%	6%	0%	0%	7%	4%	4%
	Flat, unit or apartment:	6%	8%	1%	0%	4%	4%	6%
	Other Dwelling	2.0%	0.5%	10.3%	0.0%	0.0%	1.0%	1.1%
TENURE	Fully owned	31%	29%	37%	45%	21%	31%	40%
	Being purchased	45%	44%	52%	41%	62%	46%	34%
	Rented	22%	26%	11%	13%	17%	22%	25%
	Public/Social Housing	2.2%	3.1%	0.0%	0.0%	0.6%	3.4%	4.2%
	Other Tenure	1.4%	1.8%	0.8%	0.0%	0.4%	0.7%	0.8%
HOUSEHOLDS AND FAMILIES	Households							
	Lone Person Household	22%	25%	14%	12%	14%	21%	28%
	Group Household	2%	3%	2%	3%	2%	2%	3%
	Family Household	76%	73%	83%	85%	84%	76%	69%
	Families							
	Couple family with no children	36%	35%	36%	39%	30%	35%	42%
	Couple family with children	47%	45%	54%	48%	53%	47%	40%
	One parent family	16%	19%	10%	11%	16%	17%	16%
Other Family	1.1%	1.8%	0.0%	1.9%	1.0%	1.0%	1.2%	
ETHNICITY	Born in Australia	88%	88%	87%	87%	86%	88%	89%
	Born Overseas	12%	12%	13%	13%	14%	12%	11%
	Indigenous	0.9%	1.0%	0.5%	1.1%	1.0%	1.2%	1.5%
	Speaks English only	94%	94%	94%	95%	91%	94%	94%
	Speaks other language	6%	6%	6%	5%	9%	6%	6%
CARS	Household Owns a Car	97%	97%	97%	100%	98%	95%	93%
DISABILITY	Needs Assistance	5.5%	6.0%	3.4%	4.5%	3.2%	4.6%	5.7%
	Not Stated	3.7%	4.0%	4.9%	0.9%	7.1%	5.6%	4.9%

The following sections contain observations made in relation to the demographic data in relation to a number of factors:

6.2.2 Age Profile

- Mitchell Shire has a younger population than Regional Victoria. A lower proportion of Mitchell residents are aged greater than 65 (12% compared with 18% for Regional Victoria) and a higher proportion are in younger age brackets (for example, 22 per cent of Mitchell Shire's population is under 14 compared with 19 per cent for Regional Victoria).
- Wallan has a substantially younger population than the Mitchell Shire as a whole and for Regional Victoria. For example, the median age for Wallan was 32 in 2001 compared with 37 for Mitchell Shire and 41 for Regional Victoria. This reflects the attractiveness of the Wallan township to young families seeking affordable housing and proximity to Melbourne (also see below).
- In comparison, the age profile of Kilmore is closer to that of Mitchell Shire as a whole. Notwithstanding, there are variations between the urban, lifestyle and rural components of Kilmore. To illustrate, the rural component of Kilmore has a higher medium age than both the township and lifestyle components.
- The Kilmore township has the highest proportion of residents aged 65 or more.

6.2.3 Income

- Median Household and Personal income are higher in Mitchell Shire compared with Regional Victoria as a whole. Further, income levels are notably higher in Wallan compared with Mitchell Shire, whereas incomes in Kilmore are more similar to the Shire as a whole. This considered, Kilmore is a relatively affluent community in the context of regional Victoria, although somewhat less affluent than Wallan.
- However, there are notable differences in income levels between the urban, lifestyle and rural components of Kilmore. Specifically household living in rural areas and in particular those living in lifestyle area tend to have higher incomes, although households with incomes in all income categories are present in all areas.

6.2.4 Employment and Training

- Labour force partition and unemployment rates in all the study areas were similar to the rate for Regional Victoria as a whole.
- Similarly, educational attainment in each of the study areas is similar to that for Regional Victoria as a whole, with approximately 40% of adult residents having completed year 12. A slightly lower proportion of residents of Mitchell Shire, Kilmore and Wallan had obtained a bachelor degree or higher, compared with Regional Victoria as a whole.
- The proportion of Mitchell Shire (3.0%) residents working in agriculture forestry or fishing was less than half that for Regional Victoria as whole (7.8%), and lower again in Kilmore (1.6%) and Wallan (0.9%).

6.2.5 Dwellings and Tenure

- The most common housing type across the study area is separate house, which represents approximately 90% of all housing across Mitchell Shire (91 per cent), Kilmore Wallan (89 per cent) and Wallan (89 per cent), similar to Regional Victoria (89 per cent). The exception is the rural part of Kilmore where all dwellings are separate houses. The balance of housing in the study area is comprised of townhouses and flats units and apartments.
- A large proportion of dwellings in the study area are occupied by owner occupiers - Mitchell Shire 77 per cent per cent, Kilmore 76 per cent and Wallan 83 per cent, similar to although slightly higher than Regional Victoria (74 per cent). This is consistent with the southern part of the Shire (Wallan in particular) being viewed as an affordable location for first home buyers.
- Owner occupation is even higher in the lifestyle (89 per cent) and rural (86 per cent) parts of Kilmore. This most likely reflects the level of upkeep/maintenance on properties of this type and their popularity among more mature households who are seeking to create a more rural lifestyle.

6.2.6 Households and Families

- A larger proportion of households are family households in Mitchell Shire (76 per cent) compared with Regional Victoria as a whole (69 per cent). Moreover, of all family houses, a higher proportion are families with children in Mitchell Shire (64 per cent) compared with Regional Victoria (56 per cent). This reflects the attractiveness, particularly of southern parts of the Shire, to family households seeking affordable accommodation in relative proximity to Melbourne.
- Consistent with the above, in Wallan the proportion of family households (84 per cent) and family households with children (69 per cent) is higher than the Shire as whole.
- The proportion of families and families with children is similar in Kilmore to the Shire as whole. However, there are notable differences between the urban, lifestyle and rural components of Kilmore. Specifically, family households are more common in the lifestyle and rural parts of Kilmore, or conversely lone person and group households are less prevalent in these areas. Notwithstanding, the median age in these areas is substantially higher than in Wallan. This is consistent with a predominance of more mature family households (with older children) who have left their first home to seek out a non-urban lifestyle.

6.2.7 Cultural Diversity

- Across all components of the study area, the proportion of the population born in Australia is approximately 90%, consistent with Regional Victoria as a whole and indicative of a relatively ethnically homogenous community.
- Across all components of the study area, the proportion of the population that is Indigenous is approximately 1 per cent, slightly lower than for Regional Victoria as a whole (1.5 per cent). The exception was the lifestyle component of Kilmore, where 0.5 per cent of people are Indigenous.

6.2.8 Travel

- Place of work data was not available from the 2011 Census in time for inclusion in this report. Data from the 2006 Census indicated that around 50% of employed persons in the Shire work within Mitchell Shire. Approximately 30% travelled to Melbourne and its northern suburbs, the balance travelling elsewhere.
- Mode of Travel to work data was not available from the 2011 Census in time for inclusion in this report. In 2006, the car as a driver was the most common method of travel to work in Mitchell Shire (64.5%). This was similar to Regional Victoria at 62.5 per cent. Public transport use (train or bus) was higher in Mitchell Shire at 3.6 per cent than in Regional Victoria at 1.6 per cent, reflecting the availability of train access to employment in Melbourne. Bicycle use, walking only, or working at home were all less common in Mitchell Shire than in regional Victoria in 2006.
- In 2011, the proportion of households that own at least one car was very high (approaching 100 per cent) in all parts of the study area, suggesting a heavy reliance on private vehicles for transport.

6.3 Summary and Implications

The Shire of Mitchell's population is expected to more than double in the 20 year period from 2011 to 2031. Within the Shire, both Wallan and Kilmore will experience substantial growth. Wallan's population in particular is projected to grow very rapidly (a rate of 6.3 per annum), with the township's population expected to more than triple in size by 2031. Much of the expected growth is due to the relative affordability of housing in Kilmore and Wallan, their relative proximity to Melbourne and therefore their attractiveness to young family households.

The population of Wallan is relatively young, and consists of a large proportion of young families seeking affordable accommodation in close proximity to Melbourne. The Wallan community is relatively affluent when compared with the Regional Victoria and enjoys a high level of home ownership.

Kilmore's population is also relatively young and affluent when compared with Regional Victoria and enjoys a high level of home ownership. However, there are differences between the urban, lifestyle and rural components of Kilmore. Specifically, those living outside of the core part of the town tend to be older, more affluent and are more likely to be owner occupiers. This is consistent with a predominance of more mature family households (with older children), that have left their first home to seek out a non-urban lifestyle.

Car use and dependency is high in Mitchell Shire, with travel by car the most common method of travel to work and almost 100 per cent of homes owning at least one vehicle. Up to 30% of Shire residents travel to Melbourne or its northern suburbs.

Levels of labour force participation and employment in Wallan and Kilmore are similar to those of Regional Victoria as a whole. A relatively small proportion of the population of Kilmore and Wallan are employed in Agriculture.

7.0 Community Resources

This section outlines the main community resources important to Kilmore's residents in terms of facilitating a high quality of life and level of pride in their local area. Four categories of resources are described:

- private homes,
- community facilities,
- places of interest, and
- transport and access patterns.

7.1 Private Homes

Housing is a key community resource, and for the owners of this housing, a substantial private asset. Housing provides shelter as well as the provision of a particular type of lifestyle based on residential type. People form a strong attachment to their home as it is often where they have lived for a number of years, raised their family and where they may be planning to retire. A number of people interviewed had built their own homes. People also take pride in making improvements to their property through renovations and landscaping. Some interviewees highlighted that they had planted small trees on their properties and have had the joy of seeing them grow into large trees.

7.2 Community Facilities

7.2.1 General Community

The Kilmore Library, including a toy library, is located on Sydney Street. The library also has meeting room spaces which are frequently used by various organisations, including environment groups and dancing classes. The Kilmore Senior Citizen Club is also located on Sydney Street.

7.2.2 Children's Services

In Kilmore there are four child care centres, which are Piper Street Child Care Centre, the Kilmore Child Care Centre, the Marie Williams Kindergarten and the Sutherland Street Child Care and Kindergarten. Kilmore also has a Maternal and Child Health Centre.

7.2.3 Educational

There are a number of primary and secondary schools in Kilmore and Wallan. The schools and the 2011 enrolments are listed below:

Table 7-1 School Enrolments for educational institutions in Kilmore and Wallan

School	Type	Enrolments (2011)
Assumption College (Kilmore)	Secondary	1092 students and 81 boarders
Kilmore International School	Secondary (Years 5 to 12)	363 students
Wallan Secondary School	Secondary	578 students
St Patricks Primary School (Kilmore)	Primary	554 students
Kilmore Primary School	Primary	445 students
Wallan Primary School	Primary	572 students

Source: www.myschool.edu.au

In Kilmore there is an area which is known as the 'school's precinct'. It includes Assumption College, St Patricks Primary School and Kilmore Primary School. All the schools are in the vicinity of and gain access via Sutherland Street.

Interviews were conducted with representatives from Assumption College and Wallan Secondary College. Students at Assumption College and Wallan Secondary College come from a wide area, including Kilmore, Wallan, Wandong/Heathcote Junction, Beveridge, Broadford and Craigieburn. Both schools have a numerous school bus routes. These routes will be discussed in Section 7.4. Assumption College owns an area of farming land to the west of the school buildings which is used for agricultural classes. The school (Marist Brothers) also own piece of farming land to the north of Kilmore.

Tertiary study facilities are not available in the area, with closest available in Melbourne and the nearby regional centres of Ballarat (170km) and Bendigo (100km).

7.2.4 Health

A range of medical facilities are available in Kilmore including the Kilmore and District Hospital, Kilmore and District Community Centre, general practitioners and pharmacies. There are also number of retirement villages including Willowmeade Retirement Village and The Elms Retirement Village. Emergency services including Ambulance Victoria, Victoria Police and the Country Fire Authority are also located in Kilmore.

7.2.5 Recreation facilities and open space

Sporting Facilities and Spaces

Kilmore has a number of large-scale sport and recreation facilities including the Kilmore Golf Club, Kilmore Racecourse, Kilmore Leisure Centre, Kilmore Cricket Club and the JJ Clancy Reserve. These sporting facilities are clustered in an area known to residents as the 'sports precinct':

- The Kilmore golf course is over 100 years old. It is surrounded by vegetation and draws visitors from Kilmore, the broader area and Melbourne. There are 240 members and approximately half of the members are from Melbourne. There are 20,000-30,000 games of golf played at the course each year.



Figure 7-1 Kilmore Golf Course

- The Kilmore Racecourse holds a variety of events throughout the year, including 13-14 Turf meetings, 30-33 Harness meetings and 24 Harness trials. The Kilmore Racecourse also includes Trackside, which was identified in the consultation as a popular location for entertainment and dinner. The Kilmore and District Pony Club also utilises the facilities of the Kilmore Racecourse. The Club holds rallies once a month as well as a couple of events during the year. The Club also uses the cross country course located to the south of the racecourse on Hunts Road and trail rides through Monument Hill. The members of the Club are mostly aged twelve years and under.



Figure 7-2 Kilmore Racecourse

- Kilmore Cricket Club plays on a field at the Kilmore Cricket and Recreation Reserve on the southern side of Hunts Road. Cricket has a history at the site since 1865. The club currently has 60 members/players, three senior teams and six junior teams. The oval at the recreation reserve is also used for dog clubs, walking and athletics training. The cricket club requires an additional oval and currently use the oval at Assumption College.
- The Kilmore Football Netball Club uses the facilities at JJ Clancy Reserve, located at the corner of Union Street and Kellys Lane. The reserve includes one oval, three netball courts, club/function rooms and car parking. The Club has three netball teams, three senior football teams and 10-12 junior football teams. On an average senior football game day there is an average of 300 vehicles which come to the reserve and during finals there are approximately 800-1,000 vehicles. Cars are parked within and around the ground and along Kellys Lane. Little Athletics is also held at the reserve.



