

Drysdale Bypass

VicRoads

Social Impact Assessment

Final Report

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Contents

Executive Summary	3
1. Introduction	5
2. Methodology	7
3. Government policy and legislation	10
4. Social profile	13
4.1 Demographic profile	13
4.2 Facilities and services within the study area	14
4.3 Places of special interest	18
4.4 Significant community activities	19
4.5 Access patterns and community linkages	20
4.6 Community adjoining the bypass	20
5. Consultation findings	21
5.1 Values	21
5.2 Access patterns	21
5.3 Social infrastructure and services	22
5.4 Perceptions of the existing road conditions	22
5.5 Positive change generated by the project	24
5.6 Impacts associated with the project	25
5.7 Mitigation	26
6. Assessment of likely impacts	28
6.1 Impacts and opportunities	28
6.1.1 Regional and local connectivity	28
6.1.2 Impacts to private property owners and occupiers	28
6.1.3 Social infrastructure	30
6.1.4 Impacts to valued community assets	32
6.1.5 Safety for traffic	32
6.1.6 Safety for other road users	32
6.2 Objectives based evaluation matrix	32
7. Mitigation measures	35
8. Conclusions	36
9. Glossary of terms	37
10. References	38
Appendix A. Interview questions	
A.1 Residents subject to acquisition	
A.2 Adjoining landholders	
A.3 City of Greater Geelong	
A.4 Bellarine Secondary College	
A.5 St Thomas Catholic Primary School	
A.6 Potato Shed	

Executive Summary

The Greater Geelong Planning Scheme and its predecessor planning schemes have contained an alignment for the Drysdale Bypass as a Public Acquisition Overlay (PAO) since 1983. Drysdale town centre is located on Portarlington Road and is currently subject to high levels of traffic, particularly at peak times, creating congestion that impacts the local community as well as people and freight travelling through the town. The Drysdale Bypass proposes to improve traffic/safety and amenity around Drysdale and the broader network.

The Victorian Government has committed \$109 million to construct the Drysdale Bypass, including three million to improve safety and traffic flow in High Street. In 2015, \$2 million was fast-tracked to commence the planning works for the bypass and improvements to High Street, which are currently underway.

Construction of the Drysdale Bypass is planned to commence 2018, however, modern design standards require a change to the PAO to accommodate for a reconfiguration of some of the proposed intersections.

Social profile

Key information of relevance to this assessment includes:

- Drysdale and Clifton Springs have experienced strong population growth to date and will continue to do so into the future.
- Drysdale is largely self-contained with a large retail area centred on High Street, Clifton Springs Road and Collins Street intersection.
- The majority of facilities and services provided in the study area are within Drysdale. In particular, there are a number of secondary schools in Drysdale with catchments that extend outside Drysdale and Clifton Springs.
- There are a number of places of interest in the area but only the Bellarine Railway directly and the Bellarine Multi Arts Centre (Potato Shed) indirectly interface with the project.
- The proposed bypass is surrounded by a range of land uses including farming and rural living, educational facilities and land reserved for a future sport facility.

Consultation findings

In total 24 households were interviewed as well as the City of Greater Geelong, educational and other facilities in Drysdale. Key findings from consultation were:

- Nearly all participants in the interviews valued the quiet rural aspect of Drysdale and the surrounding area.
- Most people interviewed saw the project benefiting Drysdale by removing traffic from High Street, improving travel times and improving safety.
- Residents living in proximity to the proposed bypass or subject to acquisition had mixed views towards the project. In some cases, particularly for those adjoining the proposed bypass, there were concerns about the potential impacts, particularly on amenity. For others however, there was an acceptance that the project had been planned for a long time and that they had managed their properties appropriately.
- Mitigation proposed by landholders generally related to improved communication during the delivery of the project.

Assessment of the project

Overall, the project will facilitate improved access to social and economic opportunities for residents of Drysdale, Clifton Springs and Portarlington through improvements in travel time through the study area corridor.

The project would also improve the safety for vulnerable users including motorists, cyclists and pedestrians through the prevention of right hand turns across oncoming traffic and the provision of a shared path along the proposed bypass alignment. It would also move traffic from Andersons Road, Princess Street and other local roads thereby improving the safety of those road users. However, pedestrian crossings of the new roundabouts could be perceived as unsafe by pedestrians particularly for vulnerable people such as young children or the elderly, and those who need to cross the bypass to access truncated parts of their properties.

There would be limited visual and acoustic amenity impacts for properties adjoining the bypass which could alter the rural setting, potentially diminishing their sense of place. The project also requires property acquisition disrupting some current land uses and the future plans of affected landholders. While the project has avoided the acquisition of dwellings, two directly affected houses have been purchased by VicRoads during the planning process for the project. These impacts are largely consistent with those foreshadowed by the planning scheme provisions since 1983.

Objectives Based Evaluation Matrix

The table below provides a summary of the assessment against the social objectives of the project. It shows that the project would perform well against all three social project objectives.

Objective	Alignment with objective
Facilitate access to social and economic opportunities for the communities of Clifton Springs/ Drysdale	Well
Reduce social impacts on the community of Clifton Springs/ Drysdale	Well
Improve road safety for users of the local transport network	Well

With the application of mitigation measures proposed in this report, it is likely that the project would perform very well in reducing the social impacts on the community of Clifton Springs and Drysdale.

1. Introduction

The Greater Geelong Planning Scheme and its predecessor planning schemes has contained an alignment for the Drysdale Bypass as a Public Acquisition Overlay (PAO) since 1983. The Drysdale Bypass is designed to improve travel times for users of Portarlington Road and improve safety and traffic flows on High Street, Drysdale.

Construction of the Drysdale Bypass is planned to commence 2018, however, modern design standards require a change to the PAO to accommodate for a reconfiguration of some of the proposed intersections.

Objectives

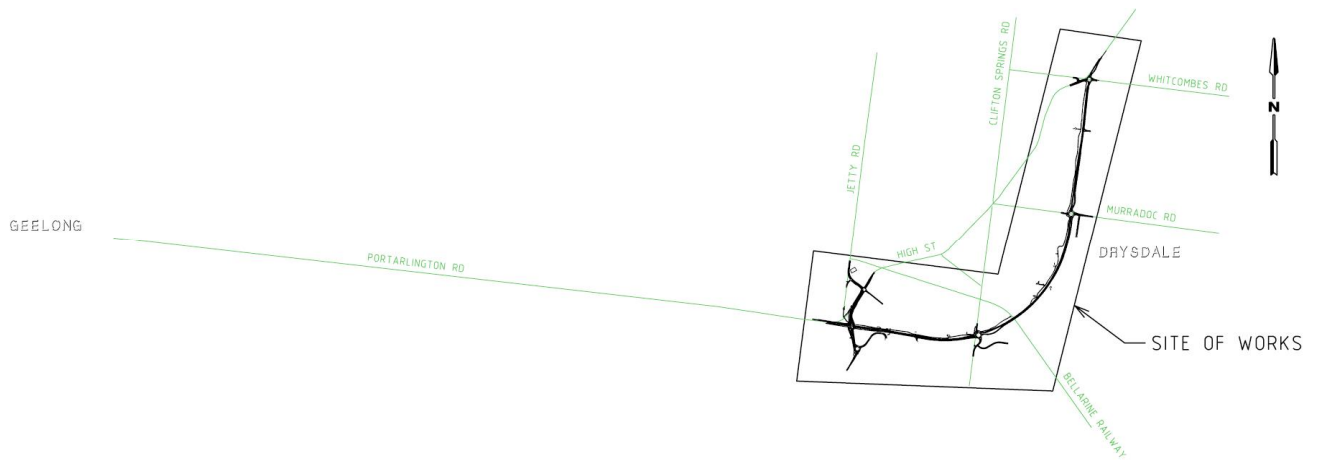
The objective of the Social Impact Assessment (SIA) is to provide guidance to VicRoads on the likely social impacts and opportunities associated with the Drysdale Bypass and opportunities for mitigation.

