

Palmers Road Corridor (Western Freeway to Calder Freeway) EES and PSAs

Social Impact Assessment

Prepared for VicRoads

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Palmer's Road Corridor (Western Freeway to Calder Freeway) EES and PSAs

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Executive Summary

VicRoads engaged AECOM Australia Pty Ltd to conduct a Social Impact Assessment (SIA) of the proposed Palmer's Road Corridor Project (PRCP) (Western Freeway to Calder Freeway). The purpose of this study is to identify social impacts associated with the PRCP and assess these in the context of 'Scoping Requirements for Palmer's Road Corridor Project - Western Freeway to Calder Freeway Environment Effects Statement' (Victorian Government, July 2013).

PRCP is a proposed north-south link beginning at Western Freeway (Deer Park) in the south and extending through to Calder Freeway (Calder Park) in the north. This section of the Palmer's Road Corridor passes through two municipalities, Brimbank and Melton.

The PRCP is a proposed upgrade of Robinsons Road, Westwood Drive and Calder Park Drive to a primary arterial road comprising six lanes (three in each direction) to accommodate increasing volumes of traffic that are forecast to traverse the area in the future.

This Social Impact Assessment has reviewed and described relevant planning policies, demographic characteristics and trends in the study area, the location of community facilities and resources, and also undertaken primary research to identify social issues and community values.

Planning policy

The proposed Palmer's Road Corridor is consistent with State and local planning policies which seek to provide transport infrastructure that connects communities to community resources, facilities and employment. The Palmer's Road Corridor is consistent with long-standing planning policy that has identified the route for an arterial road from Point Cook to Calder Freeway. The design of the Palmer's Road Corridor will provide for the safe and efficient movement of people and goods along and across the alignment.

Demographics

The study area has seen rapid population growth over the past decade and development along of the alignment is almost complete. The area either side of the road alignment has a high proportion of young families with children, is ethnically diverse and is socially cohesive. The vast majority of residents in the area drive to work.

Community resources and mobility

The majority of properties along the alignment are private homes and there are existing and proposed industrial areas between Western Freeway and Western Highway and near Calder Freeway. Community facilities located near major intersections include local shopping centres, schools, childcare and aged care. Dispersed along the alignment are a number of small parks connected by a network of local paths to surrounding residential areas, regional parks and community centres. These community resources have been developed with the understanding that a major arterial road would be constructed in the area. As such, local road access is via service lanes where properties front the Palmer's Road corridor and buildings have been setback from the main road carriageway. There are tree reserves along Westwood Drive and Calder Park Drive and very few dwellings have direct access to the Palmer's Road Corridor.

Assessment of Impacts

The PRCP will improve north-south road connectivity between residential areas north of and south of Kororoit Creek to employment areas. It will also shift traffic off roads such as Caroline Springs Boulevard onto a major arterial that has been designed to meet the needs of cross regional traffic. Local amenity and safety of these roads, along which are located a number of community facilities (including schools), would improve. The quality of the public realm at the Caroline Springs Activity Area would also be improved when traffic is diverted from Caroline Springs Boulevard. The PRCP will provide for grade separated intersections with the Calder Freeway, the Melbourne-Bendigo Rail Corridor and the Melbourne-Ballarat Rail Corridor, improving safety and efficiency outcomes for road and rail transport users. Overall, it can be expected that the PRCP will have substantial benefits in terms of reduced traffic congestion and improved road safety.

For the vast majority of people, property ownership and access to property will remain unchanged. The acquisition of private land is limited to minor parts of industrial, residential and commercial properties between Western Freeway and the Calder Freeway. It is likely that the impacts to the property owners can be resolved and that these changes are unlikely to have an impact on the wider community.

The PRCP will provide an off-road shared pedestrian and cycling path along its full length, providing for non-motorised modes of travel vastly improving pedestrian and cycling access north-south along the route. Also, pedestrian safety will be increased when roundabouts at the intersection of the PRC and a number of east-west roads traversing the alignment are replaced with signalised intersections. The majority of proposed signalised intersections are spaced 500 to 1,000 metres apart.

Residential development abutting the PRCP in the main turns its back on the alignment, resulting in poor east-west pedestrian connection and permeability at present. There are some existing opportunities for east-west pedestrian movement across the alignment and into adjacent residential areas provided by open courts and open spaces between properties. When the PRCP is upgraded these 'openings' would decline as the road is widened and traffic volumes increase. Local planning policy (including the Melton East Structure Plan) also clearly emphasises and prioritises the establishment of a major north-south transport corridor. Also, the local communities either side of the PRC have been designed with the expectation of this upgraded road corridor and thus a range of community facilities can be found on both sides of the road which service the day to day needs of the local population.

Noise modelling for the Palmer's Road Corridor indicates a notable increase in noise levels following the construction of the Kororoit Creek Bridge, followed by incremental increases associated with increased traffic volumes and road widening over time. As a result, there will be declining acoustic amenity for residences and facilities abutting the road. Noise increases are such that some households may decide to attenuate noise impacts or move elsewhere in the local area. However, the properties affected by noise would remain habitable and continue to contribute to housing supply and diversity in the local area.

The management of potential construction impacts on amenity and environmental quality will be developed as part of the EES Environmental Management Framework and subsequently the Construction Environmental Management Plan.

The majority of the proposed road is at grade, which minimises visual impacts. Exceptions are overpasses over the Melbourne - Bendigo and (Melbourne-Ballarat). One railway crossing is replaced by overpass and another by underpass (i.e. Robinson Rd rail crossing, see Table 1 on p. vii.). Some nearby residential properties will have views of these structures. Elevated structures such as bridges

are common in an urban setting and the planning intent to build the structures has been clear for many years. Notwithstanding, some households may no longer be satisfied with the quality of their visual environment and consider relocation, although the properties would remain habitable.

The Calder Freeway interchange will have a potential distant visual impact on the Organ Pipes National Park (situated on the northern side of Calder Freeway). Landscaping can be provided to screen the proposed Calder Freeway interchange.

The vast majority of community members and other stakeholders consulted as part of this Project indicated strong support for the PRCP, and a keen desire for the Project to go ahead as soon as possible. Project benefits such as improved access to local facilities and services and the likely reduction of traffic and congestion on existing local roads were keenly anticipated in most cases. Most community members who had concerns about potential implications for their own residential amenity recognised that the Project would generate substantial benefits for the wider community.

Summary

On balance, the proposed PRCP will provide for improved traffic flow and road safety, with localised amenity impacts on adjacent properties resulting from increased traffic. This will result in a net community benefit for the local community and is consistent with the long standing strategic plans for the region. Overall, this Social Impact Assessment has concluded that the PRCP rates Well against the assessment criteria. **Table 1** summarises the ratings against the objectives in the EES Scoping Requirements (Victorian Government Department of Transport, Planning and Local Infrastructure, July 2013).

Table 1 ES1: Summary of Impacts

EES Objective	Assessment Summary	
Road Safety and capacity - To improve the road based transport capacity and connectivity in western Melbourne, by developing a six-lane dual carriageway arterial road along the Palmers Road corridor between Western Freeway and Calder Freeway, while maintaining the connectivity of the existing local transport routes	A north-south arterial route would have sufficient capacity to accommodate projected traffic flows for the foreseeable future. A shared off-road pedestrian and cycling path is proposed along the entire length of the corridor.	Very Well
Amenity and Environmental quality - To minimise adverse noise and other amenity effects on nearby residents and land uses to the extent practicable	Noise levels are predicted to increase near the proposed PRCP. Development has occurred with the knowledge of the future road upgrade. Traffic will be re-directed from roads such as Caroline Springs Boulevard, potentially improving acoustic amenity in these locations.	Neutral
Social, land use and infrastructure - To minimise adverse social and land-use effects, including impacts on existing infrastructure	Long term planning, has ensured that land is available to support the PRCP, and has greatly minimised the need for property acquisition. No residential dwellings would be acquired. Some commercial businesses along Westwood Drive are affected by property acquisition. The frequency of opportunities for east-west pedestrian movement would be reduced. However, pedestrian safety would be improved at some existing crossing points with the installation of traffic lights.	Well
Visual and landscape values - To avoid adverse effects on the landscape and recreational values of the Organ Pipes National Park and minimise visual effects on open space areas	The majority of the proposed road is at grade with the exception of the overpass over the Melbourne - Bendigo Rail corridor, Robinson Road underpass near the rail line, the Calder Freeway interchange, and the Kororoit Creek Bridge. There is a potential distant visual impact on the Organ Pipes National Park (situated on the northern side of Calder Freeway). Landscaping can be provided to screen the proposed Calder Freeway interchange.	Well
Integrated and sustainable transport - Overall, to demonstrate that the project would achieve a balance of economic, social and environmental outcomes that contribute to ecologically sustainable development and provide a net community benefit over the short and long-term	The PRCP would improve traffic flow, reduce congestion, re-direct traffic from valued community areas and improve road safety. There would be some reduction in acoustic amenity for properties adjacent to the alignment, and a reduction in east-west pedestrian connectivity.	Very Well
Overall Rating		Well

*The overall rating for each objective is based on the cumulative assessment for each sub-objective.