Figure 7-3 JJ Clancy Reserve

Kilmore also has a range of local and neighbourhood parks and provides connections to other spaces or community facilities. Local parks include Kilmore East Recreation Reserve and Hudson Park. Hudson Park is located on Sydney Street and includes a playground, BBQ and amenity facilities. A skate park is also located to the rear of the park. The Kilmore Creek corridor also provides opportunities for walking along the creek line.



Figure 7-4 Hudson Park

- Other sporting facilities within Kilmore also include the Kilmore Lawn Bowls on Sydney Street and the Kilmore Tennis Courts.
- The Recreation and Open Space Strategy (Mitchell Shire Council, 2004) identifies that schools in Kilmore have extensive sporting facilities, but offer limited community access to them.
- Wallan has a range of open space areas across the township. Key recreational and open space facilities include Hadfield Park and RB Robson Stadium. The Recreation & Open Space Strategy (2005) identifies Hadfield Park as a significant area of open space in the township which should be protected from town centre building development proposals. Hadfield Park is used for sporting activities (and includes tennis facilities) and markets.
- RB Robson Stadium is located at Hadfield Park and provides for a range of sports including basketball, netball and gymnastics. The Stadium is also used for church services. The stadium has a large children's playgroup area and outdoor children's playground. Wallan Secondary College occasionally uses the stadium.
- Greenhill Recreation Reserve is located on the eastern side of the Northern Highway, south of Duke Street. The reserve includes two ovals and the Wallan Bowling Club which is located to the rear of the reserve. Wallan Secondary College occasionally uses the ovals at this reserve for sporting activities.
- Cycling is another activity that some local residents participate in. The Mitchell Bike Users Group (MBUG) is a social cycling group which also advocates for cycling. MBUG holds organised rides every Sunday at a different town in the Shire, including Kilmore, Wallan, Broadford and Seymour.

7.3 Activities and Places of Interest

Activities and places of interest in the study area are described below. Appendix C shows a map of these facilities and valued places.

7.3.1 Main Street

Many residents interviewed indicated they value Kilmore's main street, in particular the heritage buildings in the street such as the Post Office and Town Hall. However it was also commonly recognised that the street is in a state of relative degradation due to a variety of influences including high volumes of through and heavy traffic, competition for parking, and a need for reinvestment in commercial property.



7.3.2 Monument Hill

Monument Hill Reserve is an area of bushland to the east of the township. The area incorporates walking tracks and a monument to the explorers Hume and Hovel which was erected in 1924.

Residents interviewed as part of this project indicated that Monument Hill is a highly valued area of Kilmore for its recreational, environmental and historical attributes. Individuals during the consultation noted that they considered Monument Hill to be Kilmore's 'botanical gardens'. While not all would accept the analogy¹¹, assertions such as these are indicative of a degree of care and pride in relation to the site.

The above considered, it appears that the historical significance of Monument Hill is contested. Many of those consulted pointed to the existing monument to Hume and Hovel as evidence of the site's historical significance. However, the Kilmore Historical Society does not share this view. In contrast, the Society indicated that

¹¹ [Botanic Gardens Conservation International](#) defines a botanical garden as *institutions holding documented collections of living plants for the purposes of scientific research, conservation, display and education.*

Monument Hill (which prior to the development of the monument in 1924 was an unnamed geographical feature) was never visited by the Hume and Hovel and therefore was of little historical significance. Notwithstanding, the Society was keen to ensure that the part of the site where the monument is located remains open to public access (and indeed that its recreational value is protected). In any case, the Shire of Mitchell is currently completing investigations into the historical significance of Monument Hill with a view to potentially applying a heritage overlay to the site.

A Significant Landscape Overlay – Schedule 1 applies to Monument Hill which recognises Monument Hill as a *'natural feature which includes important landscape and vegetation features recognised for high conservation and scientific values. Protection of the area is important to maintain important landscape character and recreational use of the land.'*

Historical and environmental significance aside, it is clear that the people of Kilmore consider Monument Hill an important place where local residents can walk in a relatively native / natural landscape in the local area (bush land) and enjoy the outdoors. A number of residents interviewed reported visiting the site regularly for walking, and even those that do not visit the site enjoy its appearance from afar.



Figure 7-6 Monument Hill Reserve

7.3.3 Equine Precinct

As stated in Section 4.3, areas to the north of the Kilmore township in close proximity to the Kilmore Race Course form the 'Kilmore Equine Lifestyle Precinct'. In this precinct horses are commonly kept.

Residents interviewed identified the importance of this precinct to them as a place where they can walk and ride horses and its importance to the equine industry.

The equine precinct is covered by a Design and Development Overlay (DDO3) which supports the development of infrastructure to support equine activities.

7.3.4 Sports Precinct

As noted in Section 7.2.5 the cluster of sporting facilities and spaces, including the Kilmore Golf Club, Kilmore Racecourse, Kilmore Leisure Centre, Kilmore Cricket Club and JJ Clancy Reserve is known to residents as the

Kilmore 'sports precinct'. The precinct is located immediately to the west of Monument Hill. The facilities and spaces and roads and tracks that connect them are valued by residents and together the area is considered by residents to provide an idyllic setting for formal and informal recreation.

7.3.5 Community Events

There are a number of events that are held in Kilmore, Wallan and across the Shire. The events are detailed in the table below.

Table 7-2 Community Events held in the Mitchell Shire

Event	Date/location	Information
Wandong Country Music Festival	Cancelled in 2012 due to construction at the location of the festival	The festival will be held at Trackside, Kilmore in the future
Kilmore Celtic Festival	Last weekend in June across three days, held at various venues in Kilmore	The festival celebrates the Celtic settlers from Ireland
Wallan Market	Second Saturday of every month, held at Hadfield Park, Wallan	Organised by Wallan Scouts
Kilmore Show	Saturday 1 December, 2012, held at Kilmore Racing Complex	Organised by Kilmore Agricultural and Pastoral Society
Kilmore Scout Market	Last Saturday of every month, held at Hudson Park, Sydney Street, Kilmore	Organised by Kilmore 1st Scouts

7.3.6 Miniature Railway

Kilmore has a miniature railway, located to the east of the Melbourne-Sydney railway line along The Dene. The miniature railway runs once a month and is held on the same day as the market in Hudson Park, Kilmore. People from Kilmore, Wallan, Broadford as well as Melbourne visit the miniature railway. The September 2012 monthly event had 80 people visit.

7.4 Transport

Kilmore and Wallan are located along the Northern Highway, approximately 13 kilometres apart. The Northern Highway is the most direct and quickest route for local traffic and trucks between Kilmore and Wallan. In the resident consultation it was commonly noted that the Northern Highway was a route frequently used for accessing Melbourne. As identified in the Transport Modelling and Economic Analysis for the Kilmore Wallan Bypass Planning Study – Final Report (AECOM, 2012), in 2011 the number of vehicle movements on the Northern Highway south of Kilmore was 11,200 vehicle movements per day (including light and heavy vehicles), of these movements 1,200 are heavy vehicles. In 2011 the number of vehicle movements on the Northern Highway north of Wallan was 10,700 per day (including light and heavy vehicles). Of these movements, 1,500 are heavy vehicles.

The arterial road network in Kilmore and surrounds includes the Hume Freeway, the Northern Highway, Kilmore-Broadford Road, Kilmore East Road (municipal road), Kilmore-Lancefield Road and Wandong Road. North of Kilmore, the Northern Highway provides access to Pyalong, Heathcote and beyond to Echuca. The Kilmore-Broadford Road provides access to Broadford. The Wandong Road provides access to Wandong and Heathcote Junction and Epping.

There is a high reliance on motor vehicles within Kilmore. The majority of residents that participated in the consultation identified the common mode of transportation to work was private vehicle, particularly if they worked within the Shire of Mitchell. A proportion of residents that worked in Melbourne noted they would catch the train to work. Many of these residents noted they drive to the Kilmore East Train Station.

Kilmore East and Wallan have train stations that provide services to and from Melbourne. These stations are part of the North Eastern Victoria / Seymour / Melbourne Line. There are services every day of the week and fewer services on the weekends. In the morning weekday peak the train services from Kilmore East to Melbourne depart at 6:19am, 6:49am, 7:27am and 8:31am. The peak hour evening return service departs from Melbourne at 5:10pm, 5:39pm and 6:52pm.

Kilmore also has two bus services. The bus services are the Kilmore Town Service and Deniliquin to Melbourne service. The Kilmore Town Service provides links to key destinations in Kilmore and runs from Monday to Friday. The last service runs at 8:05pm. The bus route is shown below in Figure 7.7.

The Deniliquin to Melbourne bus service runs every day of the week. On weekdays, one services runs in the morning via Kilmore and Wallan. An afternoon/evening service also runs on Mondays and Fridays. Similarly a morning and evening service runs on Saturdays, with one afternoon services running on a Sunday.

Return services run from Melbourne to Deniliquin early afternoon and in the evening on Fridays and Mondays, in the evening only on Tuesdays to Thursdays and Sundays, and in the early afternoon on Saturdays.



Figure 7-7 Kilmore Town Service

Source: <http://ptv.vic.gov.au/maps-stations-stops/regional-buses/regionalbus/1577>

A number of schools have bus routes that travel throughout local areas. Wallan Primary and Secondary Schools have nine school bus routes and four of these routes are through Kilmore. For example, Route 2 runs along Union Street and O'Gradys Road. A bus stop is located at the corner of Union Street and Kellys Lane and south along O'Gradys Road. Assumption College has fourteen bus routes. The Romsey/Kellys Lane bus route travels along Kellys Lane and East Street in Kilmore.

To the south of Kilmore's town centre there is a bicycle lane along Powlett Street which then connects to the Northern Highway which has wide, sealed shoulders. To the north of Kilmore along the Highway there are also wide sealed shoulders that can be used by cyclists.

The movement of horses in floats is common in Kilmore. Many horse owners live along Kellys Lane to the north of town. Owners currently walk or ride their horses along Kellys Lane south to East Street and the racecourse to the pony club, private stables and other equine uses.

Within Wallan specifically, the Wallan Town Service provides services between Wallan Station, Wallan Secondary College, residential areas on the southern side of Wallan, Wallan Town Centre and Wellington Square Shopping Centre as well as residential areas to the north-west including Stewart Drive and Roulston Way.



Figure 7-8 Wallan Town Service

Source: <http://ptv.vic.gov.au/maps-stations-stops/regional-buses/regionalbus/1578>

7.5 Summary

The facilities, places and access routes described above are resources that are important to the communities of Kilmore and Wallan. How the proposed alignment options affect these facilities and places and the manner in

which they are accessed by particular individuals and groups (social receptors) is addressed in subsequent sections of this report.

8.0 Social Issues and Values

8.1 Introduction

This section outlines some of the key social and issues and values relevant in the context of this assessment. The principle source of information for this section is the interviews conducted with community groups and local residents, although other sources have been drawn upon including technical studies, local media articles, internet sites, and the like.

Perceptions on the various issues/values provided by particular individuals, groups and by available objective data are separated in order to distinguish fact from opinion and also the opinions/values of different segments of the community.

8.2 Valued Features of Kilmore

Residents interviewed valued a number of features of Kilmore. For example, Kilmore's long history and built heritage was commonly noted in the resident interviews as being a valued and significant feature of the area. Heritage buildings in the main street in particular were valued by local residents consulted as part of this study.

In addition, it was commonly stated that Kilmore is a friendly and close knit community, which is something people value.

Kilmore has friendly people, a caring community (Kilmore resident)

We came from Melbourne and didn't want to live in suburbs, Kilmore has a good community feel (Kilmore resident)

Slower pace, friendly people, I know most of the people in town (Kilmore resident)

Friendly town, country town, lovely to raise children in (Kilmore resident)

The scenic rural setting of the town in combination with access to key facilities and services, such as the hospital and schools was mentioned by nearly all those interviewed as something that they value. Residents value that Kilmore gives them the chance to live in the country while still enjoying relatively good access to urban amenities.

8.3 Traffic in the Main Street

Feedback collected as part of this project indicates that concerns regarding the volume of traffic in the main street and its impact on amenity and existing heritage buildings (through vibrations) are widely held by Kilmore residents and have existed for several years. To illustrate, when asked if they agreed with the statement *there is too much traffic in the town centre*, 80% of residents surveyed either agreed or strongly agreed and only 2 residents (5%) disagreed. Some comments:

Traffic in Kilmore is too much for a country town - but don't get concerned about the cars - more the trucks (Kilmore resident)

The large number of trucks travelling along Sydney Street in particular was considered by residents to be detracting from the main street's attractiveness and preventing investment, with implications for the physical condition of the main street (a number of buildings are not being maintained) and the quality and variety of shopping and entertainment options.

The majority of residents surveyed indicated that they use the existing Kilmore township when shopping for groceries. However, residents rely less on Kilmore for clothes, homewares and entertainment due to a lack of options, and typically travel to other country towns in close proximity such as Seymour and also visit the northern suburbs of Melbourne, such as Epping

Anecdotal feedback from residents indicated that a number of schemes to redirect traffic away from the town centre have been explored by the local community in partnership with Mitchell Shire in the past. However, to date no action has been taken.

Residents interviewed were also concerned about the lack of options to travel north-south through Kilmore without using Sydney Road, which leads to congestion on the main street.

The issue of traffic on the main street and a desire to address its impacts are also articulated in a number of local planning and economic development policies (see section 3.0).

Traffic in the main street of Kilmore and in particular truck traffic has increased in recent years. Traffic count data collected as part of the traffic modelling study indicated flows of 12,500 vehicle movements per day in the main street of Kilmore in 2011. In 2031, vehicle movement in the main street of Kilmore are predicted to increase to 22,300 movements per day.

8.4 The Need for a Bypass and the Merits of Each Option

There was general consensus among all consulted that a bypass of Kilmore would be in the interests of the town and also regional road users. Although each person and group consulted thought they would use each bypass option to a varying degree, all saw the potential benefits of a bypass in terms of reducing traffic, and in particular removing truck traffic from the Kilmore town centre.

However, substantially different views were reported regarding the likely attractiveness of each bypass option for through traffic and local road users, and in relation to their other features. In all cases residents were prepared to state that the greater good should be the main basis for route selection, but which alignment would deliver the greatest good was contested.