Project description

The Drysdale Bypass involves the construction of a six kilometre bypass of the township of Drysdale from Jetty Road to Whitcombes Road (see Figure 1-1) and includes the following:

- A two-plus-one lane configuration on the Bypass
- An appropriate intersection treatment at the key intersection of the Drysdale Bypass/Grubb Road/Geelong-Portarlington Road/High Street
- Realignment of Jetty Road to a new signalised intersection at High Street/Reserve Road
- Realignment of Peninsula Drive to a new roundabout intersection on Grubb Road
- Roundabout intersection treatments where the bypass meets Princess Street, Murradoc Road and Whitcombes Road.
- Construction of a new bridge over the Drysdale to Queenscliff tourist railway line
- Construction of a shared user path along the length of the bypass
- Construction of a pedestrian underpass to connect Andersons Road to Peninsula Drive
- Associated drainage works and service relocations
- Noise attenuation measures
- Landscaping works

Figure 1-1 Drysdale Bypass Route

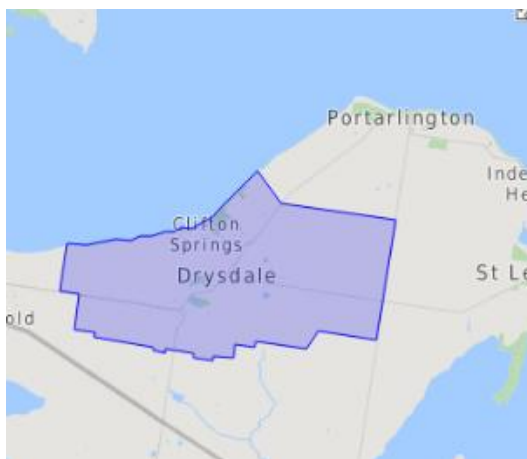


2. Methodology

Definition of the study area

The project is located within the City of Greater Geelong. The study area is highlighted in the map below (Figure 1-2)..This assessment focuses on landholders adjoining the project corridor and the communities in and around Drysdale and Clifton Springs.

Figure 2-1 Drysdale study area and broader region



Source: 2017 MapData Services

Review of government policy and legislation

A review of existing government policy and legislation informs this SIA.

Site visit

Several site visits were undertaken between Thursday the 16th of June and the 19th of October 2016 to inform this assessment.

Social profile

The social profile relies on information from Victoria in Future 2015, the 2011 Census, the City of Greater Geelong and facility websites, mapping and other data sources.

Consultation

- Table 2-1 Organisational stakeholders consulted with for this assessment

Stakeholder	Details
City of Greater Geelong	Manager, Planning Strategy & Urban Growth at City of Greater Geelong
Springdale neighbourhood centre	Committee of Management Coordinator
St Thomas Primary School	Principal
Bellarine Secondary College	Principal
Potato Shed	Management

Table 2-2 Landholders interviewed

Stakeholder	Interviewed	Declined
Subject to acquisition	12	0
Not subject to acquisition	12	5
Total	24	5

Assessment of the project

This assessment uses an Objectives Based Evaluation Matrix (OBEM). The OBEM assesses performance against the following social objectives:

- Objective 1: Facilitate access to social and economic opportunities for the communities of Clifton Springs/ Drysdale
- Objective 2: Reduce social impacts on the community of Clifton Springs/ Drysdale
- Objective 3: Improve road safety for users of the local transport network

Against each social objective are a set of evaluation criteria and key factors to assess the project. The evaluation criteria and key factors were selected based on a review of comparable SIA's and guided by the Ministerial guidelines for assessment of environmental effects under the *Environment Effects Act 1978*. Table 2-3 provides a description of each of the criteria and key factors under each objective.

Table 2-3 Assessment objectives and criteria

Objectives	Criteria	Key factors
Facilitate access to social and economic opportunities for the communities of Clifton Springs/ Drysdale	Regional and local connectivity	Changes in access to employment
		Changes in access to community, educational, health, commercial, recreational and other facilities and services used by people
		Change in access to valued places
		Changes to community interactions, linkages and community cohesion including severance impacts
Reduce social impacts on the community of Clifton Springs/ Drysdale	Impacts to private property owners and occupiers	Changes in amenity for landholders and tenants
		Changes to current and future land uses / severance of properties
		Property acquisition/dislocation/direct impacts on residents
		Changes in property access
Improve road safety for users of the local transport network	Social infrastructure	Changes to community, educational, health, commercial, recreational and other facilities and services used by people
	Impacts to valued community assets	Changes to places and activities of special interest, attraction and value to the community.
	Safety for vehicular traffic	Changes in safety for vehicular traffic
	Safety for other road users	Changes for vulnerable groups, pedestrians, school children, cyclists, bus users, etc.

The assessment results are discussed in Section 6.

Objectives based evaluation matrix

An assessment against each criterion has been made using the OBEM rating scale (Table 2-4) provided by VicRoads.

Table 2-4 OBEM rating scale

Rating	Defined Values
Very Well	Best practice, strong level of compliance, major positive impact
Well	Improved practice, good policy compliance, positive impact
Moderately Well	Partial policy compliance, no distinct positive or negative impact
Poor	Policy non-compliance and negative impact
Very Poor	Major policy non-compliance and major negative impact

3. Government policy and legislation

This section contains a summary of the government policy and legislation relevant to the SIA.

Transport Integration Act 2010

The Transport Integration Act notes that transport planning should consider social and economic inclusion by:

- Minimising barriers to access so that so far as is possible the transport system is available to as many persons as wish to use it (Section 8 b)
- Providing for the effective integration of transport and land use and facilitate access to social and economic opportunities (Section 11.1)
- Maximising access to residences, employment, markets, services and recreation (Section 11.2 a)

The project is consistent with these objectives as it would reduce future congestion in Drysdale, which would in turn improve access to economic and social opportunities for the communities of Drysdale and Clifton Springs. It would also improve road safety for users.

Planning and Environment Act 1987

A key objective of the Act is (Section 4.2):

(d) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land

In preparing a planning scheme or amendment, a planning authority (Section 12.2):

(c) may take into account its social effects and economic effects.

This social impact assessment identifies social effects that would inform the planning scheme amendment.

State Planning Policy Framework

The State Planning Policy Framework (under the Planning and Environment Act) emphasises the importance of:

- Safety and accessibility for communities (Clause 11).
- Encouraging tourism to maximise the employment and long-term economic, social and cultural benefits of developing Victoria as a competitive tourist destination (Clause 17).

The anticipated benefits of the project are consistent with these goals as it would deliver improvements in pedestrian and vehicular safety.

Drysdale Town Centre Urban Design Framework 2012

The urban design framework notes that the majority of the future population growth in Drysdale would be concentrated in the Jetty Road Growth area.

It also notes the high number of truck movements on High Street impact the amenity of the town. During peak times the traffic on High Street causes delays and increased travel times. Part of this traffic is generated by the Bellarine Quarry and the Drysdale Resource and Recovery Centre approximately 5km east of Drysdale.

Should the project result in the re-direction of traffic accessing the quarry and the Drysdale Resource and Recovery Centre onto the bypass, this would result in an improvement in the amenity of Drysdale and potentially, reductions in congestion during peak periods.