Mitigation Measures

Additional mitigation measures are recommended in other technical reports undertaken for this project and they deal with other potential environmental impacts. These should be read in conjunction with the mitigation actions outlined below.

Recommended mitigation measures include:

- Suitable pedestrian crossing points to be established along the alignment between proposed signalised interactions, in accordance with known desire lines, and to retain a level of pedestrian permeability broadly comparable with existing access. Investigations to be undertaken at the time of construction to determine location, frequency and type of crossing points.
- Consider a solution to better manage the large volume of students crossing at the Palmer's Road and Community Hub intersection at school start/end time. For example, either the removal of slip lanes or replacement of zebra crossings with signals between the street kerb and pedestrian islands
- Signage to be installed to guide motorists seeking to access the Organ Pipes National Park to mitigate potential reductions in patronage resulting from changed access arrangements.
- Continuation of consultation with businesses to implement access changes.

1.0 Introduction

The Palmer's Road Corridor Project (PRCP) is a proposed upgrade of Robinsons Road, Westwood Drive and Calder Park Drive, to a primary arterial comprising six lanes (three in each direction) to accommodate increasing volumes of traffic that are forecast to traverse the area in the future.

VicRoads submitted a referral for the development of the Palmer's Road Corridor (Dunnings Road to Calder Freeway) in accordance with the *Environment Effects Act 1978* (Vic).

On 13 November 2009, the Minister for Planning decided that an Environment Effects Statement (EES) was required for the Palmer's Road Corridor from the Western Freeway to Calder Freeway because of the potential for the alignment to result in significant effects in relation to residential amenity and well-being, landscape values and Aboriginal cultural heritage.

In 2013, VicRoads engaged AECOM Australia Pty Ltd to conduct a Social Impact Assessment (SIA) of the proposed PRCP from Western Freeway to Calder Freeway.

1.1 Purpose and Objectives

The purpose of this study is to identify social impacts associated with the PRCP and assess these in the context of 'Scoping Requirements for Palmer's Road Corridor Project - Western Freeway to Calder Freeway Environment Effects Statement' (Victorian Government, July 2013) (EES Scoping Requirements), in particular the following evaluation objectives are relevant to this report:

- Road Safety and Capacity - To improve the road based transport capacity and connectivity in western Melbourne, by developing a six-lane dual carriageway arterial road along the Palmer's Road corridor between Western Freeway and Calder Freeway, while maintaining the connectivity of the existing local transport routes
- Amenity and Environmental Quality - To minimise effects adverse noise and other amenity effects on nearby residents and land uses to the extent practicable
- Social, Land Use and Infrastructure - To minimise adverse social and land-use effects, including impacts on existing infrastructure
- Visual and Landscape Values - To avoid adverse effects on the landscape and recreational values of the Organ Pipes National Park and minimise visual effects on open space areas
- Integrated and Sustainable Transport - Overall, to demonstrate that the project would achieve a balance of economic, social and environmental outcomes that contribute to ecologically sustainable development and provide a net community benefit over the short and long-term.

1.2 Assessment Process

In order to identify social impacts associated with the PRCP and assess these in the context of the (relevant) EES Scoping Requirements listed above for the PRCP, the study:

- Identifies the potential for dislocation and diminished social well-being due to displacement of land-uses and reduced access to social networks or community facilities, in combination with reduced amenity
- Describes the demographic and social character of residential communities in the vicinity of the project, as well as local movement patterns and any places with particular community, recreational or cultural significance
- Identifies any existing infrastructure, land use plans or related objectives for land within, adjacent to or affected by the project, including for the Organ Pipes National Park and Kororoit Creek environs

- Assesses the potential effects on communities living near the project, in terms of potential dislocation, severance or reduction in access to social networks, community facilities and valued places
- Suggests further measures to enhance social outcomes for residents living in the vicinity of the project.

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).

As discussed in *Conceptualising Social Change Processes and Social Impacts - The International Handbook of Social Impact Assessment: Conceptual and Methodological Advances* (Van Schooten et al., 2003), social impacts are distinct from social changes/effects because different individuals and groups (social receptors) can experience social change differently depending on their circumstances.

1.3 Study Area and Project Area

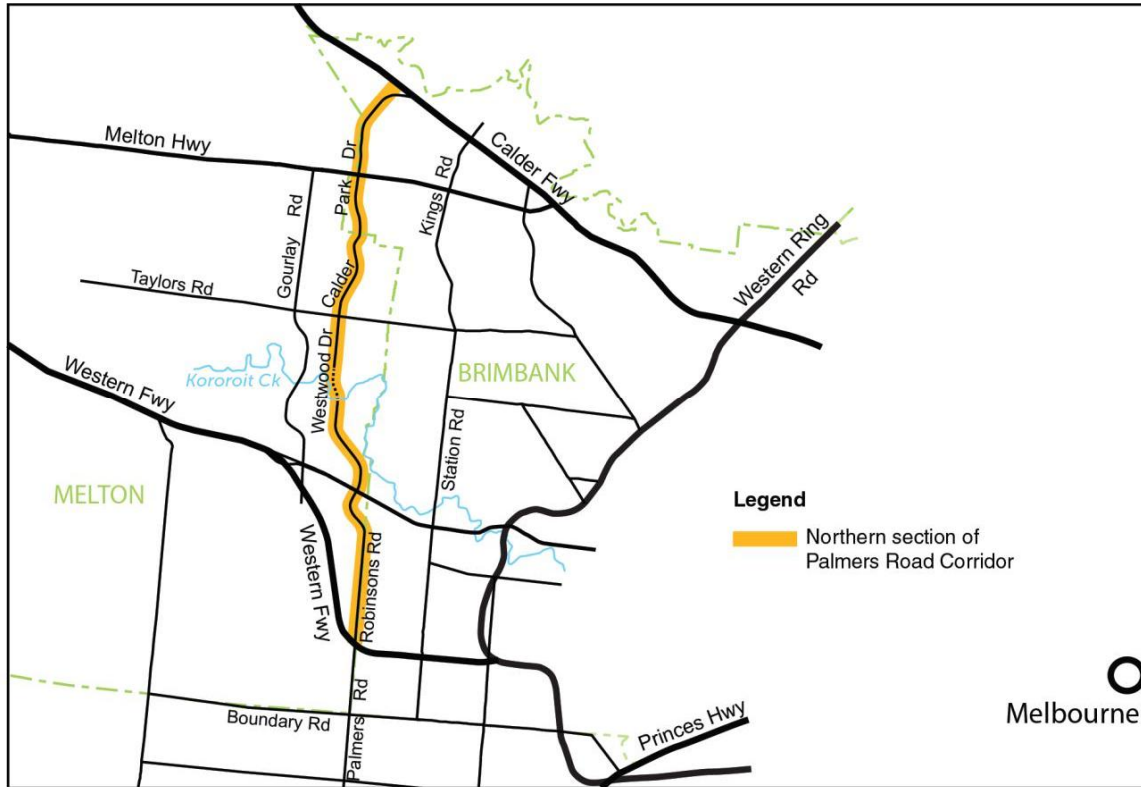
The Palmer's Road Corridor Project involves development of a major north-south arterial road in the west of Melbourne between the Calder Freeway and Western Freeway (Deer Park Bypass). In the short term, the project involves reserving a 16 kilometre long and 40 - 60 metre wide corridor for the future development of the arterial road in the Melton and Brimbank Planning Schemes, which corresponds with and connects the corridors of existing local roads: Robinsons Road, Westwood Drive and Calder Park Drive.

The project will ultimately involve construction of a six lane divided road (i.e. three lanes in each direction), with off-road shared bicycle and pedestrian facilities on both sides of the road. Two existing railway crossings would be removed, one at the Melbourne-Bendigo rail line crossing with Calder Park Drive and another at the Melbourne-Ballarat rail line with Robinsons Road. An additional new three lane bridge would be constructed over Kororoit Creek. It is also proposed to construct a raised interchange where the route concludes at the Calder Freeway in the north.

Complete development of the arterial road is expected to be a longer term project that would result in it being constructed potentially by 2046.

The Project Area (or PRCP), for the purposes of the EES, encompasses the road corridor between Western Freeway and Calder Freeway, as shown on Figure 1.