The views of many of those interviewed about the merits of each option were clearly influenced by the manner in which the alignments affect them (or not). For example, residents were asked to rate each option out of 10. The average rating for each option was much lower among those directly affected by an option compared with those not affected.

Some residents were prepared to put their particular interests to one side and think about the options more objectively. In the words of one interviewee:

It doesn't make a difference if they take a bit of my land, ... If VicRoads pays you, then you can move on, change is part of life, it's an opportunity (Kilmore resident)

It has to be done, it will be better for the town (Kilmore resident)

It is an important project for the town and I want to be given the best option for the town, for it to be liveable and look nice (Kilmore resident)

However, even among residents with this perception, opinions varied regarding the benefits of one option or another.

Speculation and disagreement within the community about the merits of each bypass has implications for the level of stress and frustration being experienced by particular residents. Specifically, scepticism about the potential

usefulness of one or more of the options as a mechanism for removing traffic from Kilmore's main street has caused some directly affected residents to feel bitter about the project. To illustrate:

I feel like some of the options are a joke and put on to prolong the process. It (the bypass) has to be done, it will be better for the town. The better option should just be picked (Kilmore resident)

8.5 Private Property, Lifestyle and Amenity

Residents interviewed living on Lifestyle and Farming properties are heavily invested in their properties and the rural lifestyle they enjoy. Many communicated that they had deliberately moved away from urbanised environments to avoid issues such as traffic noise and the hustle and bustle of urbanised areas. The prospect of having a major road located close to or on their properties was one that was seen as a major threat to the lifestyle they have strived to create.

I built my own house, my blood and sweat is in it. I bought this land because it is located out of town (Kilmore resident)

Attitudes toward potential compensation varied, with some not able to imagine how financial compensation could help when what they were potentially losing was their home and history. Others were more pragmatic and mainly concerned with being able to re-create the same peaceful lifestyle they enjoy currently. In most cases this meant a preference for their entire property to be acquired, compared with losing a small portion and subsequently living near a major road. To illustrate:

It's our dream home, there isn't anything that could compensate us adequately (Kilmore resident)

We are very attached to the area and our property, I went to school in Kilmore, the family has been on the property for a long a long time. The whole bypass project is highly personal and emotional thing and it can't be put into words, it would be like issuing a death sentence (Kilmore resident)

Living next to the road would be worse for our family than having the property taken (Kilmore resident)

I want them to take everything if they are going to take anything (Kilmore resident)

Residents of more conventional housing typically expressed less intense concerns regarding the potential for the bypass to reduce their residential amenity, although depending on circumstances were still concerned to preserve their existing, more urban amenity.

8.6 The Importance of the Equine Industry

A number of stakeholders interviewed considered the equine industry and the physical infrastructure supporting it (including private properties in the equine precinct and the racetrack) to be an important part of the town's economic and social fabric. To illustrate:

None of the eastern alignment options are acceptable as it goes through a residential and equine area. The eastern alignments would ruin the community spirit of the Kellys Lane area (Kilmore resident)

Kellys Lane is considered a 'blue veil' horse precinct and you can't subdivide - How can a road now be put in? (Kilmore resident)

Although comments regarding the importance of the equine industry and the equine precinct were made by a variety of respondents, residents of the Kellys Lane area and those with an active interest in horses and riding were most concerned to ensure this part of Kilmore physical, social and economic fabric is preserved.

Several stakeholders felt that the eastern alignments would ruin the community spirit of the Kellys Lane area.

The Kilmore Racecourse and the associated equine industry in Kilmore was noted by stakeholders as being one of the town's largest employers.

8.7 Health and Well being

A number of residents interviewed reported that they are experiencing a great deal of stress and anxiety regarding the alignment proposals. Some reported seeking medical assistance to deal with stress. To illustrate:

Until receiving the VicRoads letter I was a healthy person. Since then my health has deteriorated rapidly. I am experiencing high levels of anxiety, and depression which is something which no person should endure (Kilmore resident)

Residents interviewed who are not affected by the proposed alignments also reported that they are aware of friends/neighbours who are affected are experiencing stress and anxiety with detrimental impacts for their health and wellbeing.

8.8 Life on Hold

Residents and representatives of community groups interviewed as part of this project indicated that delays surrounding the selection of the preferred bypass alignment option and construction of the road were meant that their lives are effectively on hold. Moreover, a number of those interviewed indicated that they had received conflicting information about the nature of the potential impacts for their properties. To illustrate:

The notification has caused major stress - there is no certainty, I can't develop the property - life has been on hold for the last couple of years (Kilmore resident)

Delays have had a financial impact. I am older, if it takes another 5 years, I won't be able to walk as far, they have already ruined my life, just get on with it. It's like being in jail, you're just locked in (Kilmore resident)

Not knowing and waiting is the worst part (Kilmore resident)

We were previously told their house wasn't affected but now it is, VicRoads need to make decisions so people have certainty (Kilmore resident)

There is no indication when the chosen route will be announced so the pain, anxiety and stress continues (Kilmore resident)

8.9 Division and Activism

Several residents reported that the town of Kilmore is currently divided over the issue of the bypass.

A lobby group named 'West is Best' has formed which is advocating a bypass that is directed west of the town, although not necessarily the western option described in this report. The group has organised rallies and has a presence on the internet. There have also been letters sent to the local press by residents of areas to the west of Kilmore which have been aimed at addressing assertions advanced by the West is Best group regarding the merits of one or more alignments.

The Wallan Kilmore Bypass Group (WKBG) has also been active in objecting to the duplication of the Northern Highway. WKBG began its campaign in May 2006 to pursue an external traffic bypass of both Wallan and Kilmore townships.

A number of those interviewed indicated that they hoped that the lobbying undertaken by particular groups would not influence the decision of VicRoads regarding the preferred option. To illustrate:

I don't think the more vocal people should have more of a say (Kilmore resident)

In the view of some residents, the best way to end the division and allow the town to 'settle down' would be to make a decision:

Need to do it soon. If we get rid of the uncertainty the place will settle down, the longer it goes the more divisive it will become (Kilmore resident)

As so many people have been affected by the number of the proposed alignments, once they have a preferred it will put a lid on it, it has divided the town (Kilmore resident)

9.0 Social Changes and Impacts

9.1 Introduction

The following sections describe the social changes likely to be caused by each of the alignment options in so far as these relate to the project objectives and sub-objectives. The relevant potential social changes associated with each alignment are described for particular social receptors and the potential impacts both positive and negative rated in terms of their severity.

The Objective Based Evaluation Model (OBEM) has been used to assess how well the Kilmore Wallan Bypass alignment options perform against each of the assessment criteria (see Section 2). The assessment is organised in accordance with the project objectives, sub objectives and performance criteria.

Impacts also arise during the planning phase of a road project, and commonly relate to the fears and anxieties of individuals and groups about certain changes that may or may not occur in the future. While these types of impacts can be very serious, they are not the focus of this assessment.

9.2 Social Receptors

Social impact is the term used to describe the desirability (positive or negative) of a social change or effect for specific individuals or groups. Accordingly, the individuals or groups within a community that will experience change (the social receptors) must be delineated before impacts can be identified.

Impacts relating to road projects typically relate to changes in the ability of particular social receptors to access and benefit from community resources. Based on the preceding sections, social effects or changes of the alignment options will be considered in terms of their potential impacts for the following social receptors, where applicable:

- the populations of Victoria and the Region
- the populations of Kilmore and its surrounds and of Wallan
- residents of Kilmore living in Residential areas (Residential 1 Zone), Rural / lifestyle areas
- residents of Kilmore living in Farming areas
- operators and users of the various community and sports facilities Kilmore and Wallan
- emergency services, including Ambulance, Police, Country Fire Authority and State Emergency Services and,
- advocacy groups including West is Best and the Wallan Kilmore Bypass Group.

Changes which affect the ability of particular social receptors to access and enjoy community resources and the sensitivity of receptors to these changed conditions provide the basis for determining impacts.

10.0 Assessment of Social Impacts

The sections below outline the assessment of social impacts undertaken according to a variety of assessment criteria defined to be of importance to the study.

10.1 Road Safety and Functionality

10.1.1 Introduction

One sub-objective was nominated in relation to the VicRoads objective for the Kilmore Wallan Bypass *to improve road safety and enhance the functionality of the road network including in town centres*. The relevant sub-objective is set out in the table below with its related assessment criteria. The social changes and impacts relevant in the context of this sub-objective are considered below.

Table 10-1: Sub Objective and Assessment Criteria relating to Road Safety and Functionality

Project Objective	Sub-Objective	Assessment Criteria
Improve road safety and enhance the functionality of the road network including in town centres.	To provide a safe transport system that supports social connectivity, health and wellbeing.	Improved opportunities for all modes of transportation and connectivity to key facilities and destinations.

10.1.2 Social Changes and Impacts

Table 10-2 below provides a rating of each alignment in relation to the first sub-objective. The rating has been assigned considering all the potential social changes and effects specific to each alignment in relation to the objective and sub-objective outlined in Table 10-3. It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-2: Sub-Objective Rating – Improved Transportation and Connectivity

Alignment	Rating	Key comments
Quinns Road	Well	The alignment presents the greatest potential travel time savings of all options for through traffic and is the most accessible to existing Kilmore residents. The alignment provides improved access to the Hume Freeway and Wandong for emergency services.
O'Gradys Road	Moderately well	The alignment provides travel time savings and would improve accessibility for Kilmore residents as well as providing improved access to the Hume Freeway and Wandong for emergency services.
Dry Creek Road	Moderately well	The alignment provides travel time savings and would improve accessibility for Kilmore residents, as well as providing improved access to the Hume Freeway and Wandong for emergency services.
Sunday Creek Road	Negligible	The alignment presents the lowest potential travel time savings of all options for through traffic and may provide the lowest benefit to emergency services.
Western Option	Moderately Well	The alignment provides time travel savings.

Table 10-3 Social Changes and Impacts: Improved Transportation and Connectivity

Receptor	Social Change and Impact					Community Resource	Sensitivity
	Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option		
Regional Road Users	<ul style="list-style-type: none"> The value of the time savings to 2041 is \$11,200,000 (including light and heavy vehicles). This option represents the largest time and money savings for road users. 	<ul style="list-style-type: none"> The value of the time savings to 2041 is \$8,900,000 (including light and heavy vehicles). 	<ul style="list-style-type: none"> The value of the time savings to 2041 is \$8,200,000 (including light and heavy vehicles). 	<ul style="list-style-type: none"> The value of the time savings to 2041 is \$5,200,000 (including light and heavy vehicles). This option represents the lowest time and money savings for road users. 	<ul style="list-style-type: none"> The value of the time savings to 2041 is \$9,800,000 (including light and heavy vehicles). 	Main roads	<ul style="list-style-type: none"> The estimates reflect the time savings for motorists.
Local Road Users, including school buses	<ul style="list-style-type: none"> The predicted traffic reduction in the main street of Kilmore in 2031 is 7,500 fewer vehicle movements than in the 2031 base case (do nothing) and 1,100 fewer heavy vehicle movements. The reduction of vehicle movements through the townships would improve the ability for local road users to move about Kilmore and Wallan and to and from key facilities/destinations compared to a no bypass option. Several school bus routes from Kilmore and Wallan could experience improved travel times by adjusting routes to utilise the bypass. 	<ul style="list-style-type: none"> The predicted traffic reduction in the main street of Kilmore in 2031 is 5,100 fewer vehicle movements than in the 2031 base case (do nothing) and 1,000 fewer heavy vehicle movements. The reduction of vehicle movements through the township would improve the ability for local road users to move about Kilmore and Wallan and to and from key facilities/destinations compared to no bypass option. Several school bus routes from Kilmore and Wallan could experience improved travel times by adjusting routes to utilise the bypass. Students are currently picked up at the south of O'Gradys Road. This may no longer be possible under this option. 	<ul style="list-style-type: none"> The predicted traffic reduction in the main street of Kilmore in 2031 is 4,900 fewer vehicle movements than in the 2031 base case (do nothing) and 800 fewer heavy vehicle movements. The reduction of vehicle movements through the townships would improve the ability for local road users to move about Kilmore and Wallan and to and from key facilities/destinations compared to no bypass option. Several school bus routes from Kilmore and Wallan could experience improved travel times by adjusting routes to utilise the bypass. 	<ul style="list-style-type: none"> The predicted traffic reduction in the main street of Kilmore in 2031 is 2,600 fewer vehicle movements than in the 2031 base case (do nothing) and 600 fewer heavy vehicle movements. The reduction of vehicle movements in town would improve the ability for local road users to move about Kilmore and Wallan and to and from key facilities/destinations compared to no bypass option. Several school bus routes from Kilmore and Wallan could experience improved travel times by adjusting routes to utilise the bypass. 	<ul style="list-style-type: none"> The predicted traffic reduction in the main street of Kilmore in 2031 is 4,400 fewer vehicle movements than in the 2031 base case (do nothing) and 900 fewer heavy vehicle movements. The reduction of vehicle movements in town would improve the ability for local road users to move about Kilmore and access key facilities/destinations compared to no bypass option. Several school bus routes from Kilmore and Wallan could experience improved travel times by adjusting routes to utilise the bypass. 		<p>Kilmore</p> <ul style="list-style-type: none"> Traffic modelling for 2011 indicates that there were 12,780 vehicle movements (two way vehicle movements including light and heavy) on the main street of Kilmore per day (Powlett Street/Sydney Street), 1,387 of which were heavy vehicle movements (2011 Base Case). In 2031, base case traffic modelling without an alignment indicates that there would be 18,400 vehicle movements (two way vehicle movements including light and heavy) on the main street of Kilmore per day (Powlett Street/Sydney Street), 1,700 of which are heavy vehicle movements. <p>Source: Kilmore Wallan Plots 1-11-12 (AECOM, 2012).</p> <p>Wallan</p> <ul style="list-style-type: none"> Traffic modelling for the year 2011 indicates that there were 16,916 (two way vehicle movements including light and heavy) vehicle movements on the main street per day in Kilmore, 1,920 of which were heavy vehicle movements. In 2031, base case traffic modelling without a bypass alignment indicates that there would be 28,700 vehicle movements (two way vehicle movements including light and heavy) on the main street per day in Wallan, 3,000 of which are heavy vehicle movements. <p>Source: Kilmore Wallan Plots 1-11-12 (AECOM, 2012).</p> <p>General</p> <ul style="list-style-type: none"> Local traffic can benefit from reduced travel. Operating school buses is a major expense for local schools.
Emergency services	<ul style="list-style-type: none"> Provides a quicker and more direct route to Wandong. 	<ul style="list-style-type: none"> Provides a quicker and more direct route to Wandong. 	<ul style="list-style-type: none"> Provides a quicker and more direct route to Wandong. 	<ul style="list-style-type: none"> Emergency services may be less likely to use this alignment as it does not provide a direct route to the Hume Freeway 	<ul style="list-style-type: none"> Emergency services are potentially less likely to use this alignment, as the main street through Kilmore would be considered to be the more direct 		<ul style="list-style-type: none"> Emergency service providers indicated that existing access to Hume Freeway from Kilmore is indirect, limiting responsiveness to accidents on this road. Even modest time savings are considered significant in this context. Improved travel times from Kilmore to Wandong are also regarded