Drysdale Clifton Springs Structure Plan 2010

The structure plan notes that Drysdale / Clifton Springs is a designated growth area and would continue to experience strong population growth. This is expected to comprise a high proportion of families. The majority of Drysdale / Clifton Springs residents in the workforce are employed outside the township and rely on private cars for transport. The plan also notes that traffic congestion is a key issue at the Geelong – Portarlington Road roundabout and along High Street (town centre). The structure plan vision for Drysdale / Clifton Springs includes a vibrant shopping precinct with a distinct village character.

Should the project improve access to employment outside Drysdale / Clifton Springs by reducing congestion, this would directly benefit current and future workers in the town. Improvements in amenity driven by reductions in heavy vehicle movements on High Street would also be consistent with the aspiration to retain the village character of the town.

Drysdale Clifton Springs Sports Precinct Master Plan 2011

The Drysdale / Clifton Springs Sub-regional Sports Precinct is located to the south of Drysdale, immediately south of Andersons Road and the proposed bypass. This precinct would cater to the local and regional community through the provision of playing fields and multi-use sporting areas as well as recreational infrastructure. It is expected that potential users include football, soccer, netball and cricket clubs as well as athletics, futsal and volleyball.

Should the future bypass improve access to this facility via the northern end of Peninsula Drive this would be of benefit to a wide cross section of the community and improve regional access to active recreation opportunities.



Figure 3-1 Site of the proposed Drysdale Clifton Springs Sports Precinct

Relevance of these policies and documents to the project

Congestion acts as barrier to economic and social opportunities in Drysdale / Clifton Springs as well as the wider region. Reductions in congestion and heavy vehicle movements through Drysdale would improve access to economic and social opportunities as well as enhance the amenity of Drysdale.

4. Social profile

This section provides an overview of the social profile of the study area. It contains demographic information relating to the current population and projections, age composition and household size. It also identifies facilities and services, places of special interest and significant community activities.

4.1 Demographic profile

In 2011 (the most recent census data available) there were 210,875 people living in Greater Geelong. Of these 4,315 lived in Drysdale and a further 7,153 lived in Clifton Springs. The population of Greater Geelong is projected to grow by 37% between 2016 and 2036, a higher growth rate than Clifton Springs (25%) but lower than Drysdale (44%) (Table 4-1). This population growth would place increased demand on the road network as people access employment and services elsewhere.

Table 4-1 Projected Population Growth, City of Greater Geelong, Drysdale and Clifton Springs

Area	2011 ¹	2016	2036	Change 2016-2036
Drysdale	4,315	4,482	6,459	44%
Clifton Springs	7,153	7,683	9,617	25%
City of Greater Geelong	210,875	234,999	320,791	37%

Source: ABS 2012, forecast.id 2016

Age Structure

Drysdale and Clifton Springs had an older population than Greater Geelong in 2011, with 30.4% and 18.3% of people aged 60 years or older (Figure 4-1). There was also a higher proportion of people aged 19 years or younger (25.2% and 21.2%) in Drysdale, Clifton Springs and Greater Geelong respectively. The presence of younger people and those aged 60 years or older suggests there is likely to be a high level of dependence on education and health services. Older populations tend to have higher levels of disability which affects their ability to avoid hazards when walking. Younger people are more dependent on cycling, walking and public transport and more likely to engage in risky behaviours when crossing roadways. This suggests measures that improve pedestrian safety in Drysdale would benefit a high proportion of vulnerable persons.

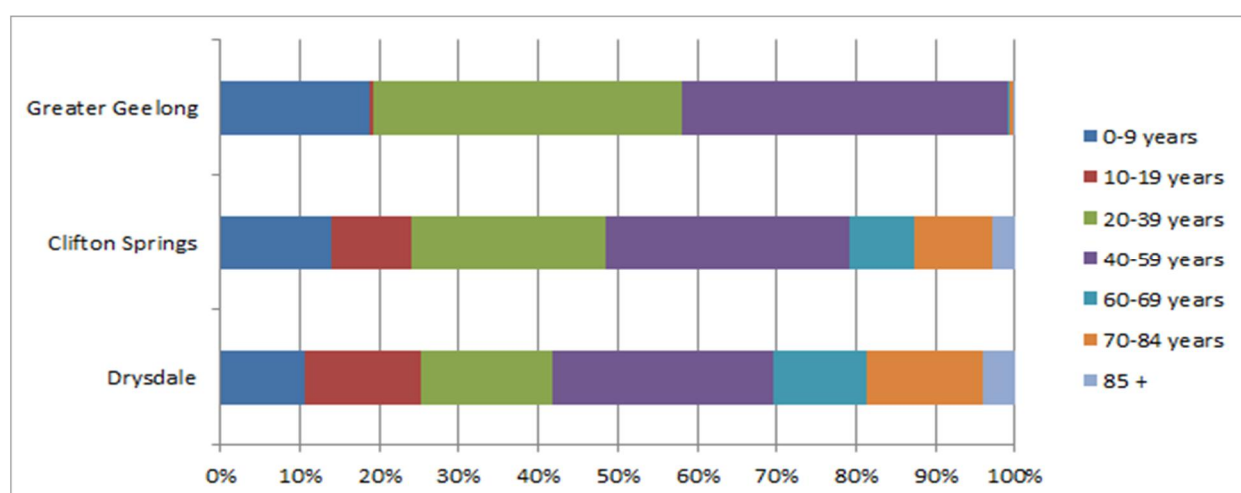


Figure 4-1 Age structure of Drysdale, Clifton Springs and Greater Geelong

Source: ABS 2012

¹ 2011 data and 2016 / 2036 data are based on slightly different areas but are largely comparable in their extent

Household Size

Household size can give insight to living structures, possible level of demand for services and facilities and an understanding of the likely scale of impacts and benefits along the project corridor.

In Greater Geelong, 27% of households were composed of lone persons in 2011. Drysdale and Clifton Springs had a smaller proportion of lone person households at 20% and 24% respectively, a reflection of their younger population (Table 4-2). The lower rate of lone person households suggests that despite the presence of a larger proportion of older people, the community may be less vulnerable than other communities within Greater Geelong.

Table 4-2 Household size in 2011

Area	One	Two	Three	Four	Five	Six or more	Total
Drysdale	24%	36%	14%	16%	7%	3%	1,555
Clifton Springs	20%	42%	14%	15%	6%	3%	2,697
Greater Geelong	27%	35%	15%	14%	6%	2%	80,526

Source ABS (2012)

4.2 Facilities and services within the study area

This section contains a summary of the facilities and services in the study area. Drysdale is largely self-contained with a large retail area centred on the High Street, Clifton Springs Road and Collins Street intersection (Figure 4-5). This retail area hosts supermarkets and an array of smaller businesses and services. As shown in Table 4-3, the majority of facilities and services provided in the study area are within Drysdale. In particular, there are a number of secondary schools in Drysdale with catchments that extend outside Drysdale and Clifton Springs.



Figure 4-2 High Street, Clifton Springs Road and Collins Street intersection

Table 4-3 Facilities and services within the study area

Location	Facility	
Drysdale	Bellarine ambulance and SES	Maternal and child health centre
	Bellarine Fire station	Quarry Park picnic area
	Bellarine Secondary College (Figure 4-5)	Springdale Neighbourhood Centre (Figure 4-6)
	Christian College Bellarine (Figure 4-3)	St Thomas Catholic Primary School (Figure 4-5)
	Drysdale community church	St Ignatius Catholic College (Figure 4-5, Figure 4-4)
	Drysdale Primary School	Wathaurung Reserve
	Geelong regional library – Drysdale	Drysdale Recreation Reserve
Clifton Springs	Beacon Point Pre-School	Clifton Springs Primary School
	Clifton Springs golf course	Maternal and Child Health Centre - Clifton Springs
	Clifton Springs Preschool	



Figure 4-3 Christian College Bellarine



Figure 4-4 St Ignatius College



Figure 4-5 Facilities located off Peninsula Drive



Figure 4-6 Springdale Neighbourhood Centre

4.3 Places of special interest

This section contains a summary of the places of special interest within the study area. As shown in Table 4-4, there are a number of places of special interest to the community in Drysdale. Of these, the Bellarine Rail Trail, Bellarine Railway and the Potato Shed attract people from across the region.