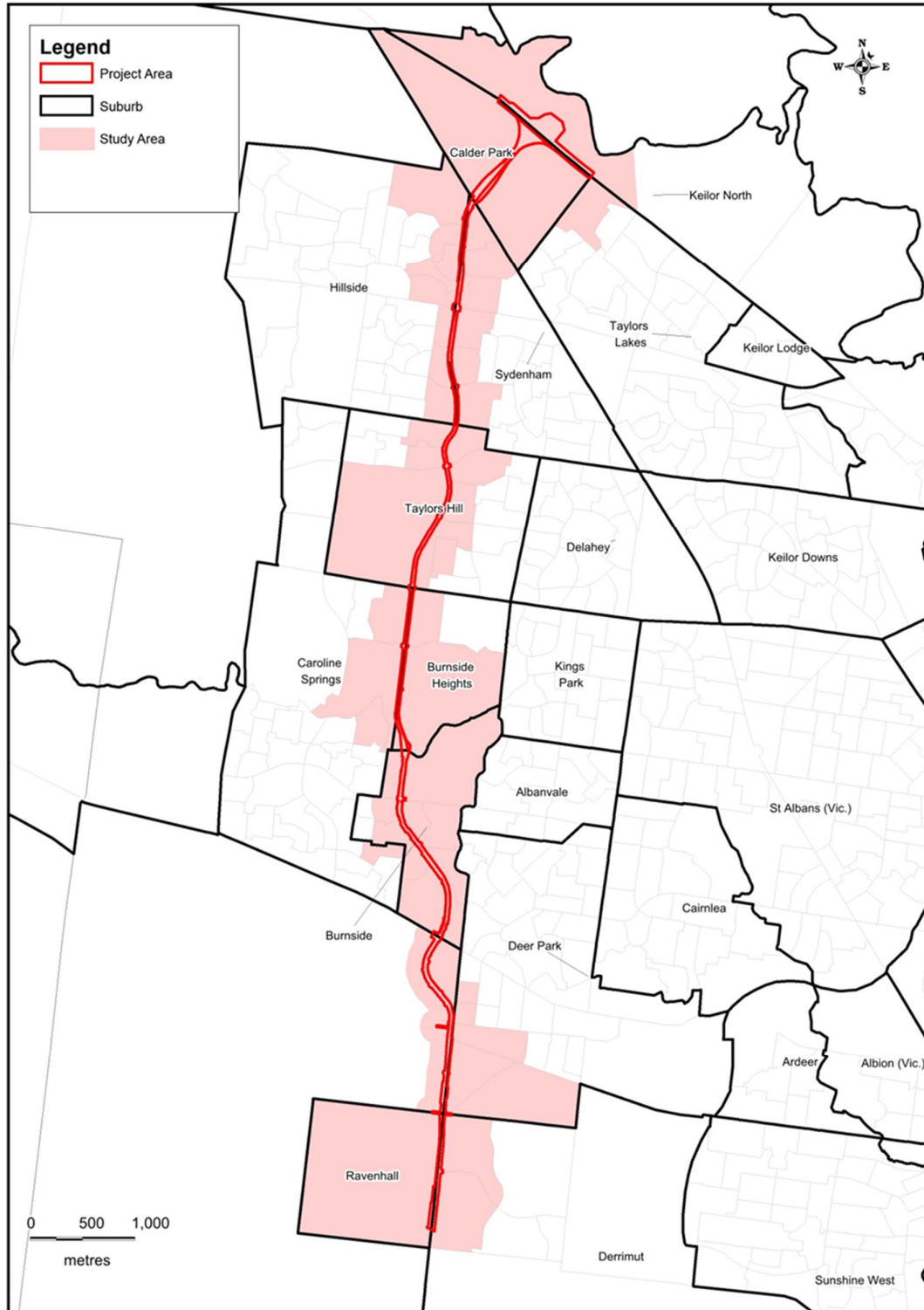
Figure 1 Palmers Road Corridor: Northern Section, Western Freeway to Calder Freeway



Source: Victorian State Government, "Scoping Requirements for Palmers Road Corridor Project – Western Freeway to Calder Freeway, Environment Effects Statement", July 2013.

The Study Area, shown in Figure 2 includes land within approximately 500 metres of the alignment and reflecting demographic data and population forecast catchment boundaries.

Figure 2 Study & Project Areas



2.0 Project Methodology

Described below is the methodology for this study, including the assessment framework, primary research tasks and secondary data sources relied on.

2.1 General Approach

The study uses the Objective Based Evaluation Method (OBEM) to assess how potential social impacts associated with the PRCP influence the project's performance with respect to the evaluation objectives set out in the EES Scoping Requirements (Victorian Government Department of Transport, Planning and Local Infrastructure, July 2013). The methodology employed consists of five phases:

- Adopt the relevant EES scoping requirements
- Development of SIA specific sub-objectives, assessment criteria and rating procedure
- Profiling existing social conditions and policy context and identification of key social receptors¹ and community resources
- Assessment of likely social changes or effects associated with the proposed alignment and the impacts of these predicted changes for key social receptors
- Implementation of the objective based evaluation framework to assess performance.

2.2 Assessment Framework

Draft evaluation objectives for the PRCP were set out in the EES Scoping Requirements (Victorian Government Department of Transport, Planning and Local Infrastructure, July 2013). The evaluation objectives relevant to the SIA are shown in Table 2.1. AECOM developed SIA specific sub-objectives and assessment criteria relating to each of the relevant evaluation objectives. These allow for social impacts (positive and negative) associated with the alignment to be identified and their implications for the performance of the alignment with respect to the evaluation objectives to be assessed. In the first instance, draft sub-objectives and assessment criteria were developed based on the experiences of the study team regarding the types of social impacts typically associated with major road projects. The draft sub-objectives and assessment criteria were refined as needed following the field research component of the study. The final evaluation 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: Assessment Framework for the SIA

EES - Evaluation Objective	Sub Objective	Assessment Criteria
Road Safety and capacity	To improve the road based transport capacity and connectivity in western Melbourne, by developing a six-lane dual carriageway arterial road along the Palmer's Road corridor between Western Freeway and Calder Freeway, while maintaining the connectivity of the existing local transport routes.	<ul style="list-style-type: none"> - Effect on north-south linkages in the local areas - Effect on the safety of the road network - Effect on the use of sustainable transport modes such as public transport, cycling and walking.
Amenity and environmental quality	To minimise effects adverse noise and other amenity effects on nearby residents and land uses to the extent practicable.	<ul style="list-style-type: none"> - Extent of noise effects at properties - Extent of noise effects at important community facilities.
Social, land use and infrastructure	To minimise adverse social and land-use effects, including impacts on existing infrastructure.	<ul style="list-style-type: none"> - Number of properties affected by acquisition - Extent of severance effects - Effect on accessibility to key social and cultural infrastructure - Effects on local social networks, community patterns and linkages.
Visual and landscape values	To avoid adverse effects on the landscape and recreational values of the Organ Pipes National Park and minimise visual effects on open space areas	<ul style="list-style-type: none"> - Compatibility of built form with community identity and aspirations.
Integrated and sustainable transport	Overall, to demonstrate that the project would achieve a balance of economic, social and environmental outcomes that contribute to ecologically sustainable development and provide a net community benefit over the short and long-term.	<ul style="list-style-type: none"> - Balance of social benefit and dis-benefits.

2.3 Rating Scale

Performance of the PRCP in relation to each sub-objective was assessed using the VicRoads standard rating scale (see Table 2-2). The VicRoads standard rating scale is a five point ordinal rating scale 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 enable ratings to be assigned.

Table 2-2: VicRoads Standard Rating Scale

Description	Rating
Best practice, strong level of compliance, major positive impact.	Very Well
Improved practice, good policy compliance, positive impact.	Well
Partial policy compliance, no distinct positive or negative impact.	Neutral
Policy non-compliance and negative impact.	Poorly
Major policy non-compliance and major negative impact.	Very Poor

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's 'Refining the Attribution of Significance in Social Impact Assessment, Impact Assessment and Project Appraisal' (2012). Specifically, the level of impact has been determined using two factors, magnitude and sensitivity:

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.

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

2.4 Key Tasks

A number of research tasks were undertaken to inform the study, namely:

Site Visit

- Site visit to the Palmers Road Corridor and surrounds.

Desktop Research

- Document and policy review - A literature review including analysis of State and local policy, past reports and studies (focusing on social policy context)
- Demographic analysis using data from the 2011 Census of Population and Housing and State Government population projections
- Mapping of community facilities and places of special interest.

Primary Social Research (2008)

In August of 2008, AECOM undertook a number of community engagement activities to explore the views of various stakeholders relating to the PRCP, namely:

- Face-to-face interviews (17) with a selection of stakeholders with an interest in the project including local councils, government departments, businesses and community organisations
- Face-to-face interviews (7) and phone interviews (5) with landowners/ businesses along Westwood Drive
- Focus groups (3) with representatives of local community organisations, including a residents association, which were attended by ten (10) groups in total (a total of 60 groups were invited).

Full listings of the government agencies, land owners and community groups which participated in 2008 engagement activities / social research are provided in Appendix 1, along with a summary of their comments. The proposed Palmer Road Corridor Project is substantially the same as it was in 2008. As a result, the engagement work undertaken previously is still relevant.

Primary Social Research (2013)

In 2013 AECOM supplemented the previous engagement work by completing the following tasks.

- Follow-up-interviews were conducted with the City of Melton and the City of Brimbank
- Survey - 500 households located within 250 metres of the alignment were invited to complete a survey. Each household was given the option to complete the survey online or face-to-face during a scheduled interview
- Intercept Survey - AECOM conducted intercept surveys at the Caroline Springs Shopping Centre on two separate occasions in July of 2013. Respondents were given a brief overview of the project and asked to comment. A summary of the Intercept Survey comments is provided in Appendix 2.