					route for accessing Broadford to the north or Wallan to the south.		as being of substantial benefit
Public Transport Users & Providers	<ul style="list-style-type: none"> Unlikely to change/impact the Kilmore town bus service. 	<ul style="list-style-type: none"> Unlikely to change/impact the Kilmore town bus service. 	<ul style="list-style-type: none"> Unlikely to change/impact the Kilmore town bus service. 	<ul style="list-style-type: none"> Unlikely to change/impact the Kilmore town bus service. 	<ul style="list-style-type: none"> Unlikely to change/impact the Kilmore town bus service. 	Public transport	<ul style="list-style-type: none"> The Kilmore town service provides buses to key destinations in Kilmore. The bus service is unlikely to be affected by the proposed alignments.
Pedestrians and Cyclists	<ul style="list-style-type: none"> An underpass is to be provided for pedestrians and cyclists to provide connectivity for residents on Kellys Lane to maintain connectivity to town. On road bicycle facilities Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> An underpass is to be provided for pedestrians and cyclists to provide connectivity for residents on Kellys Lane to maintain connectivity to town. On road bicycle facilities Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> An underpass is to be provided for pedestrians and cyclists to provide connectivity for residents on Kellys Lane to maintain connectivity to town. On road bicycle facilities Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> An underpass is to be provided for pedestrians and cyclists to provide connectivity for residents on Kellys Lane to maintain connectivity to town. On road bicycle facilities Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> An underpass is to be provided for pedestrians and cyclists to provide connectivity for residents on Kellys Lane to maintain connectivity to town. On road bicycle facilities Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> Pedestrian access for rural residents to Kings Lane is modified and redirected to the Lansfield-Kilmore Road. On road bicycle facilities Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> Walking and cycling paths Consideration would need to be given to cyclist safety at the proposed intersections along the alignments.

10.2 Displacement and Severance

10.2.1 Introduction

Three sub-objectives were nominated in relation to VicRoads' objective for the Kilmore Wallan Bypass *to minimise displacement and severance of communities, community facilities and agricultural land, to the extent practicable.*

The sub-objectives are set out with their related assessment criteria. The social changes and impacts relevant in the context of these sub-objectives are considered below.

Table 10-4: Sub Objective and Assessment Criteria relating to Displacement and Severance

Project Objective	Sub-Objectives	Assessment Criteria
Minimise displacement and severance of communities, community facilities and agricultural land, to the extent practicable.	To minimise property acquisition and dislocation.	Number of residences directly affected by acquisition
		Number of properties where land is to be acquired.
	To minimise severance and displacement of community facilities (including recreation areas).	Number and type of community facilities (including recreation areas) displaced or access severed.
	To minimise severance of agricultural land.	Number and area of agricultural properties directly impacted.

10.2.2 Property Acquisition and Dislocation

Table 10-5 outlines the results of the technical analysis of how the alignments affect private property. The methodology of this analysis is outlined in section 2.4.2.

Table 10-5: Count of Properties Affected by the Proposed Alignments

Property Type		Alignment				
		Sunday Creek	Western	Dry Creek	O'Grady's Road	Quinns Road
Total	Properties affected	45	53	35	62	72
	<i>Properties with dwellings affected</i>	6	6	10	14	14
Agricultural Properties	Properties affected	15	46	12	21	26
	<i>Properties severely affected</i>	9	20	10	11	15
	<i>Properties with dwellings affected</i>	1	3	6	2	5
Other Zone	Properties affected	11	2	6	4	8
Residential	Low Density Residential Zone	0	1	0	1	14
	Rural Living Zone	19	4	17	36	24
	Residential 1 Zone	0	0	0	0	0

The results show that the number of properties affected by each alignment ranges from 35 (Dry Creek Alignment) to 72 (Quinns Road alignment). The Western and Sunday Creek alignment also affects the lowest number of

dwellings (6 dwellings) and the Quinns Road and O'Grady's Road alignments affect the highest number of dwellings (14 dwellings).

In terms of effects on agricultural property, the Western Road alignment affects the highest number of agricultural properties in total (46) as well as the highest number of agricultural properties severely affected (20).

The Quinns Road alignment affects the most LDRZ properties (14). The O'Grady's Road alignment affects the highest number of RLZ properties (36). Properties zoned other than 'Farming Zone' are assumed to be severely impacted. This is due to properties with these zonings generally having smaller lot sizes, meaning any dwelling located on the property will more likely be located either directly under or very close to the Bypass and will be subject to detrimental amenity impacts such as noise, air quality and visual impacts.

10.2.2.1 Social Changes and Impacts

Table 10-6 provides a rating of each alignment in relation to the first sub-objective. The rating has been assigned considering all the potential social changes and effects specific to each alignment in relation to the objective and sub-objective outlined in Table 10-4. It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-6: Sub-Objective Rating - Property Acquisition and Dislocation.

Alignment	Rating	Comment
Quinns	Poor	Affects the highest number of properties (72), including the highest number of dwellings (14), and 38 rural lifestyle properties (RLZ and LDRZ).
O'Grady's	Poor	Affects a smaller number of properties (62) than Quinns Road, however, affects the same number of dwellings (14) and 37 rural lifestyle properties (RLZ and LDRZ).
Dry Creek	Moderately Poor	Total number of properties affected is 35, including a notable number of residential properties (17) all of which are rural lifestyle properties (RLZ). Ten (10) dwellings are affected by this alignment.
Sunday Creek	Moderately Poor	Total number of properties affected is 45, including a notable number of residential properties (19) all of which are rural lifestyle properties (RLZ). Six (6) dwellings are affected by this alignment.
Western	Moderately Poor	Affects 53 properties, including 6 dwellings and 5 residential properties all of which are rural lifestyle properties (RLZ and LDRZ).

Table 10-7 Social Changes and Impacts: Property Acquisition and Dislocation

Receptor	Social Change or Effect					Community Resource	Sensitivity
	Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option		
Kilmore Community	<ul style="list-style-type: none"> 72 properties affected, 14 dwellings 26 FZ (15 Severe) 38 Residential (24 RLZ, 14 LDRZ) 8 Other Zones 	<ul style="list-style-type: none"> 62 properties affected, 14 dwellings 21 FZ (11 Severe) 37 Residential (36 RLZ, 1 LDRZ) 4 Other Zones 	<ul style="list-style-type: none"> 35 properties affected, 10 dwellings 12 FZ (10 Severe) 17 Residential (17 RLZ) 6 Other Zones 	<ul style="list-style-type: none"> 45 properties affected, 6 dwellings 15 FZ (9 Severe) 19 Residential (19 RLZ) 6 Other Zones 	<ul style="list-style-type: none"> 53 properties affected, 6 dwellings 46 FZ (20 Severe) 5 Residential (4 RLZ, 1 LDRZ) 2 Other Zones 	Private Land and Housing	<ul style="list-style-type: none"> There are approx. 2,289 households in Kilmore (Census 2011). The total number of property losses in relation to each alignment would be relatively small in comparison and is unlikely to affect the sustainability of the town. There are approx. 397 rural lifestyle properties (RLZ) in Kilmore (Census 2011) and only a proportion of these are hobby farm blocks zoned for rural living. Loss of these properties is more significant given the smaller number of these properties and may affect housing choice and potentially the ability of the town to attract a range of residents. The community in country towns tend to have close social connections, and therefore, loss of residents that result from property acquisition can have extensive flow on effects in terms of disruptions to social networks.
Residents of Conventional Residential properties	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 		<ul style="list-style-type: none"> These properties present a higher proportion of renters compared with lifestyle properties, although owner occupation is still very common (Census 2011). Existing amenity is consistent with an urban setting.
Residents of Lifestyle Properties	<ul style="list-style-type: none"> 38 Lifestyle Properties (24 RLZ, 14 LDRZ) 	<ul style="list-style-type: none"> 37 Lifestyle Properties (36 RLZ, 1 LDRZ) 	<ul style="list-style-type: none"> 17 Lifestyle Properties (17 RLZ) 	<ul style="list-style-type: none"> 18 Lifestyle Properties (18 RLZ) 	<ul style="list-style-type: none"> 5 Lifestyle Properties (4 RLZ, 1 LDRZ) 		<ul style="list-style-type: none"> More likely to be owner occupiers than town residents. (Census 2011). Lifestyle property owners consulted are typically very emotionally invested in their home and lifestyle Existing amenity typically includes rural views and little to no traffic noise. Blocks are typically smaller than farm properties. Many residents have indicated that loss of their home or notable reduction in existing amenity would compel them to move out of the area in order to restore their existing quality of life.

Definitions:

- Farming Zone – (FZ)
- Rural Living Zone – (RLZ)
- Low Density Residential Zone – (LDRZ)
- Other Zones (Special Use Zone, Public Use Zone and / or Public Conservation and Resource Zone)

10.2.3 Severance and Displacement of Community Facilities

10.2.3.1 Social Changes and Impacts

The social changes and impacts specific to each alignment that relate to the sub-objective is *to minimise severance and displacement of community facilities (including recreation areas)*. The relevant sub-objective is set out in the table below with its related assessment criteria. The social changes and impacts relevant in the context of this sub-objective are considered below.

Sub-Objective	Assessment Criteria
To minimise severance and displacement of community facilities (including recreation areas).	Number and type of community facilities (including recreation areas) displaced or access severed.

Table 10-8 below provides a rating of each alignment in relation to the second sub-objective. The rating has been assigned considering all the potential social changes and effects specific to each alignment in relation to the objective and sub-objective outlined in Table 10-9. It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-8: Sub-Objective Rating - Severance and Displacement of Community Facilities

Alignment	Rating	Comment
Quinns Road	Poor	Alignment would traverse and sever Monument Hill Reserve . Access to the racecourse for Kellys Lane residents is modified and less convenient.
O'Gradys Road	Moderately Poor	Access to the race course for Kellys Lane residents is modified and less convenient
Dry Creek Road	Moderately Poor	Access to the race course for Kellys Lane residents is modified and less convenient
Sunday Creek Road	Moderately Poor	Access to the race course for Kellys Lane residents is modified and less convenient
Western	Negligible	No community facilities affected

Table 10-9 Social Changes and Impacts: Severance and Displacement of Community Facilities

Receptor	Community Resource	Social Change or Effect					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
The Kilmore Community	Miniature Railway	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> The miniature railway runs once a month. It is held on the same day as the market in Hudson Park, Kilmore. People from Kilmore, Wallan, Broadford as well as Melbourne visit the miniature railway. The September 2012 monthly event has 80 people visit.
	Monument Hill	<ul style="list-style-type: none"> Land acquisition on western side of Monument Hill, approx. 10 ha 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Monument Hill reserve (the Public Conservation and Resource Zone area) covers approximately 67.3ha Monument Hill is valued and used by a broad cross section of the community.
	Access (Monument Hill)	<ul style="list-style-type: none"> Vehicle access to Monument Hill via realigned Hunts Road. Pedestrian and horse riders access to Monument Hill from the east limited to proposed underpass on Monument Road to the north of the Golf Course, near Hunts Road. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Pony Club		<ul style="list-style-type: none"> Pedestrian access to Monument Hill via Monument Rd from Anderson Rd, to the south of the golf course has been severed. The underpass allowing access to Monument Hill is approximately 500m north of the existing pedestrian access. (must walk around the golf course) 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> The club expressed concern in relation to underpasses being used by horse riders. It was stated that horses may not respond well in this environment placing their members, typically younger riders, at risk.
		<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Kellys Lane Residents	Access (racecourse and equine precinct)	<ul style="list-style-type: none"> Access from Kellys Lane to racecourse by road is changed. Vehicles, including horse floats, would be required to go on to the bypass and off again. Access to race course for those riding horses is via an underpass. 	<ul style="list-style-type: none"> Access from Kellys Lane access to the racecourse using car or horse float is impacted. Vehicles, including horse floats, would be required to go on to the bypass and off again. Access to race course for those riding horses is via an underpass. 	<ul style="list-style-type: none"> Access from Kellys Lane access to the racecourse using car or horse float is impacted. Vehicles, including horse floats, would be required to go on to the bypass and off again. Access to race course for those riding horses is via an underpass. 	<ul style="list-style-type: none"> Access from Kellys Lane access to the racecourse using car or horse float is impacted. Vehicles, including horse floats, would be required to go on to the bypass and off again. Access to race course for those riding horses is via an underpass. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Some residents were concerned that using the bypass to access the racecourse would be dangerous due to the speed of traffic and the need to enter and exit the road within a short distance Some residents expressed concern in relation to underpasses being g used by horse riders. It was stated that horses may not respond well in this environment.

10.2.4 Severance of Agricultural Land

10.2.4.1 Social Changes and Impacts

The social changes and impacts specific to each alignment that relate to the sub-objective is *to minimise severance of agricultural land*. The relevant sub-objective is set out in the table below with its related assessment criteria. The social changes and impacts relevant in the context of this sub-objective are considered below.

Sub-Objectives	Assessment Criteria
To minimise severance of agricultural land.	Number of agricultural properties directly impacted.