Table 4-4 Places of special interest in the study area

Location	Service or facility	
Drysdale	Basin Reserve Flora and Fauna Reserve Lake Lorne Bellarine Rail Trail (Figure 4-8)	McLeods Waterholes Bellarine Railway (Figure 4-8) Potato Shed, Figure 4-5
Clifton Springs	Adrian Mannix Reserve and wetlands The Dell picnic area	Jetty Road Reserve



Figure 4-7 The Potato Shed



Figure 4-8 Station houses at the Bellarine Railway and rail trail

4.4 Significant community activities

Significant community activities provide an opportunity for the wider community to meet, strengthen social networks and promote their community to the wider region. There are several events held annually in the study area, including:

- Festival of Glass: Held in February, this event is held in the Christian College Hall and aims to support the local community while promoting the links between art, craft and industry
- Bellarine Railways Heritage Train Service runs services between Queenscliff and Drysdale every Sunday as well as Tuesday and Thursday in the Easter and July and September school holidays
- The Potato Shed regularly hosts performances and events such as ballet, plays, musical acts, comedy and open mic nights
- Drysdale Community Market, held on the 3rd Sunday of every month between October and May, the market hosts over 100 stalls selling local goods and produce

In addition to these activities, Drysdale and Clifton Springs also experience large traffic flows in summer associated with people travelling to Portarlington for their holidays. Portarlington has a number of festivals that attract people from across the wider region, resulting in increased traffic flows through Drysdale. These include:

- Bay Cycling Classic: Portarlington hosts stage 3 of this cycling race each January
- Portarlington Mussel Festival: Held annually in January, this event attracts 15,000 people
- Portarlington Triathlon: Part of a series of triathlons staged across the bay, this occurs annually in March
- Bellarine Agricultural Show: An annual agricultural show held on the Sunday of the Labour Day weekend (March)
- National Celtic Festival: Held midyear annually, this festival hosts a range of activities across Portarlington

- Portarlington Market: Held on the last Sunday of each month, the market sells a range of produce and goods

Access to events in Drysdale would need to be maintained during construction. The completion of the Drysdale Bypass would also better cater to the large number of people travelling to Portarlington each summer and for events during the year.

4.5 Access patterns and community linkages

The prevalence of social infrastructure and services, retail and places of employment and special interest in Drysdale suggests that most of the community in the study area are focused towards this urban centre. It is also likely that for higher order services and employment, the city of Geelong presents a key destination for the local community.

Portarlington Road is the most direct transport route to Geelong for the communities of Drysdale and Clifton Springs. While there is an alternative route via Grubb Road and the Bellarine Freeway, this would represent a large detour. Access to Portarlington Road and Drysdale during construction of the bypass would need to be maintained for all landholders along the alignment. Disruptions to access or use of the Portarlington Road would impact on existing access patterns.

4.6 Community adjoining the bypass

The western section of the Drysdale Bypass is surrounded by a range of land uses. To the west of High Street and Grubb Road and north of Andersons Road is a mixture of farming and rural living properties. To the south of Andersons Road on either side of Peninsula Drive are educational facilities and land reserved for a future sport facility.

The bypass then follows the existing PAO and crosses north over Andersons Road before travelling to the east of Drysdale. To the west of this section of the bypass land is largely used for rural living, low density residential and general residential. A lot of the residential land is yet to be developed but a number of properties have already been subdivided in preparation for land sales. To the east of the bypass the land is zoned for farming, however, the size of the lots generally limit this to hobby farming rather than commercial enterprises.

The community adjoining or directly impacted by the proposed bypass shares a number of characteristics:

- Most are family households with two or more people.
- There are few families with dependent children. Where dependent children are present, they tend to be in secondary school or older.
- The majority of households have at least one family member engaged in paid employment.
- A subset of households consists of retired persons. Several of these are considering moving on from their properties due to health or lifestyle reasons.
- While a number of households contained family members employed in Drysdale or on the Bellarine Peninsula, a number also had members travelling to work in Geelong, Melbourne and further afield.

5. Consultation findings

During VicRoad's consultation with the community as part of the Drysdale Bypass project, a number of issues were raised. The most commonly cited issue related to congestion and safety at the three schools on Peninsula Drive. Other concerns raised by five or more people rated to:

- Traffic congestion at Portarlington Road/Jetty Road/Grubb Road intersection
- Traffic congestion and safety within township
- Pedestrian operated signals in Drysdale hold up traffic flows
- Need for improved pedestrian and cyclist connections to schools
- Concern about new service station on the corner of Jetty Road and High Street
- Impacts on Basin Reserve which contains significant vegetation and 2 Aboriginal sites
- Any impact on spring-fed waterholes, dams, wetlands, significant trees and wildlife at Lake Lorne should be avoided

5.1 Values

During consultation for the SIA interviewees noted a number of shared values.

Nearly all participants in the interviews valued the quiet rural aspect of Drysdale and the surrounding area. The large number of hobby farms, smaller equestrian properties and rural lifestyle blocks within walking distance of the town centre was noted as a reason why a number of the interviewees chose to move to the area. Other common reasons cited for living in Drysdale included:

- Proximity to employment in Geelong
- Affordable land to pursue equestrian activities
- Block sizes that allow for self sufficiency
- Privacy provided by larger blocks
- Presence of several good quality schools

While it was acknowledged that population growth had provided the critical mass to support the range of services and businesses in the town centre, there were concerns raised about the impacts of population growth within and around Drysdale. In particular, several interviewees were concerned about the loss of the area's rural aspect as properties continued to be subdivided and developed as residential properties.

There were also interviewees living on larger rural living blocks considering a future subdivision to fund their retirement. However, none of those interviewed had formally progressed these plans.

5.2 Access patterns

Interviewees were asked about where they travel and how they get there to get an understanding of the general access patterns in the area. Most interviewees reported cars as their primary mode of travel while a small number walked or rode for exercise and recreation.

Interviewees reported that local students were largely driven to and from school while many of those travelling in from other towns on the Bellarine Peninsula used buses.



Figure 5-1 School buses following morning drop parked in front of the potato shed

Nearly all landholders interviewed used motor vehicles as their only form of transport, with a small number walking or cycling, primarily for recreation. Key access patterns uncovered in consultation were:

- **Work:** A number of landholders were retired or worked from home. The majority of the other landholders work in Geelong or Melbourne.
- **Grocery shopping:** Landholders tended to shop for day to day items in Drysdale.
- **Sport, volunteering, community activities:** A number of the interviewees noted that they played sports or were involved in activities such as walking groups. Whilst walking and cycling were confined to Drysdale, those involved in equine events tended to travel across the state.
- **Family, friends:** Most landholders reported they had family or friends in the region with many residing in the Bellarine Peninsula or Geelong.

5.3 Social infrastructure and services

The majority of interviewees considered Drysdale to be well served by social infrastructure with a series of retail, educational, medical and dental facilities and services. This led to a perception the town is largely self-contained with the exception of employment. Some interviewees believed Drysdale was missing out to other towns such as Ocean Grove for new government investment and facilities.