In total, seven (7) surveys were completed online and a further four (4) face-to-face interviews were conducted (a response rate of 2%). Two residents of the local area who did not receive an invitation by mail contacted VicRoads to request the opportunity to complete the survey. These residents had heard about the survey by word of mouth. In addition, a total of 29 people participated in the intercept survey at the Burnside Shopping Centre (see Appendix 2).

Although three separate mechanisms were used to gather resident views, resident participation in the study was limited. Language barriers may have contributed to the low response rate/level of interest (see Table 4-6). The level of interest was low. This result is consistent with the citizen engagement profile of the local community (see Table 4-8) and comments made by City of Brimbank to the effect that resident participation in planning is typically low in the area. In any case, due to the low response

rates, the data collected by the survey were treated as qualitative and not necessarily representative of the views and opinions of the community generally.

VicRoads Consultation (2013)

VicRoads undertook a number of community consultation activities relating to the project. Specifically, VicRoads:

- Sent a letter to 2,728 property owners/occupiers in the area around the alignment to inform them about the project. The letter included a description of the project and information about upcoming consultation activities
- Posted information about the project and consultation activities on their website
- Held two public information days relating to the project at the Caroline Springs Library and Civic Centre. A total of 39 people attended the open days. VicRoads took a log of community concerns raised at each session. The sessions were held on:
 - Wednesday 26 June from 3pm to 8 pm; and
 - Saturday 29 June from 10.30am to 4pm.
- Invited community members to make a submission in relation to the project via mail, email or phone. An interpreter service was offered to enable people who cannot speak English to provide their comments on the project. VicRoads received 23 written submission (email or mail) and five phone calls.

3.0 Document and Policy Review

3.1 State Government Legislation and State Policies

This section provides an overview of relevant State and local policies, strategies and plans as they apply to the PRCP SIA.

A Fairer Victoria

A Fairer Victoria - Real Support, Real Gains (May 2010) is a State government policy commitment to reducing disadvantage and promoting social inclusion. One of the four Priority Areas outlined in *A Fairer Victoria* is 'Creating Liveable Communities'. This is to be achieved by:

- Improving physical and social infrastructure in areas of high need and high growth
- Improving levels of community safety.

Assessment

The PRCP will provide improved access to employment, social and recreational opportunities for residents of the area, and improve levels of community safety.

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). Under the Act, the transport system impacts arising from amendments to relevant planning schemes must be considered by planning authorities. 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 objectives in the context of the SIA are:
 - 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 are; triple bottom line assessment, equity, consideration of the user perspective, stakeholder engagement and community participation and transparency.

The Transport Integration Act also defines VicRoads' role in the integrated transport system. VicRoads is bound by the TIA to provide, operate and maintain a road system consistent with the vision statement and transport system objectives set out in the Act. These include 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.

Assessment

The Transport Integration Act 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 PRCP proposal will activate this requirement. The Act's objectives and assessment criteria are therefore relevant to the assessment of any social impacts relating to the PRCP.

Planning and Environment Act 1987

The *Planning and Environment Act 1987 (Vic) (PEA)* sets the planning framework in Victoria. It has the objective of safeguarding a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors. Section 4 of the PEA sets out the objectives of planning in Victoria. The relevant objectives for this assessment are:

'(1) The objectives of planning in Victoria are:

- a) to provide for the fair, orderly, economic and sustainable use, and development of land*
- c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria*
- f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (d) and (e)*
- g) to balance the present and future interests of all Victorians.'*

Assessment

To meet the requirements of the PEA, the PRCP would contribute in securing a pleasant, efficient and safe working, living and recreational environment for residents of the local area.

Plan Melbourne (2014)

The Victorian Government has released *Plan Melbourne* in May 2014.

Relevant elements of Plan Melbourne to the Palmers Road Corridor project include:

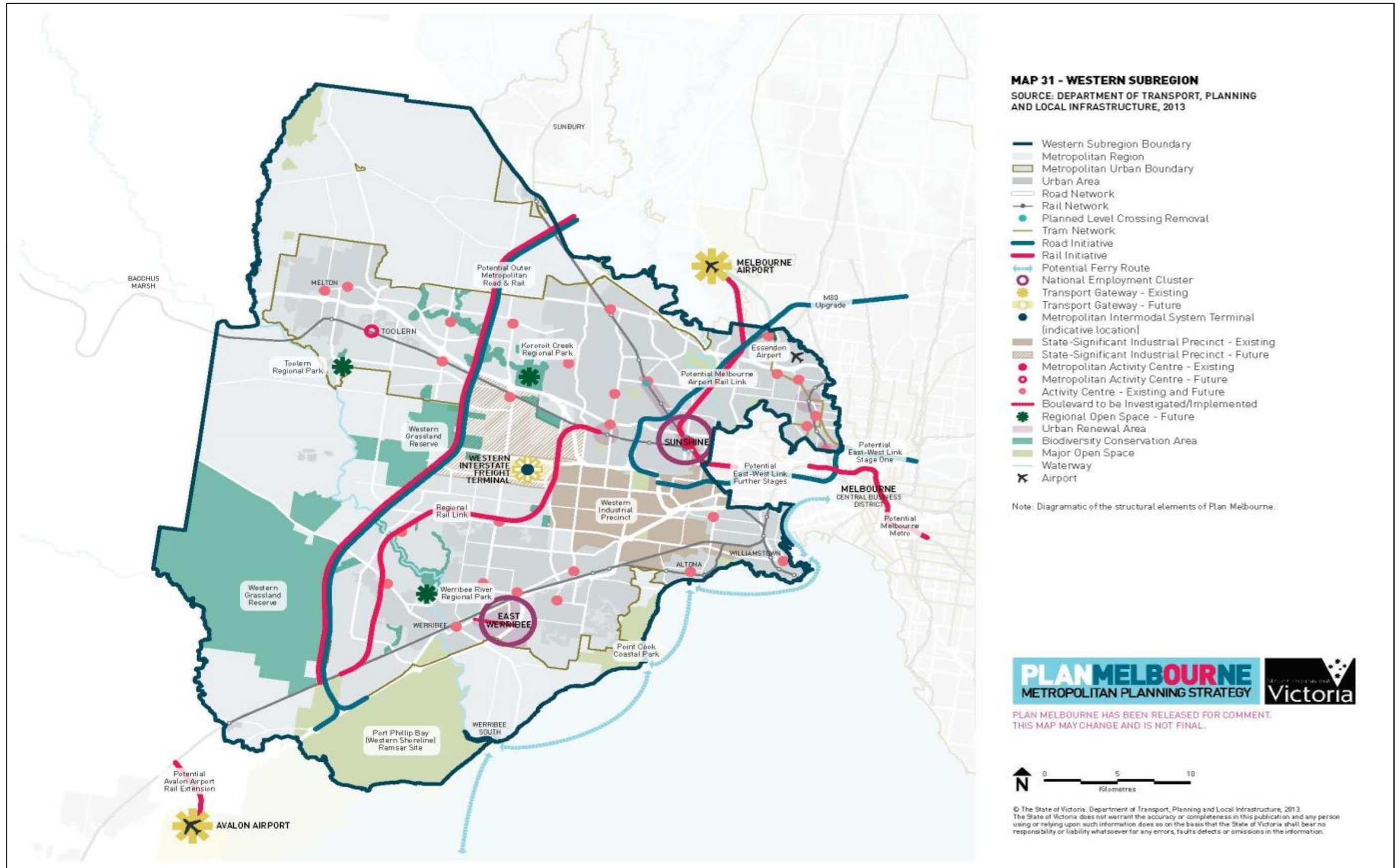
- Continued growth of freight, logistics and manufacturing within the State Significant Western Industrial Precinct, including further investigation of the Western Interstate Freight Terminal.
- Commitment to the establishment of the Kororoit Creek Regional Park
- Identification of the Outer Metropolitan Ring Road and Rail alignment
- Support for the emerging East Werribee Employment Precinct as a National Employment Cluster
- Reiteration of Melbourne's Growth Corridor Plans, which forecast that the western suburbs of Brimbank, Hobsons Bay, Melton, Moonee Valley, Wyndham will accommodate an additional 377,000 more people and at least 164,000 jobs by 2050.

Plan Melbourne incorporates a number of Directions that are relevant to the proposed Palmers Road Corridor. These include:

- Improving transport infrastructure and services in Melbourne's newer suburbs
- Improving the efficiency of freight networks while protecting urban amenity
- Improving access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
- Improving noise and air quality to improve human and environmental health
- Better aligning infrastructure delivery and growth.

Figure 3 shows the plan for the Western Subregion of Melbourne. Palmers Road is shown as a part of the higher order road network within the subregion. The Palmers Road Corridor, located between the proposed OMR and Western Ring Road, would operate as a primary north-south arterial route.