Table 10-10 below provides a rating of each alignment in relation to the third sub-objective. The rating has been assigned considering all the potential social changes and effects specific to each alignment in relation to the objective and sub-objective outlined in Table 10-11. It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-10: Sub-Objective Rating - Severance of Agricultural Land

Alignment	Rating	Comment
Quinns Road	Moderately Poor	The impact on farming properties is considered to be a disbenefit to the individual land holders at the particular localities.
O'Gradys Road	Moderately Poor	The impact on farming properties is considered to be a disbenefit to the individual land holders at the particular localities.
Dry Creek Road	Moderately Poor	The impact on farming properties is considered to be a disbenefit to the individual land holders at the particular localities.
Sunday Creek Road	Moderately Poor	The impact on farming properties is considered to be a disbenefit to the individual land holders at the particular localities.
Western	Moderately Poor	The impact on farming properties is considered to be a disbenefit to the individual land holders at the particular localities.

Table 10-11 Social Changes and Impacts: Severance of Agricultural Land

Receptor	Community Resource	Social Change or Effect					Sensitivity
		Quinns Road Option	O'Gradys Road Option	Dry Creek Option	Sunday Creek Option	Western Option	
The Kilmore Community	Agricultural Land	<ul style="list-style-type: none"> As identified by URS (2012) the value of lost agricultural production is approximately \$36,123 per year. 	<ul style="list-style-type: none"> As identified by URS (2012) the value of lost agricultural production is approximately \$28,964 per year. 	<ul style="list-style-type: none"> As identified by URS (2012) the value of lost agricultural production is approximately \$33,838 per year. 	<ul style="list-style-type: none"> As identified by URS (2012) the value of lost agricultural production is approximately \$26,801 per year. 	<ul style="list-style-type: none"> As identified by URS (2012) the value of lost agricultural production is approximately \$54,425 per year. 	<ul style="list-style-type: none"> The Farming Zone is applied in Victoria for the purpose of encouraging the retention of productive agricultural land and ensure that non-agricultural uses do not adversely affect the use of land for agriculture. In the context of the regional economy, none of the alignments would result in a significant loss of production, and are therefore is not a key determinant of the preferred option. Additionally, there are not any regionally significant agricultural businesses in the study area that would be lost as a result of any of the proposed options. Agricultural production is small but yet important component of Kilmore economy and there will be localised impacts. 85 people living in Kilmore/Wallan were employed in agriculture at the time of the last Census. However, the loss of agricultural land and impacts to the general Kilmore Community is likely to be low as Kilmore has a diverse range of employment opportunities and the lost production would be low.
Rural Land Holders	Farm property	<ul style="list-style-type: none"> 39 properties affected (165 hectares of agricultural land lost)¹² 5 dwellings <p>This would cause a level of impact to these individuals and may impact the viability of particular agricultural uses where properties are severed or where the amount of land acquired is significant</p>	<ul style="list-style-type: none"> 24 properties affected (132 hectares of agricultural land lost) 2 dwellings <p>This would cause a level of impact to these individuals and may impact the viability of particular agricultural uses where properties are severed or where the amount of land acquired is significant</p>	<ul style="list-style-type: none"> 26 properties affected (155 hectares of agricultural land lost) 6 dwellings <p>This would cause a level of impact to these individuals and may impact the viability of particular agricultural uses where properties are severed or where the amount of land acquired is significant</p>	<ul style="list-style-type: none"> 26 properties affected (122 hectares of agricultural land lost) 1 dwelling <p>This would cause a level of impact to these individuals and may impact the viability of particular agricultural uses where properties are severed or where the amount of land acquired is significant</p>	<ul style="list-style-type: none"> 47 properties affected (249 hectares of agricultural land lost) 3 dwellings <p>This would cause a level of impact to these individuals and may impact the viability of particular agricultural uses where properties are severed or where the amount of land acquired is significant</p>	<ul style="list-style-type: none"> A number of affected properties support commercial enterprises. Severance of land used for commercial production or acquisition of a significant amount of land in the context of the particular farm business potentially compromises the viability of the businesses reliant on this land and in turn the livelihood of local residents. Some rural properties in the region are not used for commercial production and are in effect rural lifestyle homes for their owners. Farmers and rural lifestyle residents alike have high expectations regarding the preservation of existing amenity.

¹² URS (2012) Contract Number: Q25-03382 Land Use and Regional Economy Study for the Kilmore Wallan Bypass.

10.3 Amenity

10.3.1 Introduction

Three sub-objectives were nominated in relation to VicRoads' objective for the Kilmore Wallan Bypass *to improve town amenity by removing bypassable traffic, minimising noise and visual impacts of the new road and minimising impacts on key community facilities during construction and operation of the bypass*. The sub-objectives are set out with their related assessment criteria. The social changes and impacts relevant in the context of these sub-objectives are considered below.

Table 10-12: Sub Objective and Assessment Criteria relating to Amenity

Project Objective	Sub-Objectives	Assessment Criteria
Improve town amenity by removing bypassable traffic, minimising noise and visual impacts of the new road and minimising impacts on key community facilities during construction and operation of the bypass.	To minimise the number of residences affected by noise and, visual during construction and operation.	Nature of changes to amenity, including noise and visual.
	To reduce the amount of traffic, particularly trucks, travelling through the town centres.	Nature of changes to amenity, access and safety through town centres.
	To minimise impacts on community facilities during the construction and operation of the bypass.	Number and nature of community facilities affected during the construction and operation of the bypass.

10.3.2 Residential Amenity

10.3.2.1 Social Changes and Impacts

The social changes and impacts specific to each alignment that relate to the sub-objective *to minimise the number of residences affected by noise and, visual during construction and operation*, are described in Table 13.3 below.

This section takes into account the findings of the Kilmore Wallan Bypass Landscape and Visual Impact Assessment undertaken by AECOM (2012). Ratings of Landscape sensitivity used in this assessment are defined in Table 10-13.

Table 10-13 Ratings of Landscape Impact from KWB Landscape and Visual Impact Assessment (2012)

Rating	Indicator
High	A landscape protected by national designation and/ or widely acknowledged for its quality and value; a landscape with distinctive character and low capacity to accommodate the type of change envisaged.
Medium	A moderately valued landscape, perhaps a regionally important landscape and / or protected by regional/state designation, or where its character, land use, pattern and scale may have some capacity to accommodate a degree of the type of change envisaged.
Low	A landscape valued to a limited extent, perhaps a locally important landscape or where its character, land use, pattern and scale is likely to have the capacity to accommodate the type of change envisaged.
Negligible	A landscape which is not valued for its scenic quality or where its character, existing land use, pattern and scale are tolerant of the type of change envisaged, and the landscape has capacity to accommodate change.

The findings of the Kilmore Wallan Bypass Planning Study Acoustic Report (Renzo Tonin & Associates, 2012) have also informed this section. The Acoustic Report contains detailed information on the Project Objective Noise Level (PONL) and the methodology used to assess the noise impacts of the proposed alignments.

Table 10-14 provides a rating of each alignment in relation to the first sub-objective. The rating has been assigned considering all the potential social changes and impacts specific to each alignment outlined in Table 10-12. It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-14: Sub-Objective Rating – Noise and Visual Amenity

Alignment	Rating	Comment
Quinns Road	Poor	Amenity is both improved (reduction of truck traffic) and reduced (character changes to periphery) in the town centre. Localised minor changes to rural character. This alignment has received a rating of 'Poor' due to the significant impacts to residential properties, with 33 residential properties potentially affected.
O'Gradys Road	Moderately Poor	Amenity is improved in the town centre (reduction of truck traffic). Localised moderate changes to rural character. Noise impacts to 8 residential properties.
Dry Creek Road	Moderately Poor	Amenity is improved in the town centre (reduction of truck traffic). Moderate changes to local rural character (engineered slopes and bridges). Noise impacts to 3 residential properties.
Sunday Creek Road	Moderately Poor	Amenity is improved in the town centre (reduction of truck traffic). Moderate changes to localised rural character (large bridge over the Melbourne – Sydney railway). Noise impacts to 5 residential properties.
Western	Moderately Poor	Amenity is both improved (reduction of truck traffic) and reduced (character changes to periphery) in the town centre. Moderate changes to rural landscape character. Noise impacts to 15 residential properties.

Table 10-15 Social Changes and Impacts: Noise and Visual Amenity

Receptor	Community Resource	Social Change or Effect ¹³¹⁴					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
The Kilmore Community	Acoustic Amenity	<ul style="list-style-type: none"> A total of 33 properties will experience noise impacts exceeding the project objective noise level (PONL). 	<ul style="list-style-type: none"> A total of 8 properties will experience noise impacts exceeding the project objective noise level (PONL). 	<ul style="list-style-type: none"> A total of 3 properties will experience noise impacts exceeding the project objective noise level (PONL). 	<ul style="list-style-type: none"> A total of 5 properties will experience noise impacts exceeding the project objective noise level (PONL). 	<ul style="list-style-type: none"> A total of 15 properties will experience noise impacts exceeding the project objective noise level (PONL). 	<ul style="list-style-type: none"> Housing is a key community resource and for the owners of this housing, a substantial private asset. Housing provides shelter as well as providing people a particular type of lifestyle based on residential type. People form a strong attachment to their home and make improvements to their property, as well as plan for future use of their home for example during retirement. Ability to accommodate change may vary with residential type. For example, residents in an urban area may be less sensitive to noise or other amenity impacts where they already exist in the surrounding area. Rural lifestyle lots are generally purchased with the expectation of peace and quiet, so amenity impacts may be felt more significantly. The sensitivity of all residential properties is therefore rated as 'medium'. <p>Note: The information in the Kilmore Wallan Bypass Noise Impact Assessment provides the total number of residences experiencing noise impacts exceeding the project objective noise levels. A breakdown of the land use zones of these affected residences is not provided.</p> <p>The noise levels monitored are prior to mitigation measures.</p>
	Residents of Conventional Residential properties	The Kilmore Township	<ul style="list-style-type: none"> Not expected to be visible from Town Centre. Potential character changes of periphery of town (e.g. in the vicinity of Kilmore Racetrack, Kilmore Golf Course). Expected reduction in truck traffic through the centre of Kilmore, resulting in improvements in perceptions of Powlett and Sydney Streets. 	<ul style="list-style-type: none"> Located away from the centre of Kilmore. Expected reduction in truck traffic through the centre of Kilmore, resulting in improvements in perceptions of Powlett and Sydney Streets. 	<ul style="list-style-type: none"> Located away from the centre of Kilmore. Expected reduction in truck traffic through the centre of Kilmore, resulting in improvements in perceptions of Powlett and Sydney Streets. 	<ul style="list-style-type: none"> Located away from the centre of Kilmore. Expected reduction in truck traffic through the centre of Kilmore, resulting in improvements in perceptions of Powlett and Sydney Streets. 	<ul style="list-style-type: none"> Located away from the centre of Kilmore. Some visual changes will be evident from residential properties on periphery of Kilmore (along Gehreys Lane and Paynes Road). Expected reduction in truck traffic through the centre of Kilmore, resulting in improvements in perceptions of Powlett and Sydney Streets.

¹³ Information provided from Kilmore Wallan Bypass Visual Impact Assessment (AECOM, 2012)

¹⁴ Information provided from Kilmore Wallan Bypass Noise Impact Assessment (Renzo Tonin and Associates, 2012)

Receptor	Community Resource	Social Change or Effect ¹³¹⁴					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
Residents of Lifestyle Properties	The existing rural landscape	<ul style="list-style-type: none"> A large proportion of the alignment runs along or adjacent to existing road alignments. In some areas it departs from existing alignments, traversing across areas of farmland and rural residential properties in a mix of cut and fill (from the Broadhurst Creek crossing to Epping-Kilmore Road, and from Kilmore East Rd to the intersection of Northern Hwy/Costellos Road). These sections will result in a localised change in character. 	<ul style="list-style-type: none"> Some visual changes will be experienced within the rural residential properties on the northern periphery of Kilmore. A large proportion of the alignment runs along or adjacent to existing road alignments. In some areas it departs from existing alignments, traversing across areas of farmland and rural residential properties in a mix of cut and fill (from O'Gradys Road to the first bridge over the Melbourne-Sydney railway, and from the second bridge over the Melbourne-Sydney railway to Northern Highway). These sections will result in a localised change in character. 	<ul style="list-style-type: none"> Some visual changes will be experienced within the rural residential properties on the northern periphery of Kilmore. This alignment runs through existing farmland and rural residential properties, typically either on fill or in cut. This will result in the removal of the existing scattered vegetation and replacement with linear planting bands. The visual presence of engineered slopes and numerous bridges in what was a previously a pine plantation setting will also cause significant localised changes in character. 	<ul style="list-style-type: none"> Some visual changes will be experienced within the rural residential properties on the northern periphery of Kilmore. The alignment runs through existing areas of farmland and rural residential properties from Sunday Creek Road to the Northern Highway, as well as from the proposed bridge over the Melbourne-Sydney railway to the Northern Highway. A large bridge is proposed over the Melbourne – Sydney railway. The presence of engineered batters, removal of the existing scattered vegetation within the road ROW, and replacement with linear tracts of planting will result in significant localised changes in the rural landscape character. 	<ul style="list-style-type: none"> A large proportion of the alignment runs along or adjacent to existing road alignments. Runs through existing farmland and rural residential properties from Broadhurst Creek to the Epping-Kilmore Road, and from the Epping-Kilmore/Northern Hwy intersection to the Northern Highway termination. This section of road is typically associated with minor fill or cut works and will result in the removal of limited amounts of existing scattered vegetation within the earthworks area which will be replaced. These changes are not considerable in the context of the existing rural character through which the alignment runs, which is typically flat, criss-crossed by numerous roadways and sparsely vegetated. 	<ul style="list-style-type: none"> The landscape sensitivity of the existing rural landscape is rated as 'Low' (KWB Landscape and Visual Impact Assessment, AECOM 2012) Identified within the MSS as being valued by the community and providing a quality landscape setting. Zoning (RLZ, FZ) identifies that associated landscape values must be protected. Not protected by any specific overlays. The existing rural landscape is able to accommodate to some degree the type of change envisaged, provided mitigation is employed.