5.4 Perceptions of the existing road conditions

Most interviewees considered Drysdale to be congested, particularly during holiday periods and school pick up and drop off times. This was seen as a particular issue for High Street and Andersons Road. Several interviewees also raised concerns about the safety impacts of this congestion on school children on Peninsula Drive (Figure 5-2).



Figure 5-2 Peninsula Drive

Several residents along the alignment noted that road conditions on Grubb Road, Andersons Road (Figure 5-3 and Figure 5-4) and Princess Street (Figure 5-5 and Figure 5-6) are dangerous at peak times when turning right into properties.

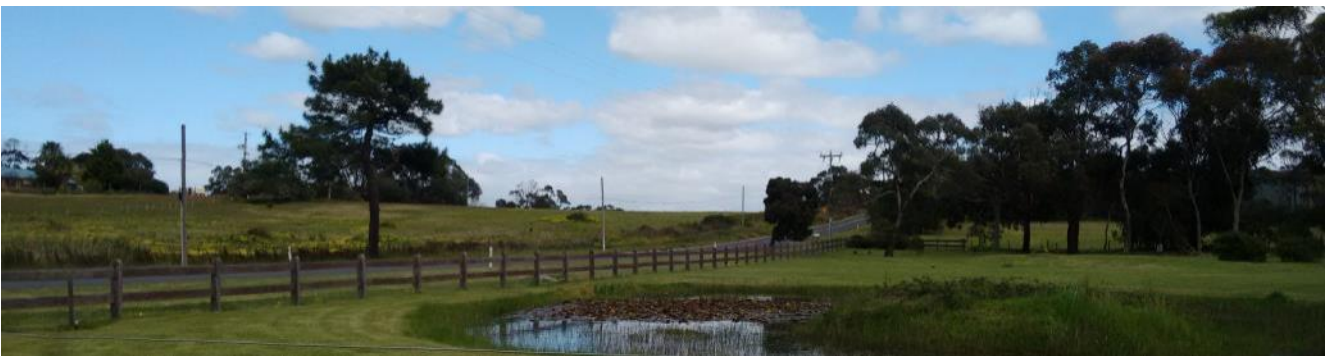


Figure 5-3 Andersons Road facing west



Figure 5-4 Andersons Road facing east



Figure 5-5 Princess Street facing north



Figure 5-6 Princess Street facing south

5.5 Positive change generated by the project

While not all interviewees believed the project would benefit the Drysdale community, most identified beneficial impacts associated with the project. For the wider community this was mainly in the form of faster travel times

for people travelling to Portarlington or other parts of the Peninsula. This would be of benefit to people travelling through town and school children bussed to schools on Peninsula Drive from towns such as Portarlington.

A number of interviewees also believed the project would reduce congestion within Drysdale improving access to shops and services and making driving safer for other road users. The provision of a shared user path as part of the road design was also considered to positively impact on pedestrian safety. However, it was noted that younger school students and their parents could be concerned about the safety of children using the new pedestrian underpass proposed for the bypass.

Safety was raised as a key concern among a number of stakeholders. There was general acknowledgment the provision of a shared path alongside the bypass would improve safety for existing pedestrians and cyclists. Further, the provision of the bypass was seen as removing the existing traffic off local roads such as Princess Street and Andersons Road which would benefit those households. There was also a general desire amongst stakeholders to improve the safety of Peninsula Drive particularly during pick up and drop off times for schools. Should the bypass improve the safety of vehicular and pedestrian safety on and off Peninsula Drive that would be considered a key benefit of the project.

The truncation of roads such as Andersons Road and Princess Street was also seen as reducing local traffic with flow on benefits for residential amenity, privacy and safety of residents.

A number of the older or retired interviewees subject to partial acquisition of their property noted the acquisition process would help free up capital without having to sell the whole property. While none disclosed firm plans, the money received was considered to provide a degree of additional financial security for households on low or fixed incomes.

5.6 Impacts associated with the project

During consultation, stakeholders raised a number of perceived impacts associated with the project. The majority of these related to the operation of the bypass, however there were a number of construction related impacts raised during consultation.

Perceived operational impacts largely related to:

- Loss of amenity (visual and acoustic)
- Loss of rural aspect
- Loss of privacy
- Severance
- Safety of people crossing the bypass

Several residents were concerned about the loss of visual and acoustic amenity they would experience with the placement of transport infrastructure in proximity to their dwellings. There was an appreciation amongst interviewees as to the potential trade-offs between the acoustic treatments to address noise and the visual amenity associated with structures such as noise walls. Several interviewees expressed a preference to avoid the use of noise walls in preference for treatments with a lower visual impact and greater potential for vegetation screening such as mounds. Further, there was also a concern that the loss of amenity would result in a further diminishment of the rural aspect of the area.

A small number of residents also expressed a concern about the loss of privacy they would experience with the road closer to their dwellings or elevated sections providing road users with a view of the adjoining dwellings.

A small number of interviewees whose land would be bisected by the proposed bypass were also concerned about the fragmentation of their properties and the impact this would have on existing uses. Travelling around the bypass to access fragmented properties was considered to present a barrier to their use as residents would no longer be able to walk from their dwellings to their paddocks. Instead, residents would need to drive or walk around the bypass to access the rest of their property. Crossing intersections to access paddocks was also seen as a safety concern by some households with members unable to drive.

While the project was widely perceived to improve safety more generally, there were concerns about pedestrians crossing the bypass and school children using the underpass to access schools located on Peninsula Drive. As per the current design, pedestrians crossing the bypass can do so via the intersections. With the exception of signalised intersections at Jetty Road / High Street and High Street / Portarlinton Road / Grubb Road, the other intersections are roundabouts. Stakeholders were concerned this presented a dangerous interface for pedestrians, particularly children accessing properties on the eastern side of the bypass. The schools were also concerned about the perception of safety at the underpass. The safety concern largely pertained to the mixing of primary and secondary school students in the underpass with the presence of older students potentially deterring younger students from using the underpass. It was noted that the perceived impact of antisocial behaviour amongst students would be of particular concern to parents of children attending the primary school.

Perceived planning and construction related impacts related to:

- Loss of amenity (visual and acoustic)
- Impacts on future plans
- Concern about the management of contaminated land and the impacts associated with agricultural chemicals

Several interviewees noted their concerns about construction noise and dust and the flow on impact on their amenity.

Some interviewees subject to acquisition also noted that the proposed bypass would preclude their future plans for their properties such as sub divisions or the expansion of equine infrastructure. However, none of the interviewees who raised this as a concern had approved plans for developments of this nature. This view was not consistent amongst all landholders subject to acquisition. Several noted they had purchased their land in the knowledge that the PAO was in place and had planned the use of their properties in the expectation that the project would be built in future.

There were also concerns raised about excavation of soil contaminated with agricultural chemicals such as dieldrin and a desire for VicRoads to demonstrate how these would be managed prior to construction commencing.

While it was acknowledged that VicRoads were equipped to manage these issues, there was a desire to demonstrate how this would be done during construction.

5.7 Mitigation

Interviewees suggested a number of ideas VicRoads should consider to better target mitigation. These included:

- Avoiding elevated structure where possible with the caveat that some structures may be required to address noise. Where noise walls might be required, consider landscaped mounding or similar to minimise the visual impact.
- Consult with landholders on their preferred acoustic attenuation where required along the alignment.

- Provide more information about the results of the various studies and iteration of the designs.
- Develop a proactive communication program that provides regular updates to stakeholders and information of relevance to them.
- Provide sufficient advance notice about the construction program to allow stakeholders enough time to make any on-site changes in advance of construction.

6. Assessment of likely impacts

This section contains an assessment of the likely social impacts associated with the project. First is a general discussion of the main impacts and opportunities associated with the project. The second part summarises the findings of the assessment using the OBEM.