Figure 3 Plan Melbourne – Western Region Sub-plan



Assessment

To achieve consistency with Plan Melbourne, Palmer's Road would develop as a key north-south arterial route safely connecting road users with key community, commercial and employment destinations and improving overall amenity and noise and air quality.

Pedestrian Access Strategy 2010

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 in order to ease congestion, reduce greenhouse emissions, improve the health of Victorians and promote social connections. 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 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.

Assessment

Consistent with the Pedestrian Access Strategy, the Palmer's Road Corridor will support walking within the local area by the provision of shared off-road pedestrian and bike paths.

3.2 State Planning Policy Framework

Municipal planning schemes express the objectives of broader state and local planning policy directions about the use and development of land. Clauses 10 to 19 set out the common state-wide policies in the State Planning Policy Framework (SPPF) that apply to all Victorian Planning Schemes. Summarised below are the relevant clauses of the SPPF for the PRCP SIA.

Clause 10.04 Integrated decision making

Clause 10.04 of the SPPF requires planning authorities to undertake integrated assessment which balances conflicting objectives in favour of net community benefit as follows:

'Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.'

'Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.'

'Consistent with the objectives of local government under the Local Government Act 1989, municipal planning authorities are required to identify the potential for regional impacts in their decision-making and co-ordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.'

Clause 11 Settlement

This clause outlines that planning should respond to the needs of existing and future communities and, as far as practical, contribute towards health and safety, diversity of choice, economic viability, a high standard of urban design and amenity, accessibility, and land use and transport integration.

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.'

Clause 15 Built Environments and Heritage

The objective of *Clause 15.01-1 Urban design* is to create urban environments that are safe, function well, of good quality and have a sense of place and cultural identity. This clause recognises new development or redevelopment needs to ensure that it contributes to the community by improving personal safety, accessibility and inclusiveness. Similarly, *Clause 15.01-4 Design for safety* reinforces the objective of creating neighbourhood designs that make people feel safe. Combining a mix of activities with appropriately designed buildings and building space is a strategy to help contribute to safety and perceptions of safety. *Clause 15.01-5 Cultural identity and neighbourhood character* recognises the importance of cultural identity, neighbour character and sense of place to meet the values needs and aspirations of the community.

Clause 17 Economic Development

Clause 17.03-2 Tourism in Metropolitan Melbourne highlights the objective to continue to develop Melbourne as a tourist destination. Strategies relevant to the PRCP include improving public facilities, amenities and access, improving transport infrastructure and maintaining safety.

Clause 18 Transport

This clause outlines the need for planning to 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.

Clause 19 Infrastructure

Clause 19 recognises that planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

Assessment

The PRCP encourages sustainable personal transport options, such as walking and cycling and is likely to support the economic, social, safety and accessibility needs of the community.

3.3 Brimbank Planning Scheme

The Brimbank Planning Scheme was updated in March 2012 (Amendment C93) leading to changes to structure and content in the Local Planning Policy Framework (LPPF). The LPPF of the Brimbank 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 PRCP.

Municipal Strategic Statement

The following existing conditions and strategic planning goals are outlined in the Municipal Strategic Statement (MSS) of the Brimbank Planning Scheme.

Clause 21.01 Municipal Profile

Brimbank is a rapidly growing municipality with a diverse population. The current population is approximately 175,000 and is expected to grow to 195,000 by 2026. Young people represent a high proportion of the community, but the community will age over time. Brimbank is served by an extensive transport network with good internal and external access.

Clause 21.02 Key Land Use Issues

The MSS describes key land uses which include preservation of the natural environment, provision and access to the open space network, providing a quality public realm, planning for a growing population, activity centres and industrial precincts and improving transport infrastructure.

Clause 21.03 Council's Strategic Vision

The vision for Brimbank is:

'Brimbank is a diverse community and will be an active and connected community living in sustainable, well designed, safe and accessible local areas with high participation in community life. This vision embraces the needs and aspirations of the whole Brimbank community. Implementing it over the next 20 years will result in improvements to the lifelong learning, health and wellbeing of all community members and a community with high resilience, hope and achievement.'

Clause 21.04 Strategic Land Use Vision

Council's strategic land use vision includes the following vision for transport and infrastructure:

'Develop strong connections to an integrated, sustainable transport network and provide a safe and efficient cycling and walking network that links neighbourhoods to services and facilities.'

Clause 21.10 Transport and Infrastructure

Council has identified that the transport network in Brimbank needs improvements. This policy supports improvements to the road network and encourages road design that supports all modes of transport (i.e. roads that cater to walking and cycling, and not just vehicles). The policy specifically encourages the development of an interchange at the intersection of Calder Park Drive and Calder Freeway.

Clause 21.11 Community and Leisure Facilities

Council seeks to encourage the development and access to community and leisure facilities in Brimbank. Specific actions include:

- Improved access to community facilities from roads, pedestrian pathways and cycle paths
- Improved access along the Maribyrnong River from Brimbank Park to Organ Pipes National Park
- Extension of the open space corridor along Kororoit Creek.

Assessment

To meet the requirements of the Brimbank Planning Scheme PRCP would provide improved access for all modes of transport connecting users with community, commercial, recreational and employment activities.

3.4 Brimbank Community Plans and Policies

Council Plan, 2012-2016

Brimbank's Council Plan identifies Council's key directions for 2012-2016. The Plan reflects the Council's pursuit of 'place based' initiatives. The Plan emphasises town centres, urban villages and strategic sites for their capacity to accommodate the majority of new development and activity. The Plan identifies activity centres as vital components of Brimbank and their effective planning, management and development is critical to the overall sustainability and vitality of the municipality. Promoting pride in the physical environment is also a priority.

The Plan seeks to create active, healthy and safe communities with accessible and connected towns and villages, which have opportunities for local employment. Also of particular relevance to the current study are the strategies to ensure easy and safe vehicular access to town centres, the creation of gateways and entry points along main roads, and enhancing the attractiveness of the municipality.

The Plan outlines Brimbank's commitment to a high quality public realm. It prioritises parks and streets that are comfortable, safe and promote activity, and tree plantings that support this activity and contribute to a high quality public realm and pride of place.

Assessment

The design of the Palmer's Road Corridor takes into account, the activity centre strategy, any access and mobility planning as well as the new street trees policy.

Brimbank Community Plan, 2009-2030

The Brimbank Community Plan is the primary document for directing Council energy, planning and expenditure until 2030. The Plan focuses municipal responses to health and wellbeing, transport and built form outcomes in the City. The Brimbank Community Vision up to 2030 is that:

'Brimbank is a diverse community, and will be an active and connected community living in sustainable, well designed, safe and accessible local areas with high participation in community life.'

This vision embraces the needs and aspirations of the whole Brimbank community. Implementing it up to 2030 will result in improvements to the life-long learning, health and wellbeing of all community members and a community with high resilience, hope and achievement.

Issues noted for transport include high rates of car dependency, weak pedestrian and cycling links fragmented by major roads, and the need for more accessible public transport. The Plan notes that 30% of households have 3+ cars and people in Brimbank are 11% more likely to drive to work than the Metropolitan Melbourne average. The Plan seeks to encourage affordable transport options that are environmentally and socially sustainable and to increase alternative forms of sustainable transport, such as cycling and walking.

Assessment

Brimbank's approach to transport is to prioritise local activity, to encourage transport that is accessible on foot or by cycling, to encourage better connectivity between modes of transport, and to encourage better access to opportunities including employment.

To be consistent with these objectives, the PRCP design needs to improve mobility for motorists and provide transport options for pedestrian and cyclist, promoting access to healthy spaces along and across the corridor.

Cycling and Walking Strategy 2008

This Strategy provides a framework for the creation of walking and cycling environments within Brimbank. It also identifies a number of key opportunities for the development of new cycling and walking routes within the municipality. The Strategy identifies the opportunity for a bicycle path along the Palmer's Road Corridor. It also identifies the opportunity for intersecting paths at Melton Highway, Taylors Road, Kororoit Creek, Ballarat Road and Middle Road.

Assessment

A shared off-road walking and cycling path will be provided along the Palmer's Road Corridor and access along intersecting routes will be maintained.

3.5 Melton Planning Scheme

Municipal Strategic Statement

Based on a consideration of the City in 2014, the key issues affecting the City that require the formulation of land use objectives and strategies are:

- Residential Land Use
- A Sustainable Environment
- Recreation and Open Space Networks
- Urban Development - Staging and Patterns
- Employment
- Retailing
- Transport and Movement
- Rural Land Use, and
- Areas of Historical, Environmental and Cultural Significance and Sensitivity

Melton's overarching vision is encapsulated in Clause 21.03-1 as follows:

'The Council believes that urban development within the City will occur within the Urban Growth Boundary and will be supported by small villages (with constrained boundaries) all of which are surrounded and supported by non-urban land which fulfils a variety of agricultural, environmental, visual and tourist functions which Council is invigorating through innovative practices and environmental incentives.'