10.3.3 Traffic in Town Centres

10.3.3.1 Social Changes and Impacts

The social changes and impacts specific to each alignment that relate to the sub-objective is *to reduce the amount of traffic, particularly trucks, travelling through the town centres*. The relevant sub-objective is set out in the table below with its related assessment criteria. The social changes and impacts relevant in the context of this sub-objective are considered below.

Sub-Objective	Assessment Criteria
To reduce the amount of traffic, particularly trucks, travelling through the town centres.	Nature of changes to amenity, access and safety through town centres.

Table 10-16 provides a rating of each alignment in relation to the second sub-objective. The rating has been assigned considering all the potential social changes and impacts specific to each outlined in . It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-16: Sub-Objective Rating – Traffic in Town Centres

Alignment	Rating	Comment
Quinns Road	Well	Alignment is effective in reducing light and heavy traffic through the main street of Kilmore.
O'Gradys Road	Moderately Well	Reduces light and heavy vehicle traffic in Kilmore and Wallan.
Dry Creek Road	Moderately Well	Reduces light and heavy vehicle traffic in Kilmore and Wallan.
Sunday Creek Road	Negligible	Least effect in reducing light and heavy vehicle traffic in Kilmore.
Western	Moderately Well	Alignment is less effective than O'Gradys and Dry Creek in reducing light and heavy traffic through the main street of Kilmore.

Table 10-17 Social Changes and Impacts: Traffic in Town Centres

Receptor	Community Resource	Social Change or Effect					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
The Kilmore Community	Main Street	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 10,900 vehicle movements per day (two way vehicle movements including light and heavy) and 600 heavy vehicle movements per day in the main street. This equates to 7,500 fewer vehicle movements than in the 2031 base case and 1,100 fewer heavy vehicle movements. Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 13,300 vehicle movements per day (two way vehicle movements including light and heavy) and 700 heavy vehicle movements per day in the main street. This equates to 5,100 fewer vehicle movements than in the 2031 base case and 1,000 fewer heavy vehicle movements. Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 13,500 vehicle movements per day (two way vehicle movements including light and heavy) and 900 heavy vehicle movements per day in the main street . This equates to 4,900 fewer vehicle movements than in the 2031 base case and 900 fewer heavy vehicle movements. Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 15,800 vehicle movements per day (two way vehicle movements including light and heavy) and 1,100 heavy vehicle movements per day in the main street This equates to 2,600 fewer vehicle movements than in the 2031 base case and 600 fewer heavy vehicle movements. Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 14,000 vehicle movements per day (two way vehicle movements including light and heavy) and 900 heavy vehicle movements per day in the main street This equates to 4,400 fewer vehicle movements than in the 2031 base case and 800 fewer heavy vehicle movements. Reduced traffic and trucks in town centres and improved amenity for pedestrians and cyclists 	<ul style="list-style-type: none"> Traffic modelling for 2011 indicates that there were 12,780 vehicle movements (two way vehicle movements including light and heavy) on the main street of Kilmore per day (Powlett Street/Sydney Street), 1,387 of which were heavy vehicle movements (2011 Base Case). Broad agreement among residents consulted that traffic in the main street is detracted substantially from the amenity of the street, which is limiting investment in the physical quality of existing buildings and also the range and quality of the retail and entertainment. For each alignment, in 2031 the traffic volumes in the main street in Kilmore would be higher than the existing conditions (12,780 vehicle movements per day). Additional measures would be required to ensure that investment in the main street of Kilmore continues. In 2031, base case traffic modelling without an alignment indicates that there would be 18,400 vehicle movements (two way vehicle movements including light and heavy) on the main street of Kilmore per day (Powlett Street/Sydney Street), 1,700 of which are heavy vehicle movements. Pedestrian and cycling amenity generally improved.
The Wallan Community	Main Street	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 22,500 vehicle movements per day (two way vehicle movements including light plus heavy) and 2,000 heavy vehicle movements per day in the main street. This route will be most effective in reducing traffic and improving amenity in the township 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 23,900 vehicle movements per day (two way vehicle movements including light plus heavy) and 2,100 heavy vehicle movements per day in the main street. 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 24,500 vehicle movements per day (two way vehicle movements including light plus heavy) and 2,200 heavy vehicle movements per day in the main street. 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 25,500 vehicle movements per day (two way vehicle movements including light plus heavy) and 2,300 heavy vehicle movements per day in the main street. This route would be the least effective in reducing traffic and improving amenity in the township of Wallan. 	<ul style="list-style-type: none"> In the year 2031, there is predicted to be 27,100 vehicle movements per day (two way vehicle movements including light plus heavy) and 2,900 heavy vehicle movements per day in the main street. 	<ul style="list-style-type: none"> Traffic modelling for the year 2011 indicates that there were 16,916 (two way vehicle movements including light and heavy) vehicle movements on the main street per day, 1,920 of which were heavy vehicle movements. In 2031, base case traffic modelling without an alignment indicates that there would be 28,700 vehicle movements (two way vehicle movements including light and heavy) on the main street per day, 3,000 of which are heavy vehicle movements. <i>Source: Kilmore Wallan Plots 1-11-12 (AECOM, 2012).</i>

Receptor	Community Resource	Social Change or Effect					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
		of Wallan.					

10.3.4 Community Facilities

10.3.4.1 Social Changes and Impacts

The social changes and impacts specific to each alignment that relate to the sub-objective is *to minimise impacts on community facilities during the construction and operation of the bypass*. The relevant sub-objective is set out in the table below with its related assessment criteria. The social changes and impacts relevant in the context of this sub-objective are considered below.

Sub-Objective	Assessment Criteria
To minimise impacts on community facilities during the construction and operation of the bypass.	Number and nature of community facilities affected during the construction and operation of the bypass.

This section also takes into account the findings of the Kilmore Wallan Bypass Landscape and Visual Impact Assessment undertaken by AECOM (2012). Ratings of Landscape sensitivity used in this assessment are defined in Table 10-18.

Table 10-18: Ratings of Landscape Impact from KWB Landscape and Visual Impact Assessment (2012)

Rating	Indicator
High	A landscape protected by national designation and/ or widely acknowledged for its quality and value; a landscape with distinctive character and low capacity to accommodate the type of change envisaged.
Medium	A moderately valued landscape, perhaps a regionally important landscape and / or protected by regional/state designation, or where its character, land use, pattern and scale may have some capacity to accommodate a degree of the type of change envisaged.
Low	A landscape valued to a limited extent, perhaps a locally important landscape or where its character, land use, pattern and scale is likely to have the capacity to accommodate the type of change envisaged.
Negligible	A landscape which is not valued for its scenic quality or where its character, existing land use, pattern and scale are tolerant of the type of change envisaged, and the landscape has capacity to accommodate change.

Table 10-19 below provides a rating of each alignment in relation to the third sub-objective. The rating has been assigned considering all the potential social changes and impacts specific to each alignment outlined in . It is possible that the various social receptors will experience a range of positive and negative impacts relevant in the context of the sub-objective. However, one rating is given taking all potential impacts into account.

Table 10-19: Sub-Objective Rating – Community Facilities

Alignment	Rating	Comment
Quinns Road	Poor	Considerable impact to Monument Hill, amenity impact to Kilmore Cricket Ground, Kilmore Creek, Kilmore Racecourse and Kilmore Golf Course.
O'Gradys Road	Negligible	No impact to community facilities.
Dry Creek Road	Negligible	No impact to community facilities.
Sunday Creek Road	Negligible	No impact to community facilities.
Western	Negligible	No impact to community facilities.

Table 10-20 Social Changes and Impacts: Community Facilities

Receptor	Community Resource	Social Change or Effect					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
The Kilmore Community	Monument Hill	<ul style="list-style-type: none"> Runs through Monument Hill Reserve and will fundamentally change the character of the reserve and experience of visitors travelling through it. Gaps in the canopy of the existing dense vegetation, caused by the clearing of the road reserve, will likely be visible from the top level of the Monument. It is not anticipated that the roadway or traffic will be visible. 	<ul style="list-style-type: none"> This alignment does not impact upon Monument Hill Reserve. 	<ul style="list-style-type: none"> This alignment does not impact upon Monument Hill Reserve. 	<ul style="list-style-type: none"> This alignment does not impact upon Monument Hill Reserve. 	<ul style="list-style-type: none"> This alignment does not impact upon Monument Hill Reserve. 	<ul style="list-style-type: none"> Monument Hill reserve is currently positioned well away from major roads. Views of the Hill from the east have in their foreground the existing racecourse and golf course (reference visual impact report) Monument Hill is valued and used by a broad cross section of the community. Landscape sensitivity rated as 'High' (KWB Landscape and Visual Impact Assessment, AECOM 2012)
	Sports Precinct	<ul style="list-style-type: none"> Runs in close proximity to Kilmore Cricket Ground, however expected to be largely screened by existing vegetation. The change in character is therefore expected to be minimal. 	<ul style="list-style-type: none"> The alignment does not impact upon any existing recreational facilities. 	<ul style="list-style-type: none"> The alignment does not impact upon any existing recreational facilities. 	<ul style="list-style-type: none"> The alignment does not impact upon any existing recreational facilities. 	<ul style="list-style-type: none"> The alignment does not impact upon any existing recreational facilities. 	<ul style="list-style-type: none"> A broad cross-section of the community including residents, the race course and cricket club all expressed the view that the integrity and heritage of the sporting precinct was of value to them and something they would like to see preserved. Landscape sensitivity rated as 'Low' (KWB Landscape and Visual Impact Assessment, AECOM 2012)
	Kilmore Race Course	<ul style="list-style-type: none"> The alignment runs in close proximity to Kilmore Racetrack, however expected to be largely screened by existing vegetation. The change in character is therefore expected to be minimal. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse.. 	<ul style="list-style-type: none"> Some residents indicated that the existing country atmosphere at the racecourse is one of the attributes of the venue that make is very appealing. Landscape sensitivity rated as 'Low' (KWB Landscape and Visual Impact Assessment, AECOM 2012). Others interviewed were less concerned about potential increases in traffic noise and potential views of a bypass option from within the racecourse, suggesting that many very prominent and popular race courses are situated adjacent to major roads.
Racecourse			<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> The alignment does not affect the Kilmore Racecourse. 	<ul style="list-style-type: none"> Horses swim in the Racecourse dam close to the alignment. Safety concern with horses being spooked by traffic noise. Landscape sensitivity rated as 'Low' (KWB Landscape and Visual Impact Assessment, AECOM 2012)
Club members/	Golf Course	<ul style="list-style-type: none"> The alignment runs in close 	<ul style="list-style-type: none"> The alignment does not affect 	<ul style="list-style-type: none"> The alignment does not affect 	<ul style="list-style-type: none"> The alignment does not affect 	<ul style="list-style-type: none"> The alignment does not affect 	<ul style="list-style-type: none"> The golf club reports that one of course's major assets

Receptor	Community Resource	Social Change or Effect					Sensitivity
		Quinns Option	O'Gradys Option	Dry Creek Option	Sunday Creek Option	Western Option	
casual players		proximity to Kilmore Golf Course, however expected to be largely screened by existing vegetation. <ul style="list-style-type: none"> The change in character is therefore expected to be minimal. 	the Kilmore Golf Course.	the Kilmore Golf Course.	the Kilmore Golf Course.	the Kilmore Golf Course.	and the reason that many players visit the course is its quiet and tranquil setting and country feel. The club also reports that players have already indicated that the fear the road would reduce the appeal of the course. <ul style="list-style-type: none"> The course is currently positioned well away from major roads. Views of Monument Hill are available (reference Visual Impact Report) The Golf course relies on Melbourne based (approx. 50% of games) and local green fee players to remain viable. A small reduction patronage would threaten the course viability. Landscape sensitivity rated as 'Low' (KWB Landscape and Visual Impact Assessment, AECOM 2012)

10.4 Summary of Impacts

All alignment options will remove some by-passable traffic from Kilmore and Wallan and in doing so reduce traffic in the main street of Kilmore. To the extent that road safety and amenity in the main street of Kilmore are compromised by-passable traffic, each alignment would improve conditions in proportion to their ability to remove traffic. However, each alignment would also produce social changes which would generate a number of negative impacts.

The potential positive and negative social impacts that would arise from development of each alignment have been described and rated in turn in the preceding Sections. A brief summary is provided below and an overall rating is assigned to each alignment. Overall option assessments are guided by the following table:

Very Well	Preferred	The alignment would generate positive social impacts, which are desirable even when negative social impacts generated are considered.
Well		
Moderately Well		
Negligible	Neither preferred or not preferred	Negative social impacts are such that they may be tolerated assuming positive social impacts are relatively substantial. However, negative and positive impacts are tightly balanced.
Moderately Poor	Not Preferred	The alignment would generate negative social impacts, which are undesirable even when positive social impacts generated are considered.
Poor		
Very Poor		

The first three alignments, Quinn's Road, O'Grady's Road and Sunday Creek are rated Moderately Poor. The performance of these alignments varies across the sub-objectives, but overall is similar.

The next two alignments, Dry Creek Road and Western are rated negligible. Despite a common rating for Dry Creek Road and Western, the Western alignment is considered to be the best performed of all five alignments with regard to social impacts, largely due to its avoidance of community facilities and the equine precinct and reduced affects in relation to residential properties.

Quinns Road provides the greatest travel time savings of all options and is highly accessible to Kilmore residents. It also provides the greatest reduction in traffic vehicle numbers on the Northern Highway and in particular the main street of Kilmore. However, this alignment impacts a number of valued community resources including Monument Hill Reserve and the Kilmore sports precinct; results in severance of the equine precinct; and negatively affects the acoustic and visual amenity of a large number of residential properties and some community facilities. The Quinns Road alignment affects the highest number of properties and would require acquisition of the equal highest number of residences. This option is rated Moderately Poor.

O'Grady's Road provides travel time savings and will improve accessibility for Kilmore residents, although these are substantially lower than those delivered by Quinn's Road. The O'Grady's Road alignment travels through a high number of properties and would require acquisition of the same number of residences as Quinns Road. The alignment would also negatively affect the acoustic and visual amenity of a residences and community facilities.

Access to the equine precinct would be affected, which is an important community resource. This option is rated Negligible.