6.1 Impacts and opportunities

6.1.1 Regional and local connectivity

Changes in access to employment

Traffic modelling for the project found that the Bypass would alleviate congestion on Jetty Road with traffic diverting onto the Drysdale Bypass (AECOM 2016). As such the project would improve access to employment in Geelong, Melbourne and elsewhere on the Bellarine Peninsula for the communities of Clifton Springs, Drysdale and Portarlington. This benefit would also extend to the community immediately adjacent to the bypass.

Changes in access to community, educational, health, commercial, recreational and other facilities and services used by people

Reductions in congestion on Jetty Road would improve access for people in Clifton Springs to services in Drysdale. The provision of the bypass and improved access onto and off Peninsula Drive would also improve access for people from across the Bellarine Peninsula to three schools and the Potato Shed, particularly at peak pick up and drop off times. Users of Jetty Road and travellers from Portarlington would also experience an improvement in access to community facilities in Geelong as travel times improve.

The truncation of Princess Street, Andersons Road other local roads may necessitate limited increases in local travel times for residents. Also the provision of a shared path would in some instances enable residents on affected roads to continue to access facilities and services within Drysdale in a similar fashion to current access patterns.

Change in access to valued places

The project would be unlikely to adversely impact access to valued places. The provision of a shared user path would improve access to the Bellarine Rail Trail for some residents.

Changes to community interactions, linkages and community cohesion including severance impacts

The bypass would be unlikely to adversely affect community interactions or cohesion given the high dependence on motor vehicle use to access other areas within the community. In instances where adjoining neighbours would be severed by the proposed bypass, there may be a limited diminishment of community linkages. However, the potential for this is minimised with the large lot sizes of affected properties and landholder preferences in respect to privacy limiting reported levels of connection between landholders.

6.1.2 Impacts to private property owners and occupiers

Changes in amenity for landholders and tenants

There are over 50 dwellings in proximity to the proposed bypass and supporting infrastructure. Dwellings on Portarlington Road or Andersons Road would already be subject to traffic related amenity impacts. However, with the exception of peak school pick up and drop off times other affected dwellings are largely in quiet rural areas. Noise modelling found that project noise levels would meet project objective noise levels at most properties (ViPac 2015) with noise attenuation. The increase in noise, even where appropriately attenuated, is likely to change the amenity of affected residents.

The nature and placement of noise attenuation would also have a visual impact on residents, with the placement of structures such as noise walls potentially inconsistent with the rural aspect of the area. This impact

could be reduced through the use of alternative attenuation with a lower visual impact such as improvements to dwellings, the use of landscaped mounding or other structures consistent with the wider setting.

Light spill from street lighting could also result in an impact on residential amenity where the bypass travels through, or alongside dark rural properties.

The elevation of sections of the road way would also impact on the visual amenity of properties. However, the use of a signalised intersection instead of an overpass for the Jetty / Portarlington Road intersection would greatly reduce this visual impact.

Reducing the significance of this impact, the majority of the residents spoken to purchased their properties knowing the PAO for the bypass was in place. A smaller number of residents noted that they had considered the placement of the PAO into their future plans for their properties keeping the affected areas as pasture (Figure 6-1) or avoiding the construction of significant infrastructure.



Figure 6-1 Private land subject to the existing PAO being kept as pasture

Property acquisition/dislocation/direct impacts on residents

Up to 22 private properties would be subject to partial or full acquisition. While VicRoads already owns the majority of the dwellings required by the project, a further two were purchased during the planning process. The potential for dislocation of these households is reduced given the small number of properties purchased for the project and the size of the housing market in the area. However, it may be difficult for households to find a property of equivalent size in proximity to Drysdale with equivalent access to educational and other services.

Changes to current and future land uses / severance of properties

Current and future land uses would change once acquisition takes place. This would impact on recreational and commercial equine activities with at least four properties subject to a PAO used for holding horses or equine infrastructure such as jumps. This land would no longer be available for equine activities limiting the number of horses a household can hold on their property and necessitating the removal of equine infrastructure. In other instances the construction of the Drysdale Bypass would disturb existing gardens. In most cases this would also require a realignment of internal access paths slightly changing land uses on affected properties. Reducing this impact, the larger lot sizes of some affected properties would allow for this realignment without precluding any current activities.

The majority of the properties subject to acquisition are zoned Rural Living, Low Density Residential or Farm Zone. Four properties subject to the Farm Zoning would have their properties severed. In two cases this would

result in dwellings being severed from their pastures and in the other this would result in the severance of two dwellings on the one title. Where these landholders are currently able to traverse their properties on foot, once the bypass is constructed they would need to exit their properties and travel on the road network around the bypass to access the other part of their property. This would present a barrier to the continuation of current recreational uses of severed pasture, particularly on properties with children present who are unable to use private vehicles to drive around the bypass to access their horses. Likewise, for the two dwellings that would be severed from one another this would require the occupants of these dwellings to exit their dwellings and travel on the transport network to access each other house where currently they can walk.

Changes in property access

Some landholders may experience a change in access to their properties through the truncation of Princess Street, Andersons Road, Clarendon Street and other local roads. This may result in the realignment of internal roads but would also present safety improvements for some landholders through the elimination of less safe access points.

6.1.3 Social infrastructure

Changes to community, educational, health, commercial, recreational and other facilities and services used by people

The project has the potential to impact on the proposed Drysdale Clifton Springs Sports precinct through the realignment of Peninsula Drive to the north of the area reserved for this facility. This could preclude or alter the configuration of the proposed shared trail around the facility and the northern most playing field. However, as this facility has not yet been built, there is the opportunity to work with council to reconfigure the facility and road design to accommodate both proposals.

St Thomas Primary School is currently using a dam within the road reserve to irrigate their property. The project could preclude the opportunistic future use of this storage. St Thomas's would also be subject to an amenity impact from the Drysdale Bypass. The school has orientated a number of classrooms towards the existing PAO to take advantage of the north sun (Figure 6-3). Once operational, the school's vista would change from vegetated road reserve to the Drysdale Bypass (Figure 6-2). This would change the current vista of the school but would likely only be visible from the northern extent of the property with the remainder of the campus unaffected. The school would also be subject to noise from the operation of the bypass. The projected level of noise would exceed the project's objective noise level (ViPac 2105) but can be attenuated. The visual impact of this attenuation could be reduced through early consultation with the school.

Construction activities could also impact on special events and festivals in Drysdale. Events at the Potato Shed are likely to be most vulnerable to construction disruption, with Peninsula Drive the only access point to the facility. The timing of works on Peninsula Drive to maintain access to the facility and schools would reduce this impact.