The objectives for the development of the community are to develop attractive and desirable places in which to live, to protect the built and natural environment, to plan urban development in accordance with sound planning principles and to deliver infrastructure (such as roads) in a timely manner. Other related objectives of relevance to the PRCP SIA include supporting the local economic environment and encouragement of local jobs, with Burnside having a key role in this outcome.

Notable land use planning objectives include:

'To ensure that infrastructure is designed and provided in an efficient and timely manner and the development of urban areas reflect sound planning principles and practices.'

'To develop an efficient and integrated transport infrastructure that allows people choice about how they move within and through the City.'

Local Planning Policies

Clause 22.03 Recreation and Open Space Networks Policy

This policy seeks to provide recreation and open space networks and to connect these with linear links.

Clause 22.04 Urban Development Policy

This policy seeks to encourage the efficient and timely delivery of infrastructure and the development of urban areas in accordance with Council and State planning principles and practices.

Clause 22.07 Transport and Movement Policy

This policy seeks to develop efficient and integrated transport infrastructure that allows people choice about how they move within and through the municipality. The policy encourages the development of sustainable transport modes (public transport, cycling and walking), and the integration of transport and land use. The policy also seeks to provide a road network that meets the needs of users at a minimal cost to Council, the community and the environment.

Assessment

The PRCP will supports access by all transport modes to community facilities and employment.

3.6 Melton Community Plans and Policies

Relevant plans and policies published by the City of Melton include:

- Melton East Strategy Plan, 1997
- Council Plan – 2013-2017 (Draft June 2013)
- Community Safety Plan 2010 – 2014
- Opening Doors, Access and Inclusion in the Shire of Melton 2009-2013

Melton East Strategy Plan, 1997

The underlying document that has guided development in the Melton East area is the *Melton East Strategy Plan 1997* (GHD, 1997) (MESP). The MESP sets out the framework:

'by which council and government may participate with the private sector in the management of urban development in the Area to produce a high quality of living environment for future residents, an efficient and environmentally sustainable level of public transport service and infrastructure and compatibility with its local regional and metropolitan context.'

The formal adoption of the MESP by Council provided the basis for subsequent planning scheme amendments and rezoning's which have implemented the MESP (i.e. refer Clause 21.04, Melton Planning Scheme). It also invited the preparation of alternative approaches for development underwritten by comprehensive justification.

Land in the Melton East area is subject to a Development Plan Overlay Schedule 1 (DPO1). Section 2 of the DPO1 (dated both 29 July 1999 and current1) states:

'Before deciding to approve a Development Plan, the responsible authority must consider ... the provisions of the Melton East Strategy Plan.'

The MESP is also embedded in the Melton Planning Scheme in Clause 21.04-2 Melton East Growth Area. That the MESP is so embedded in the planning scheme underlines its importance and credibility as a strategic planning document for the City of Melton.

Section 6 of the MESP discusses transportation within and through the area, and the integration of transport services to the surrounding areas. A network of primary and secondary arterial routes are identified, including the proposed six lane north-south primary arterial connection between Calder Park Drive and Westwood Drive along the Palmer's Road corridor as depicted in . The Palmer's Road corridor is discussed within the MESP as a key strategic principle, and is referenced in the current planning scheme for the purpose of providing a six-lane north south primary arterial road connection.

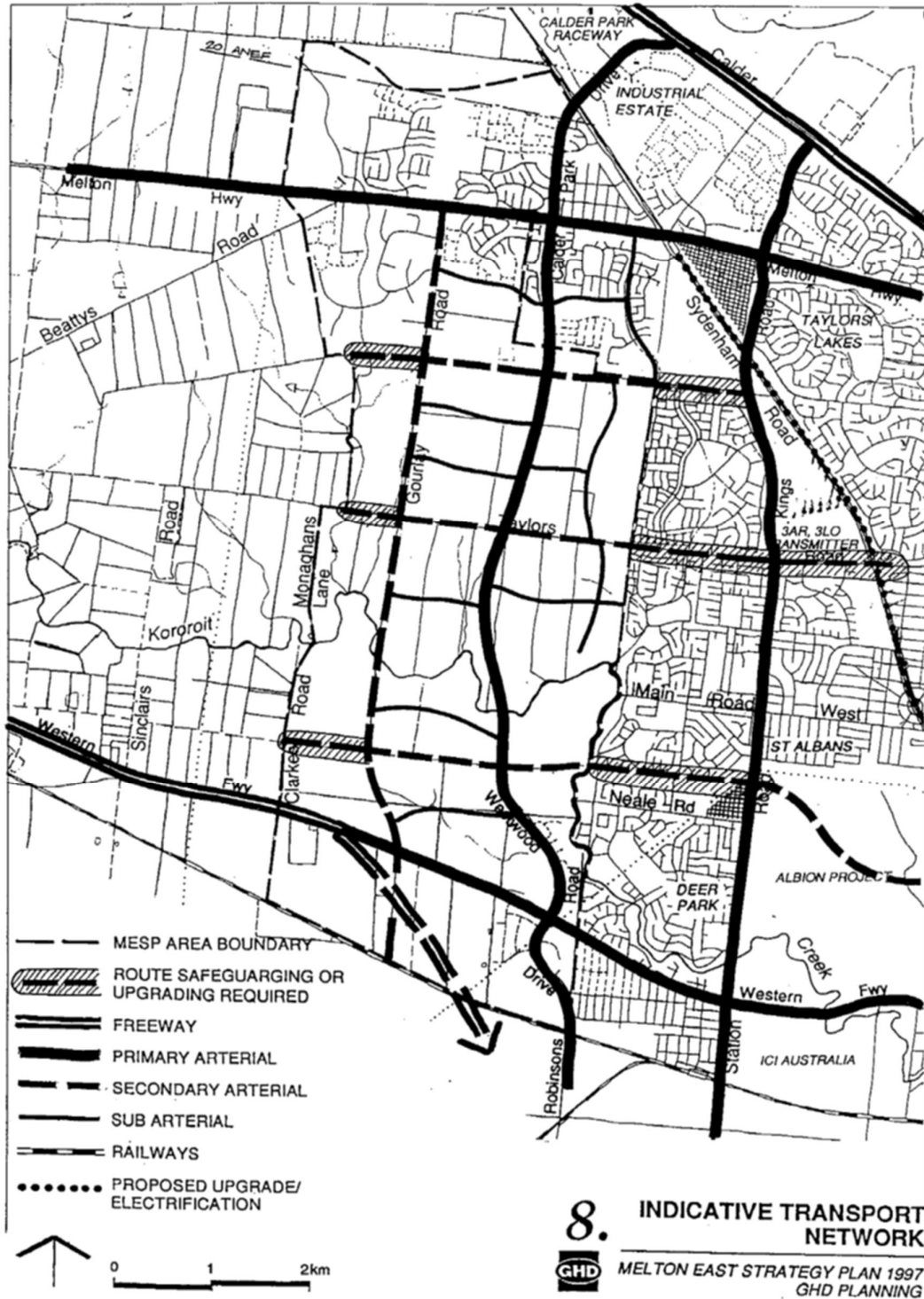
The MESP sets out high level design principles to protect the corridor for this purpose. Figure 4 shows the MESP Indicative Transport Network.

Development over time has seen the implementation of the MESP and its strategic principles. While the Palmer's Road corridor has not yet been developed to the full extent, the 40-60m wide corridor with limited direct residential access required by the MESP has been protected for that purpose. Where direct access does currently exist, the planned road reserve is sufficiently wide to facilitate the implementation of a limited access arterial route. Key community infrastructure such as schools and activity centres have been developed in order to be accessible from the secondary arterials to ensure that the designated primary arterial road can be developed and used as intended within the broader regional context.

Assessment

The Melton East Strategy Plan provides a clear vision for the upgrade of Robinsons Road, Westwood Drive and Calder Park Drive as a primary arterial route providing a north-south connection with controlled access points to adjacent urban areas.

Figure 4 MESP Indicative Transport Network



Source: GHD, 1997

Caroline Springs Town Centre Comprehensive Development Plan (2009)

The Caroline Springs Town Centre is proposed to develop as a unique place in Melbourne’s outer western suburbs, having an urban character more typical of main street precincts and country town centres.

The Caroline Springs Town Centre will be perched on the northern bank of the Kororoit Creek and will seek, among other things, to preserve and enhance the natural landscape features of the site, especially Kororoit Creek corridor.

Figure 5 below shows the approved indicative Comprehensive Development Plan and the proposed extension of Westwood Drive over Kororoit Creek.

Figure 5 Caroline Springs TCCDP 2009



Source: Melton City Council 2009

Assessment

To be consistent with the Caroline Springs TCCDP, the PRCP would need to support initiatives to ensure the Town Centre is accessible and convenient and respect the natural landscape features of the Kororoit Creek corridor.

Council Plan, 2013- 2017 (Draft)

The *Council Plan* is a statutory document required by Local Government Victoria under the *Local Government Act*. The Council Plan 2009-2013 is currently being updated. The Draft Council Plan 2013- 2017 recently concluded exhibition with submissions considered at Council meetings held on 11 June and 25 June 2013. The draft document contains high level statements of priorities.