Sunday Creek Road presents notably lower potential travel time savings when compared with the other options. The total number of properties affected is lower than some other alignments however is still substantial, and includes a number of rural lifestyle properties. This option will also affect access to the equine precinct. This option is rated Moderately Poor.

Dry Creek Road provides travel time savings and will improve accessibility for Kilmore residents, although these are substantially lower than delivered by Quinn’s Road. Dry Creek Road alignment will result in acquisition and dislocation of a number of rural lifestyle properties, and negatively affect the acoustic and visual amenity of a number of residences and community facilities. This option will also affect access to the equine precinct. This option is rated Negligible.

Western Option alignment provides time travel savings, although these are somewhat lower than those delivered by Dry Creek Road and O’Grady’s Road and substantially lower than Quinn’s Road. This option affects the smallest number of residential properties and would require the equal lowest number of dwelling acquisitions. The Western Option also does not result in any impact to community facilities. This option is rated Moderately Well.

Regardless of which option is ultimately chosen, a decision regarding the Kilmore-Wallan Bypass project in terms of the preferred alignment and timeline for development would remove uncertainty regarding the project for potentially affected landowners and the community of Kilmore and the wider area.

Table 10.21 provides a consolidated summary of all impact ratings for each of the sub-objectives.

Table 10-21 Overall Impact Ratings

Sub-Objective	Quinns Road	O’Gradys Road	Dry Creek Road	Sunday Creek Road	Western Option
To provide a safe transport system that supports social connectivity, health and wellbeing.	Well	Moderately well	Moderately well	Negligible	Moderately Well
To minimise property acquisition and dislocation.	Poor	Poor	Moderately Poor	Moderately Poor	Moderately Poor
To minimise severance and displacement of community facilities (including recreation areas).	Poor	Poor	Moderately Poor	Poor	Negligible
To minimise severance of agricultural land.	Moderately Poor	Moderately Poor	Moderately Poor	Moderately Poor	Moderately Poor
To minimise the number of residences affected by noise and, visual during construction and operation.	Poor	Moderately Poor	Moderately Poor	Moderately Poor	Moderately Poor

Sub-Objective	Quinns Road	O'Gradys Road	Dry Creek Road	Sunday Creek Road	Western Option
To reduce the amount of traffic, particularly trucks, travelling through the town centres.	Well	Moderately Well	Moderately Well	Negligible	Moderately Well
To minimise impacts on community facilities during the construction and operation of the bypass.	Poor	Negligible	Negligible	Negligible	Negligible
Overall Rating	Moderately Poor	Moderately Poor	Negligible	Moderately Poor	Negligible

11.0 Mitigation Measures

The following mitigation measures are recommended for further investigation to lessen the impacts of the proposed alignment options.

Table 11-1 Mitigation Measures

Recommended Mitigation Measure	Alignment Option
<p>Community engagement</p> <p>Ongoing community engagement to ensure up to date, clear and consistent messages are being delivered to landowners, both directly and indirectly affected. Ensure landowners are kept informed about the process and timeframes to minimise landowner's uncertainty.</p>	All
<p>Noise and dust emissions</p> <p>Noise and dust emissions during construction are to be managed in accordance with the EPA guidelines and Construction Environment Management Plan.</p>	All
<p>Visual amenity</p> <p>Changes to visual amenity are to be managed through the implementation of landscape mitigation measures, including plantings and screening to screen the road from adjacent residences. Further mitigation measures will be considered and recommended as appropriate in the Visual Impact Assessment.</p> <p>Ensure the bridges are subtle as possible and designed to complement and accommodate wildlife links, revegetation and creek systems.</p>	All
<p>Land acquisition/displacement</p> <p>Land acquisition and displacement should be minimised where possible by adjusting the alignments to reduce effects on properties. Where possible, shift alignments from away from dwellings and minimise impacts on farming properties by modifying alignments to follow property boundaries.</p>	All
<p>Changes to local access</p> <p>Changes to local access and affected properties to be reinstated.</p>	All
<p>Kellys Lane Overpass</p> <p>Consideration should be given to a vehicular underpass at Kellys Lane, similar to the underpass for horses, pedestrians and bicycles, to maintain safe vehicle connectivity for residents along Kellys Lane.</p>	Quinns Road, O'Gradys Road, Dry Creek Road and Sunday Creek Road
<p>Changes to existing paths and trails</p> <p>Access to existing horse, trails bikes, pedestrian, and cyclist paths/trails are to be provided. Where underpasses are provided, Crime Prevention Through Environmental Design (CPTED) principles would need to be adhered to.</p>	All
	Western Option
<p>Investigate additional options to reduce traffic in the main street of Kilmore</p> <p>As identified in the traffic modelling each of the proposed bypass options would reduce the traffic levels along the main street of Kilmore compared to having no bypass. To enhance the traffic benefits in the main street of Kilmore additional measures could be investigated in partnership with Mitchell Shire Council.</p>	All
<p>Wildlife fencing</p> <p>Investigation of management techniques to minimise potential wildlife/vehicle conflict along Quinns Road Option near Monument Hill.</p>	Quinns Road

12.0 Reference List

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D R A F T

Appendix A

Appendix A Community Consultation Interview Guide

KILMORE WALLAN BYPASS SOCIAL IMPACT ASSESSMENT

LOCAL COMMUNITY GROUPS

Part 1: Group Details

RECORD: Name:
 Address:

GROUP TYPE: Sporting Group
 Local interest Group
 Environmental / Advocacy Group
 Other (please specify)

Please rate your current knowledge of the Kilmore Wallan Bypass project:

- Unaware of the project / proposed alignments
- Aware of the project through attendance at a public information day or similar
- Aware of the project through information mail outs
- Aware of the project through local media coverage

Q1 How many members does your group have?

Membership categories	Active	Supporting	Other
Adults			
Children			

Q2 In what areas do your members generally live? (please specify a percentage share)

Within Mitchell Shire

Outside Mitchell Shire

Q3 a) What local areas or facilities does your group utilise?

.....

Q3 b) How do members of your group access these locations?

Walking Car
 Cycling Public Transport

Q3 c) Does your group experience any issues currently accessing these locations or facilities?

Traffic congestion Lack of pedestrian / cycle access
 Poor road quality Other

Q4 Does your group have any plans to increase and/or change your usage of these facilities?

Yes No

- Relocating to:
- Expanding:
- Contracting:

Part 2: Alignment Specific Feedback

Q5 How do you believe each of the options will affect your group?

Probe - for example, will alignments change the way people access the facilities and locations? Is this a positive or negative change?

Alignment	Positive	Negative	No Change
Quinns Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Gradys Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dry Creek Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday Creek Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Western Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 Taking into account the positive and negative impacts to your group, please rate the options on the following scale (where 1 is completely unacceptable and 10 is completely acceptable).

Bypass Option	Ranking									
	<i>Poor</i>					<i>Very Good</i>				
Quinns Road Option	1	2	3	4	5	6	7	8	9	10
O'Grady's Road Option	1	2	3	4	5	6	7	8	9	10
Dry Creek Road Option	1	2	3	4	5	6	7	8	9	10
Sunday Creek Road Option	1	2	3	4	5	6	7	8	9	10
Western Option	1	2	3	4	5	6	7	8	9	10

Q7 Do you believe there any measures that could be taken to reduce adverse impacts of the... (answer for 1 option only)

Quinn's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

O'Grady's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Dry Creek Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Sunday Creek Road Option

Yes No

If yes, please provide details.

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Western Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Q8: Do you have any additional comments?

Additional comments

KILMORE WALLAN BYPASS SOCIAL IMPACT ASSESSMENT

EDUCATIONAL INSTITUTIONS SURVEY

Part 1: Institution Details

RECORD: Name:

Address:

Pre-school provider Secondary provider

Primary provider Tertiary provider

Please rate your current knowledge of the Kilmore Wallan Bypass project:

- Unaware of the project / proposed alignments
- Aware of the project through attendance at a public information day or similar
- Aware of the project through information mail outs
- Aware of the project through local media coverage

Q1 How many students are enrolled at your campus?

Q2 Where do your students mainly travel from?

.....

.....

.....

Q3 What modes do they use to travel to school? (please state approximate percentage share)

Private car Bicycle

Bus Walk

Q4 Do school buses operate to and from your institution? What areas do they cover?

.....

.....

.....

Q5 What local facilities are used by students for school activities? What is the main method of travel used to reach those facilities?

Facility Used	Method of Travel

Q6 Are there any particular access issues occurring at the school at present?

.....

.....

.....

Q7 Are there any proposed changes to your services, operations or locations?

.....

.....

.....

Part 2: Alignment Specific Feedback

Q8 How do you believe each of the proposed alignment options will affect your institution?

Alignment	Positive	Negative	No Change
Quinns Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Gradys Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dry Creek Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday Creek Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Western Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9 You mentioned above a number of problems with access at the school (refer Question 6 and reiterate). Will any of these problems be increased or reduced by the proposed alignments?

.....

Q10 You mentioned above a number of proposed changes to your services, operations or locations (refer Question 7 and reiterate). How might the proposed alignments affect this?

.....

Q11 What do you think are the likely overall impacts of each option for your local area?

Probe - for example, will alignments change the way people access the facilities and locations? Is this a positive or negative change?

Alignment	Positive	Negative	No Change
Quinns Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Gradys Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dry Creek Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday Creek Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Western Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q12 Taking into account questions 8,9,10 and 11, please rate the options on the following scale (where 1 is completely unacceptable and 10 is completely acceptable).

Bypass Option	Ranking									
	<i>Poor</i>					<i>Very Good</i>				
Quinns Road Option	1	2	3	4	5	6	7	8	9	10
O'Grady's Road Option	1	2	3	4	5	6	7	8	9	10
Dry Creek Road Option	1	2	3	4	5	6	7	8	9	10
Sunday Creek Road Option	1	2	3	4	5	6	7	8	9	10
Western Option	1	2	3	4	5	6	7	8	9	10

Q13 Are there any measures that could be taken to reduce adverse impacts of the...

Quinn's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

O'Grady's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Dry Creek Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Sunday Creek Road Option

Yes No

If yes, please provide details.

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Western Option

Yes No

If yes, please provide details

--

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor *Very Good*

Q14: Do you have any additional comments?

Additional comments

--

KILMORE WALLAN BYPASS SOCIAL IMPACT ASSESSMENT

EMERGENCY SERVICES SURVEY

RECORD: Name:

Address:

Please rate your current knowledge of the Kilmore Wallan Bypass project:

- Unaware of the project / proposed alignments
- Aware of the project through attendance at a public information day or similar
- Aware of the project through information mail outs
- Aware of the project through local media coverage

Part 1: Details of Service

Q1 How many call outs do you receive per week?

.....

Q2 What are the main locations for call outs?

.....

Q3 Which roads in this area do you mainly use?

Please tick roads used during general daily or weekly activities:

Northern Highway (north of Kilmore)	<input type="checkbox"/>	Broadford-Kilmore Road	<input type="checkbox"/>
Northern Highway (south of Kilmore)	<input type="checkbox"/>	O'gradys Road	<input type="checkbox"/>
Kilmore-Lancefield Road	<input type="checkbox"/>	Wandong Road	<input type="checkbox"/>
Hume Highway (south of Kilmore)	<input type="checkbox"/>	Sunday Creek Road	<input type="checkbox"/>
Hume Freeway (north of Kilmore)	<input type="checkbox"/>	Willowmavin Road	<input type="checkbox"/>
Kilmore East Road	<input type="checkbox"/>	Other	<input type="checkbox"/>
Dry Creek Road	<input type="checkbox"/>	Other	<input type="checkbox"/>

Q4 Do you rely on any particular roads / tracks for access to parkland, reserves, etc?

Yes No

(Please specify)

Q5 Do you currently experience any problems moving around the area during emergencies?

Probe fully for locations and details of any issues.

.....

Q6 Are there any proposed changes to your services, operations or service locations?

Yes No

Relocating to:

Expanding:

Contracting:

Other:

Part 2: Alignment Specific Feedback

Q7 How do you believe each of the options will affect your operations?

Alignment	Positive	Negative	No Change
Quinns Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Gradys Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dry Creek Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday Creek Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Western Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8 You mentioned above a number of problems you already experience when moving about the area in an emergency (refer Question 5 and reiterate). Will any of these problems be increased or reduced by the proposed alignments?

.....

Q9 You mentioned above a number of proposed changes to your services, operations, locations (refer Question 6 and reiterate). How might the proposed alignments affect this?

.....

.....

Q10 What issues do the proposed alignments raise? E.g. fire hazard, vagrancy

.....

Q11 Are there any current problems with access that will be reduced? by any of the alignments?

Q12 Taking into account your responses to questions 7, 8, 9, 10 and 11, please rate the options on the following scale (where 1 is completely unacceptable and 10 is completely acceptable).

Bypass Option	Ranking									
	Poor					Very Good				
Quinns Road Option	1	2	3	4	5	6	7	8	9	10
O'Grady's Road Option	1	2	3	4	5	6	7	8	9	10
Dry Creek Road Option	1	2	3	4	5	6	7	8	9	10
Sunday Creek Road Option	1	2	3	4	5	6	7	8	9	10
Western Option	1	2	3	4	5	6	7	8	9	10

Q13 Are there any measures that could be taken to reduce adverse impacts of the...

Quinn's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
 Poor Very Good

O'Grady's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor *Very Good*

Dry Creek Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor *Very Good*

Sunday Creek Road Option

Yes No

If yes, please provide details.

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor *Very Good*

Western Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor *Very Good*

Q14: Do you have any additional comments?

Additional comments

--

KILMORE WALLAN BYPASS SOCIAL IMPACT ASSESSMENT

RESIDENT SURVEY

RECORD: Name:

Address:

Please rate your current knowledge of the Kilmore Wallan Bypass project:

- Unaware of the project / proposed alignments
- Aware of the project through attendance at a public information day or similar
- Aware of the project through information mail outs
- Aware of the project through local media coverage

Part 1: Resident Details

Q1 What do you particularly like / enjoy about living in this area?

i.e. access, countryside lifestyle, friends and family, quiet place, landscape

.....

.....

.....

.....

Q2 What do you particularly dislike / find difficult about living in this area?

.....

.....

.....

.....