Figure 6-2 The view north towards the existing road reserve from St Thomas Primary School

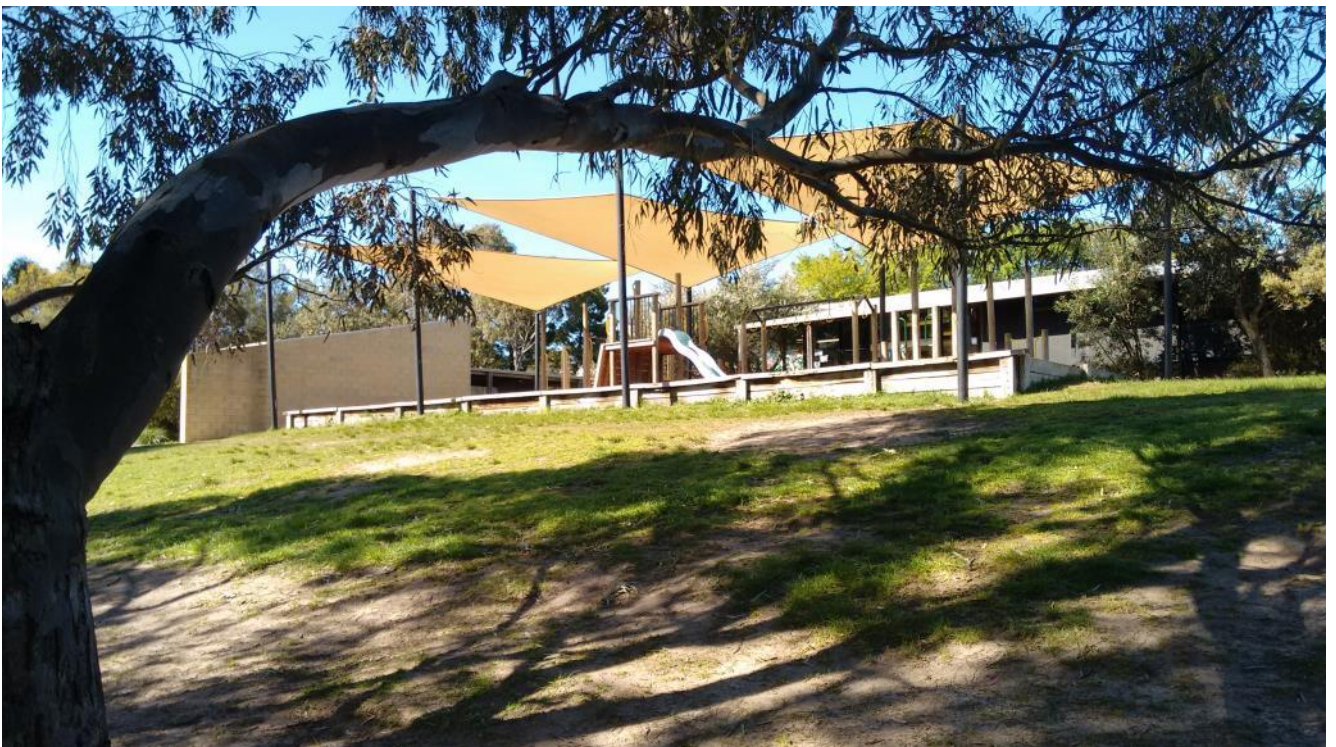


Figure 6-3 Buildings and playground at St Thomas Primary School looking towards the existing PAO for the Drysdale Bypass

6.1.4 Impacts to valued community assets

Changes to places and activities of special interest, attraction and value to the community

The project would not adversely impact on any valued community assets.

6.1.5 Safety for traffic

Changes in safety for traffic

The project is likely to improve actual and perceived road safety where it separates driveways from roads such as Andersons Road, Grubb Road and Princess Street. This would enable local residents, some of whom are currently avoiding peak times for driving, to use the local road network safely. It would also eliminate existing right turns across oncoming traffic improving safety.

Improvements in perceptions of safety would benefit all drivers, especially the vulnerable such as the elderly who in some cases were not confident driving in peak periods.

6.1.6 Safety for other road users

Changes for vulnerable groups, pedestrians, school children, cyclists, bus users, etc.

The provision of a shared path would improve the safety of other road users by separating them from the existing traffic flow. School children would also benefit through the provision of a safe option to cross under the bypass and the diversion of existing traffic off Andersons Road. The underpass would also be linked to the shared user path allowing school children to safely access other areas along the alignment.

There may be safety concerns about the points at which the shared path crosses the bypass intersections. These crossings would be at grade and with the exception of the Portarlington Road / Jetty Road intersection, without traffic signals. Pedestrians and cyclists would need to wait for a gap in the traffic to cross, potentially creating a perception of risk for vulnerable people such as the elderly unable to cross the road quickly or children less able to judge traffic conditions.

6.2 Objectives based evaluation matrix

The table below assesses the proposed project against a base case of no project

Criteria	Description	Alignment with objective	
Facilitate access to social and economic opportunities for the communities of Clifton Springs/ Drysdale	Changes in access to employment <ul style="list-style-type: none"> Improved access to employment in Geelong, Melbourne, Portarlington and elsewhere on the Bellarine Peninsula for the communities of Clifton Springs, Drysdale and Portarlington. This benefit is also likely to extend to the community immediately adjacent to the bypass. 	Well	Well
	Changes in access to community, educational, health, commercial, recreational and other facilities and services used by people <ul style="list-style-type: none"> Improved local access for people in Clifton Springs to services in Drysdale Improved access to the schools located on Peninsula Drive and the potato shed for people within Drysdale and Clifton Springs Limited increases in local travel times for residents on truncated roads such as Princess Street, Andersons Road other local roads Provision of a shared path enables continuation of current pedestrian and cycling access patterns 	Well	
	Change in access to valued places	Well	

Criteria	Description	Alignment with objective	
	<ul style="list-style-type: none"> Improved access to the Bellarine Rail Trail for some residents 		
	<p>Changes to community interactions, linkages and community cohesion including severance impacts</p> <ul style="list-style-type: none"> Unlikely to adversely affect community interactions or cohesion given the high dependence on motor vehicle use to access other areas within the community 	Well	
Reduce social impacts on the community of Clifton Springs/ Drysdale	<p>Changes in amenity for landholders and tenants</p> <ul style="list-style-type: none"> Around 50 dwellings likely to be subject to an amenity impact but noise impacts can be attenuated Noise, light spill and visual impacts associated with the placement of project infrastructure would alter the rural atmosphere of affected dwellings Majority of residents purchased their properties knowing that the bypass was already in the planning scheme and factored its placement into their plans for their property 	Well	Well
	<p>Changes to current and future land uses / severance of properties</p> <ul style="list-style-type: none"> Displacement of equine activities on several properties Loss / reconfiguration of gardens Severance of four dwellings from the remainder of their properties 	Moderately well	
	<p>Property acquisition/dislocation/direct impacts on residents</p> <ul style="list-style-type: none"> Up to 22 private properties would be subject to partial or full acquisition Dwelling acquisition avoided but two dwellings purchased for the project during the planning stage Most properties subject to acquisition already subject to a PAO 	Moderately well	
	<p>Changes in property access</p> <ul style="list-style-type: none"> Limited changes in property access due to truncation of Princess Street, Andersons Road, Clarendon Street and other local roads 	Well	
	<p>Changes to community, educational, health, commercial, recreational and other facilities and services used by people</p> <ul style="list-style-type: none"> Potential impact on the proposed Drysdale Clifton Springs Sports precinct with the opportunity to reconfigure both the facility and road design to accommodate the other. Amenity impact on the northern extent of St Thomas Primary School 	Moderately well	
	<p>Changes to places and activities of special interest, attraction and value to the community</p> <ul style="list-style-type: none"> No adverse impacts identified 	Very well	
Improve road safety for users of the local transport network	<p>Changes in safety for traffic</p> <ul style="list-style-type: none"> Improved local perceptions of road safety where the project separates driveways from roads such as Andersons Road, Grubb Road and Princess Street Elimination of existing right turns across oncoming traffic improving 	Well	Well

Criteria	Description	Alignment with objective	
	perceptions of safety		
	<p>Changes for vulnerable groups, pedestrians, school children, cyclists, bus users, etc.</p> <ul style="list-style-type: none"> Provision of a shared path would improve the safety of other road users by separating them from the existing traffic flow School children would benefit through the provision of a safe option to cross under the bypass and the diversion of existing traffic off Andersons Road. Safety concerns about the points at which the shared path crosses roundabouts Upgrades to High Street would increase the safety of cyclists, pedestrians and other road users 	Well	

Table 6-1 provides a summary of the assessment against the social objectives of the project.