Priority areas for Melton include:

- Managing our Growth – A clear vision to connect and develop a sustainable City
- A Well Governed and Leading Organisation – Operating with innovation, transparency, accountability and sustainability
- Diverse, Confident and Inclusive Communities – A culturally rich, active, safe and connect City
- Community Health and Wellbeing – A City of people leading healthy and happy lives.

The City of Melton's values generally accord with promoting sustainable transport, promoting active transport, supporting high quality infrastructure and supporting community engagement in decisions about transport options.

Assessment

To be consistent with the draft Melton Council Plan, the PRCP would need to alleviate road congestion, support the use of sustainable transport modes, maintain local amenity, and improve access for all age groups to community infrastructure and employment.

Melton Community Safety Plan 2010 – 2014

The *Community Safety Plan 2010-2014* (Melton, 2010) was developed to identify actual and perceived community safety issues. The *Community Safety Plan* links to the *Council Plan* and builds on Council's strategic objectives of Community Health and Wellbeing, Environment, Business and Employment, Managing Growth, Leadership, and Community Engagement. The Plan also links to other Council documents including the Municipal Public Health Plan, Health and Wellbeing in the Shire of Melton 2009 – 2013, the Municipal Emergency Management Plan and the Opening Doors, Access and Inclusion in the Shire of Melton 2009 – 2013.

Two priorities of the Plan are relevant to residents adjacent to and/or who may use Palmer's Road when upgraded:

Priority 2: A Safe, Clean and Welcoming Environment

Community appearance and a high level of amenity (public and private) was identified by all focus groups and highlighted in surveys as important in promoting positive perceptions of community safety. A well-presented municipality was seen as reflective of community pride and affected perceptions of safety. People also felt that where street lighting was inadequate, they felt unsafe at night. Good design, lighting and effective use of the environment can help reduce the opportunity for crime, as well as reduce fear of crime and increase feelings of safety.

Priority 7: Safer Access and Movement

The need for adequate footpaths and accessible road crossings throughout the municipality to enhance safety for children, older people, and those with disabilities and to provide greater encouragement for people to walk was also highlighted. Shops and services are very difficult for people to access without a car. People with disabilities that prevent them from driving and those

without the financial means to afford a car (or a second car) are isolated from essential facilities. Safely designed and planned 'walkable' catchments facilitate access to shops and services.

The availability of reliable, safe transport across the municipality was seen as a vital component of a safe community and facilitating access. The limited availability of night transport to service young people was highlighted as a safety issue. Many people felt that travel by car was a safer option than walking and cycling in terms of risk to personal injury.

Safely designed networks and destinations for walking, cycling and public transport trips encourage more people to move around in activity areas, streets and neighbourhoods and help to increase natural surveillance of public spaces. Increased use of an area can encourage more physical activity and increased social interaction.

Of particular relevance to the PRCP is the Strategy directly targeting projects such as Palmer's Road Corridor, namely 'Continue to work collaboratively with VicRoads to improve safety during the construction and upgrading of roads.

The *Melton Community Safety Plan* is directly relevant to the proposed upgrading of Palmer's Road in that it identifies the importance of providing safe, well-appointed amenity for pedestrians and cyclists. It also notes the importance of accessible environments for those most likely to be using pedestrian paths including young, old and disabled residents. The Plan directly refers to pedestrian lighting as an element ensuring safety of pedestrians and important in supporting people feel safer and walk more often.

The Plan promotes environments which comply with the Department of Environment and Primary Industries' *Safer by Design Guidelines*. The Plan identifies road upgrading opportunities as ones in which better amenity and safer environments for pedestrians, cyclists and public transport users are provided.

Assessment

The PRCP will maintain a high quality public realm and maintain safe and movement for all age groups so it is consistent with the CSP.

Opening Doors - Access and Inclusion in the Shire of Melton 2009-2013

Opening Doors is both an information booklet and statement of the current *Disability Action Plan*, namely those actions to be taken, supported and advocated by Council to ensure compliance with obligations under the *Disability Discrimination Act 1992 (Vic)* (DDA). The document supports Melton's *Health and Well Being Plan*. Relevant priorities are:

- Key Priority 1: Moving in and around our community - aims to maximise existing and create new and innovative transport options that meet community need
- Key Priority 3: Getting involved has the aim to maximise opportunities for active community participation and promote the benefits of regular physical activity.

The *Opening Doors Plan* is relevant to the proposed upgrading of Palmer's Road in that it supports the mobility needs of the less able and promotes the use of appropriate public transport. It also promotes the installation of DDA compliant pedestrian, bicycle and shared paths to infrastructure to assist mobility of less able residents.

Assessment

Consistent with the Community Safety Plan, the PRCP will maintain safe access and movement for all age groups.

3.7 Summary of Legislation and Policies

Key policy objectives directions identified from the policy review can be summarised as follows:

- Improving road safety for all road users
- Improving the community's perception of road safety
- Provide efficient movement through the municipalities (Brimbank and Melton)
- Managing expected growth, whilst assisting in integrating communities of the area
- Support use and access to all modes of transport
- Improved transport links, including pedestrian and cycling links
- More public transport opportunities for people with limited mobility and limited access to a car to minimise social isolation
- Quality urban design for road developments, including quality landscaping and consideration of pedestrians and cyclists
- Creating an inclusive community with a strong sense of community
- Improve access across the local area and region with improved connections to community facilities and services, retail hubs and employment precincts.

4.0 Population Characteristics and Trends

This section provides an overview of size and character of the population of the study area. The proposed alignment is located at the boundary of the Cities of Brimbank and Melton. Accordingly and where available, demographic data and population forecasts are presented for the study area within approximately 500 metres of the alignment and compared with City of Brimbank, City of Melton and Greater Melbourne (see Figure 2).

4.1 Population Size and Growth

Historical and projected population levels for each municipality traversed by the proposed alignment are shown in Table 4.1. In the seven years 2006 to 2013, the population of both Cities of Brimbank and Melton increased substantially from 256,000 to 318,000. Population grew by nearly 9,000 per year from 2006 to 2013. The City of Melton's population in particular grew rapidly reflecting its status as one of Melbourne principal growth areas.

Population in the City of Melton is projected to more than double from 123,000 in 2013 to 255,000 in 2031. Population in the City of Brimbank is projected to increase from 195,000 in 2013 to 220,000 in 2031. For the combined municipalities, the rate of population growth will be nearly 9,000 per year from 2103 to 2031. This rate of growth is similar to the growth rate per year from 2006 to 2013. The City of Melton is planning for an ultimate population of 400,000 beyond 2031.

Table 4-1: Population Growth – Brimbank and Melton LGAs

	Melton	Brimbank	Total
2006	80,911	174,746	255,657
2011	112,643	191,496	304,139
2013	122,909	195,469	318,378
2016	138,003	200,185	338,188
2021	168,195	207,429	375,624
2026	208,570	215,022	423,592
2031	254,899	220,331	475,230
Growth Per Annum 2006-2013	6,000	2,960	8,960
Growth Per Annum 2013-2031	7,333	1,381	8,714
Growth 2006-2013	41,998	20,723	62,721
Growth 2013-2031	131,990	24,862	156,852

Source: ABS 2008; VIF 2014

4.2 Demographic Overview

Age Structure

Table 4-2 shows the age structure and median age for the area of interest. As the table shows, the Study Area population was slightly younger than City of Melton and substantially younger than City of Brimbank and Greater Melbourne. To illustrate, in the Study Area nearly a quarter of all residents were aged 14 or less, compared with 19 per cent for Brimbank and 18.5 per cent for Greater Melbourne. Moreover, only 5.7 per cent of residents of the Study Area were aged 65 or over, compared with 11.5 per cent for Brimbank and 13.1 per cent for Greater Melbourne. This reflects the

presence of a number of relatively new residential developments providing housing targeted at the needs of younger families, in the Study Area.