Q3 What are the particular features or places of the area that you value?

i.e. buildings, parks, lookouts, the countryside, monuments

.....

.....

.....

.....

Q4 Where do the children in your household go to pre-school, school or other study?

Institution	Pre-school	Primary School	Secondary School	Tertiary
Piper Street Children's Centre				
The Kilmore International School				
Assumption College				
St Patricks Parish School				
Kilmore Primary School				
Other (please specify)				
Not applicable				

Q5 Where do members of your household work?

Location	Member 1	Member 2	Member 3	Member 4	Member 5	Member 6
Within Mitchell Shire (please specify)						
Outside Mitchell Shire (please specify)						
Melbourne CBD						

Q6 How do they travel to work?

Mode of transport	
Car as driver	
Car as passenger	
Public Transport	
Walk	
Bicycle	
Work at home	
Retired / not working	

Q7 Where do you and our family generally go for each of the following activities?

- To buy food and general groceries
- To purchase clothes and homewares
- For entertainment
- For formal recreation activities i.e. organised sports
- For informal recreation i.e. walking, picnicking
- To participate in local clubs or community activities

Q8 Which roads in this area do you and your family travel on most often?

Please name roads used during general daily or weekly activities

- | | |
|---|------------------------------|
| Northern Highway (north of Kilmore) | Dry Creek Road |
| Northern Highway (south of Kilmore) | Broadford-Kilmore Road |
| Northern Highway (at Wallan) | O'Gradys Road |
| Kilmore-Lancefield Road | Wandong Road |
| Hume Highway (south of Kilmore) | Sunday Creek Road |
| Hume Freeway (north of Kilmore) | Willowmavin Road |
| Kilmore East Road | Other (please specify)..... |
| Sydey Street Kilmore | |

Q9 Do you or your family experience problems moving about the area and/or accessing facilities?

Probe fully for details and locations

.....

.....

.....

.....

Q10 Type of Property

Describe the type of property	
Farm	
Rural residential (i.e. hobby farm)	
Residential	
Low density residential	
Other (please specify)	

Q10a If Farm / hobby farm – What type of activity is carried out on the property?

Type of activity		Type of activity	
Cattle		Horses / stables	
Sheep		Vines / winery	
Fruit / orchards		Other (please specify):	
Market garden / vegetables			

Q11 How long have you and your family lived in the Kilmore / Wallan area?

Length of time		Length of time	
0 – 2 years		11 – 20 years	
3 – 5 years		20 + years	
6 – 10 years		All my life	

Q12 How long have you lived at this particular address?

Length of time		Length of time	
0 – 2 years		11 – 20 years	
3 – 5 years		20 + years	
6 – 10 years		All my life	

Q13 Do you own or rent the property?

Own	
Rent	

Q14 How many people live on the property?

Number

Q15 How many people are in each of the following age groups?

Age Group	Number	Age Group	Number
0 – 5 years		50 – 69 years	
6 – 17 years		70 – 79 years	
18 – 25 years		80 + years	
26 – 49 years			

Part 2: Alignment Specific Feedback

Q16 How do you believe each of the proposed alignment options will affect you and your family?

Think about things like:

Better access to locations within Mitchell Shire

Better access to other locations in Melbourne and Victoria

Local road safety issues

Noise issues

Scenery / scenic quality

Your quality of life

Alignment	Positive	Negative	No Change
Dry Creek Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Gradys Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quinns Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday Creek Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Western Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q17 What do you think are the likely overall impacts of each option for your local area and why?

Probe - for example, will alignments change the way people access the facilities and locations? Is this a positive or negative change?

Alignment	Positive	Negative	No Change
Dry Creek Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Gradys Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quinns Road Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday Creek Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Western Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q18 Taking into account questions 16 and 17, please rate the options on the following scale (where 1 is completely unacceptable and 10 is completely acceptable).

Bypass Option	Ranking									
	<i>Poor</i>					<i>Very Good</i>				
Dry Creek Road Option	1	2	3	4	5	6	7	8	9	10
O'Gradys Road Option	1	2	3	4	5	6	7	8	9	10
Quinns Road Option	1	2	3	4	5	6	7	8	9	10
Sunday Creek Option	1	2	3	4	5	6	7	8	9	10
Western Option	1	2	3	4	5	6	7	8	9	10

Q19 Are there any measures that could be taken to reduce adverse impacts of the...

Dry Creek Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

O'Grady's Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Quinns Road Option

Yes No

If yes, please provide details

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Sunday Creek Road Option

Yes No

If yes, please provide details.

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor Very Good

Western Option

Yes No

If yes, please provide details

--

If this mitigating action was taken, would you change your rating of the alignment?

Yes No

If yes, how would you now rate the option? 1 2 3 4 5 6 7 8 9 10
Poor *Very Good*

Q20: Do you have any additional comments?

Additional comments

--

D R A F T

Appendix B

Appendix B Recreation and Open Space Maps

KILMORE: OPEN SPACE BY FUNCTION

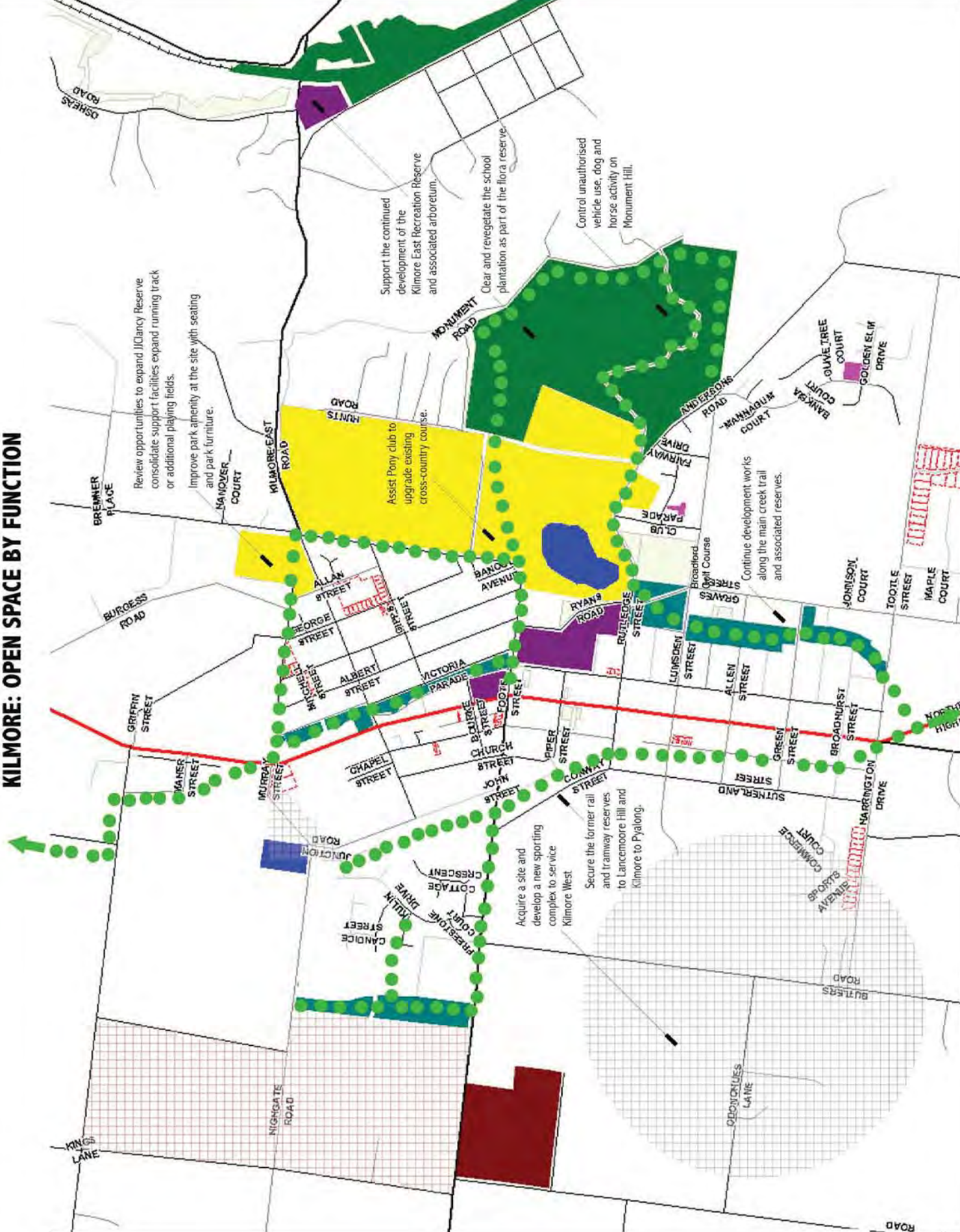
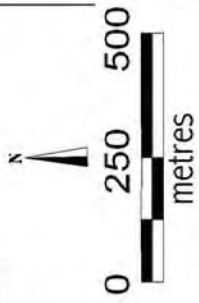
Township Actions

- Retain and protect significant and remnant vegetation on road reserves, fence lines, ridge lines and gully's.
- Develop an integrated network of shared trails.
- Encourage joint development of sports facilities and sharing with schools.
- Develop the rail trail to be Kilmore to Tramways Museum, connecting to Wallan, Heathcote Junction and Wandong via Hidden Valley.

Function

- Social Family Recreation
- Visual Amenity
- Play
- Flora & Fauna Conservation
- Drainage
- Relaxation/Contemplation
- Cemetery/Memorial
- Heritage
- Cultural Heritage
- Wayside Stop
- Sport
- Accessway Trail
- No Apparent Function
- School

- Potential Circuit Trail
- Potential On Road Trail
- Possible Future Open Space Development
- Future Residential Development



D R A F T

Appendix C

Appendix C Map of Community Facilities



0 0.5 1 1.5 2 Km
 1:50,000 (when printed at A3)
 DATUM: GDA 1994, PROJECTION: MGA ZONE 54

Legend

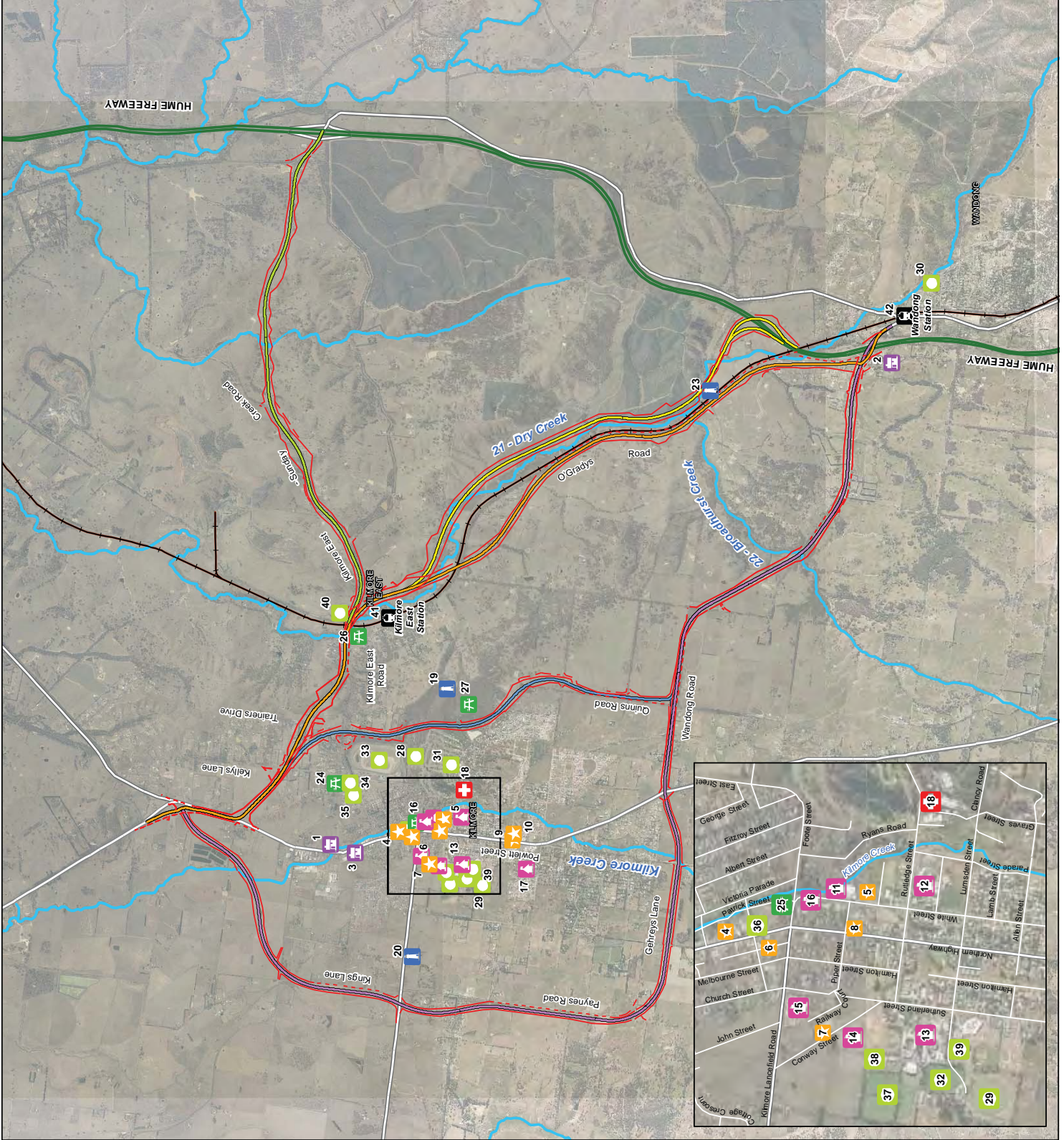
- O'Grady's Road Option
- Sunday Creek Option
- Dry Creek Option
- Western Option
- Quinns Road Option
- ROW

- Caravan park/hotel
- Community facility
- Education
- Hospital
- Landmark
- Recreation area
- Sport area
- Train station

DOC: 20120820_Facilities_Social_A11
 Data sources: VicRoads 2012
 AEC WorldMap 2011
 Base Data: StreetPro Australia 2011

**SOCIAL FEATURES
 DRAFT PRELIMINARY**

Kilmore-Wallan Bypass
 Social Impact Assessment



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