Table 6-1 Summary of the OBEM

Objective	Alignment with objective
Facilitate access to social and economic opportunities for the communities of Clifton Springs/ Drysdale	Well
Reduce social impacts on the community of Clifton Springs/ Drysdale	Well
Improve road safety for users of the local transport network	Well

7. Mitigation measures

The following mitigation would reduce the adverse social impacts identified in section 6.

Signage: Where there is the potential for smaller businesses to benefit from passing trade consider installing signage in the road reservation.

Changes in access: Where existing access to properties is to be amended, continue to consult with landholders so that any realignment better meets their current and future needs for the property.

Impacts on infrastructure or improvements: Discuss with landholders the most appropriate method to address project impacts on infrastructure or improvements on their properties.

Construction timing: If possible, time construction to avoid disruptions to special events and peak periods.

Replacement infrastructure: Where landholders are vulnerable to change as a result of ill health or other factors, provide additional guidance in relation to the compensation process.

Engagement: Continue to engage with landholders along the alignment during the planning phase including those not subject to acquisition to allay any concerns associated with uncertainty around the final design.

Construction notification: Ensure the contractor engages closely with landholders during construction and provides adequate notice about disruptions in access as well as communicates the acoustic and air quality mitigation measures being used during construction.

Trees screens: Where tree removal occurs on acquired land, provide additional guidance in relation to the compensation process for established trees. Where noise attenuation is installed provide for appropriate landscaping to soften the interface with adjoining properties.

Noise attenuation: Where feasible during design, VicRoads to consider whether traffic noise can be reduced, for example, through pavement type or the use of excess soil to create earth mounds

Early purchase: Actively consider applications for early purchase where landholders within the alignment are likely to experience hardship as a result of uncertainty associated with the project timing.

Acquisition: Consider requests from landholders to buy entire lots in the following scenarios:

- Where 50% or more of a lot is being acquired and the remainder of the property is no longer viable
- Where road infrastructure travels in proximity to dwellings

Planning uncertainty: As early as possible, be specific as to which houses would be purchased, which properties would be subject to a new PAO and what would be the allowable uses within the overlay.

8. Conclusions

This report provides an assessment of the proposed Drysdale Bypass. Overall, the project will facilitate improved access to social and economic opportunities for residents of Drysdale, Clifton Springs and Portarlinton through improvements in travel time through the study area corridor.

The project would also improve the safety for motorists, cyclists and pedestrians through the elimination of right hand turns across oncoming traffic and the provision of a shared user path. It would also move traffic from Andersons Road, Princess Street, High street and other local roads thereby improving the safety of those road users. Improvements in amenity would also result from reductions in heavy vehicle movements on High Street and would be consistent with the aspiration to retain the village character of the town. However, pedestrian crossings at the new roundabouts could be perceived as unsafe by pedestrians, particularly for vulnerable people such as young children or the elderly who need to cross the bypass.

There would be limited visual and acoustic amenity impacts for properties adjoining the bypass which would alter the rural setting of these properties, potentially diminishing their sense of place. Further, the project would also require property acquisition, disrupting some current land uses and future plans for landholders. While the project has avoided the acquisition of dwellings, two directly affected dwellings were purchased by VicRoads during the planning process for the project, necessitating the movement of these households. .

Based on these and other factors considered in this assessment, the project performs well against its three objectives, by facilitating access to social and economic opportunities for the communities of Clifton Springs/ Drysdale, reducing social impacts on the community of Clifton Springs/ Drysdale and improving road safety for users of the local transport network.

9. Glossary of terms

ABS	Australian Bureau of Statistics
DSE	Department of Sustainability and Environment
OBEM	Objectives Based Evaluation Matrix
PAO	Planning Acquisition Overlay
SIA	Social Impact Assessment
SLA	Statistical Local Area
Other Urban	Other Urban represents a combination of all Urban Centres with a population between 1,000 and 99,999

10. References

ABS (2012) Census of Population and Housing, 2011 Census Community Profiles, Clifton Springs, Drysdale and City of Greater Geelong, available online at:

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Department of Sustainability and Environment (2006), "Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978, June 2006

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Appendix A. Interview questions

A.1 Residents subject to acquisition

1. How many years have you lived on your property for?
2. How many people live on your property?
3. Is anyone in your household currently working (paid or unpaid)?
 - a. If so, where do they work?
 - b. How do they travel to work? Public transport, Car, Other (please specify)
4. If you have children in your household, where do they go to school?
5. How do they travel to school?
6. Where do you do most of your grocery shopping?
 - a. How do you get there?
7. Where do you shop for other items (e.g. clothes, household items)
 - a. How do you get there?
8. Do you play a sport, attend church, volunteer or any undertake any other community activities?
 - a. If yes, where do you usually do these?
 - b. How do you get there?
9. Do you have family or friends who live locally?
 - a. If yes, where do they live?
10. What does the acquisition of your property mean for you and your household?
 - a. What does this mean for your future plans?
 - i. Is this a change from 3 years ago?
 - b. If you are going to move, where to?
11. From your perspective is there anything VicRoads could do to improve the project?
12. Do you have any other comments?

A.2 Adjoining landholders

1. How many years have you lived on your property for?
2. How many people live on your property?
3. Is anyone in your household currently working (paid or unpaid)?
 - a. If so, where do they work?
 - b. How do they travel to work? Public transport, Car, Other (please specify)
4. If you have children in your household, where do they go to school?
5. How do they travel to school?
6. Where do you do most of your grocery shopping?
 - a. How do you get there?
7. Where do you shop for other items (e.g. clothes, household items)
 - a. How do you get there?
8. Do you play a sport, attend church, volunteer or any undertake any other community activities?
 - a. If yes, where do you usually do these?
 - b. How do you get there?
9. Do you have family or friends who live locally?
 - a. If yes, where do they live?
10. What does the project mean for you and your household?
 - a. Does it change your future plans?
11. How do you think you or the wider community might benefit from the project?
12. From your perspective is there anything VicRoads could do to improve the project?
13. Do you have any other comments?

A.3 City of Greater Geelong

1. Current community perceptions of the project
2. Areas of existing concern for stakeholders in proximity to the alignment
3. Confirmation of valued places along the alignment
4. Confirming key social infrastructure in Drysdale
5. Social Impacts and opportunities
 - a. Impacts of similar projects on other communities
 - b. Key benefits of the project for the community
6. High level management options
7. Key organisations to consult with
8. Key policies, plans and other background documents

A.4 Bellarine Secondary College

1. Student catchment
2. Key attractors for the school
3. Future plans for the school
4. Access
 - a. Current arrangements / existing issues
 - b. How the project will affect staff / student access
5. Implications for operations
 - a. Ability of staff or students to adapt to changes during construction
6. Staff, students and visitors
 - a. What concerns if any would they have about the project
 - b. What are they likely to perceive as key benefits

A.5 St Thomas Catholic Primary School

1. Student catchment
2. Key attractors for the school
3. Future plans for the school
4. Access
 - a. Current arrangements / existing issues
 - b. How the project will affect staff / student access
5. Implications for operations
 - a. Ability of staff or students to adapt to changes during construction
6. Staff, students and visitors
 - a. What concerns if any would they have about the project
 - b. What are they likely to perceive as key benefits

A.6 Potato Shed

1. How people use the Potato Shed
2. Patterns of activity (e.g. peak periods of use, whether users differ across the day or week)
3. The catchment of the facility and key user / interest groups
4. Major events
5. Future plans
6. Experiences with previous projects
7. What the project means for the Arts Centre
 - a. How would you respond to the impact of the bypass (e.g. scale back expenditure in certain areas / mitigation investment)
8. Other groups of interest