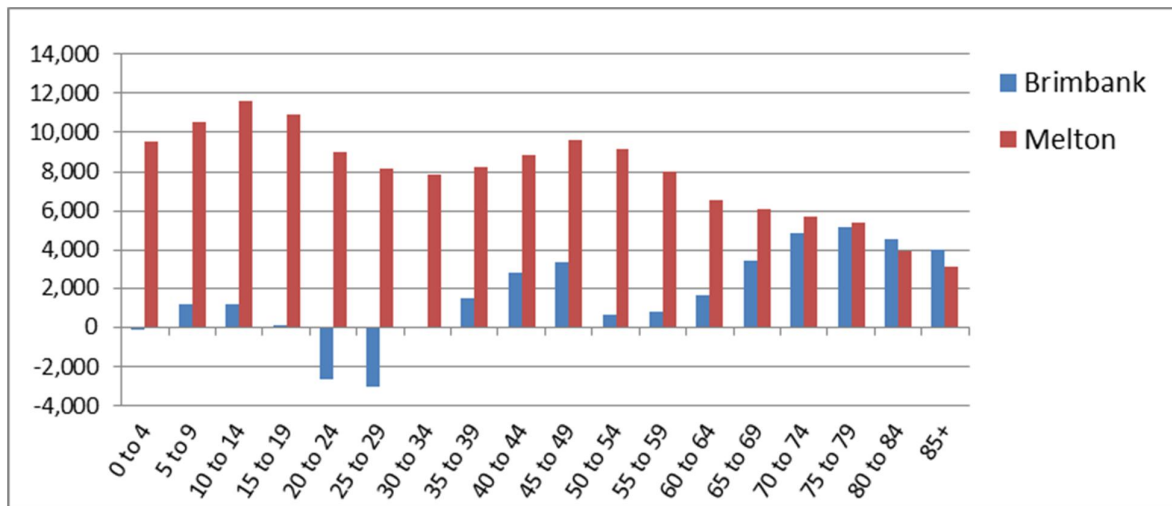
Table 4-2: Age Profile 2011

	Study Area	Brimbank	Melton	Greater Melbourne
Median Age	30	35	32	36
0-4 years	10.4%	6.5%	9.3%	6.5%
5-14 years	14.2%	12.5%	15.4%	12.0%
15-24 years	12.8%	14.8%	13.3%	13.8%
25-54 years	50.5%	43.4%	46.1%	43.9%
55-64 years	6.4%	11.3%	9.3%	10.7%
65 years and over	5.7%	11.5%	6.6%	13.1%

Source: ABS Census 2011

Victoria in Future (2014) projections indicate that in Melton, population growth will continue across all age groups due to continued development of new residential areas. The pattern of population growth in Brimbank will be different however, with growth being concentrated in older age groups. The number of people aged 20-29 is expected to decline in Brimbank (see Figure 6).

Figure 6: Population Growth in Brimbank and Melton – 2011 to 2031: Number of Persons by Age



Source: VIF 2014

Households and Families

Table 4-3 shows the type of households and families living in the areas of interest. As the table shows, average household size was larger (3.1) in the Study Area when compared with City of Brimbank (2.9) and Greater Melbourne (2.6). This reflects the predominance of family households (84.5%) in this area, and relatively low proportion of lone person households (12.7%). Couples with children comprised 57.4% of all family households, a higher proportion than the comparison areas.

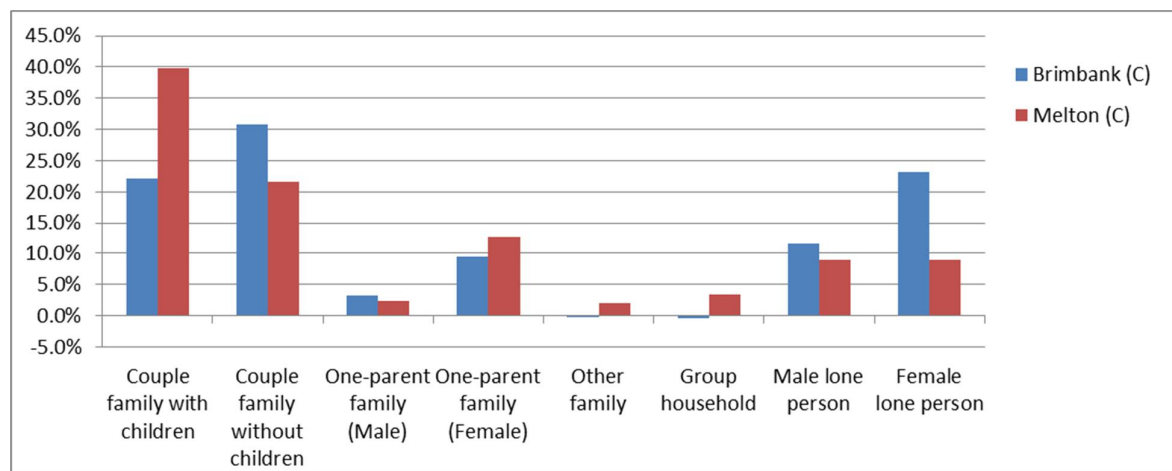
Table 4-3: Households and Families - Selected Areas 2011

		Alignment Area	Brimbank	Melton	Greater Melbourne
Households	Households	9,546	58,771	34,975	1,430,665
	Household Size	3.1	2.9	3.0	2.6
	Lone Person	12.7%	17.9%	16.3%	23.3%
	Group	2.8%	3.0%	2.2%	4.7%
	Family	84.5%	79.1%	81.5%	72.0%
Families	Couple no children	27.1%	28.7%	27.9%	34.8%
	Couple with children	57.4%	49.4%	54.1%	47.9%
	One parent family	14.0%	19.7%	16.7%	15.3%
	Other Family	1.6%	2.3%	1.3%	2.0%

Source: ABS Census 2011

Victoria in Future (2014) projections indicate that in Melton a large proportion of growth in households will be in the form of couple families with children (40%) reflecting the popularity of the area among young families. In contrast in Brimbank growth in households will be comprised of a higher proportion of lone persons and couples without children (see **Figure 7**).

Figure 7: Proportion of Growth Households Attributable to Different Household/Family Types in Brimbank and Melton – 2011 to 2031



Source: VIF 2014

Dwellings and Tenure

Table 4-4 shows dwelling type and tenure mix in the areas of interest. As can be seen, separate houses are the predominant housing form in the Study Area (89.2 per cent), as is the case for Cities of Brimbank and Melton.

A large proportion of households in the Study Area were purchasing their home (60.9 per cent) compared with Brimbank and Greater Melbourne. A comparable proportion of City of Melton households were purchasing their home at the time of the last Census in 2011. This reflects the relatively recent development of the Study Area for residential purposes.

Table 4-4: Dwellings and Tenure 2011

		Study Area	Brimbank	Melton	Greater Melbourne
Dwellings	Separate house	89.2%	87.3%	90.3%	72.7%
	Semi-detached	7.5%	5.0%	6.9%	11.6%
	Flat, unit or apartment:	3.3%	7.5%	2.4%	15.3%
	Other Dwelling	0.0%	0.2%	0.4%	0.4%
Tenure	Fully owned	17.1%	38.1%	22.4%	33.5%
	Being purchased	60.9%	37.2%	56.4%	37.7%
	Rented	20.4%	24.1%	20.4%	28.0%
	Public/Social Housing	0.6%	2.6%	1.3%	3.0%
	Other Tenure	1.6%	0.6%	0.8%	0.8%

Source: ABS Census 2011

Income, Employment and Training

Table 4-5 shows data relating to income, employment and training in the areas of interest. As the table shows, median personal and household income was higher in the Study Area than the comparison areas. There were substantially fewer households earning less than \$399 per week. Educational attainment was relatively high in the Study Area when compared with Melton and Brimbank, although the proportion of residents that had obtained a bachelor's degree was lower than for Greater Melbourne as whole.

Table 4-5: Income, Employment and Training

		Study Area	Brimbank	Melton	Greater Melbourne
Income	Median Personal Income	\$651	\$429	\$610	\$591
	Median Household Income	\$1,542	\$1,106	\$1,363	\$1,333
	Negative/Nil income	1.6%	1.9%	1.3%	2%
	\$1-\$399	6.0%	12.4%	7.6%	10%
	\$400-\$799	13.6%	21.9%	17.0%	18%
	\$800-\$1,499	27.4%	28.1%	29.5%	26%
	\$1,500-\$2,999	42.0%	28.7%	36.4%	32%
	\$3,000+	9.5%	7.0%	8.2%	12%
Employment and Training	Unemployment Rate	6.0%	8.3%	6.0%	5.5%
	Labour Force Participation	65.2%	56.3%	65.9%	62.5%
	Completed Year 12	62.2%	52.8%	51.1%	59.3%
	Bachelor Degree or Higher	18.4%	13.2%	13.5%	23.6%

Source: ABS Census 2011

Birthplace and Language

Table 4-6 shows data relating to the ethnic origin of residents of the area of interest. As the table shows, a relatively large proportion of residents living in the Study Area were born overseas and speak a language other than English. This reflects the location of the Study Area at the boundary of City of Brimbank, which has an ethnically diverse population and the City of Melton, which has less ethnic diversity.

Table 4-6: Birthplace and Language

		Study Area	Brimbank	Melton	Greater Melbourne
Birthplace and Language	Born in Australia	58.3%	50.4%	70.7%	67%
	Born Overseas	41.7%	49.6%	29.3%	33%
	Indigenous	0.6%	0.4%	0.7%	0.5%
	Speaks English only	50.7%	40.3%	69.5%	70%
	Speaks other language	49.3%	59.7%	30.5%	30%

Source: ABS Census 2011

Mode of Travel to Work

Table 4-7 shows data relating to the mode of travel to work of residents of the selected areas. As the table shows, almost 74.7% of Brimbank residents and 71.6% of Melton residents travel to work in a private vehicle, either as the driver or a passenger, higher than the proportion for Melbourne as a whole (65%). Smaller, but still significant proportions travel by truck, motorbike, bus or taxi, modes which rely on the road network.

Table 4-7: Mode of Travel to Work

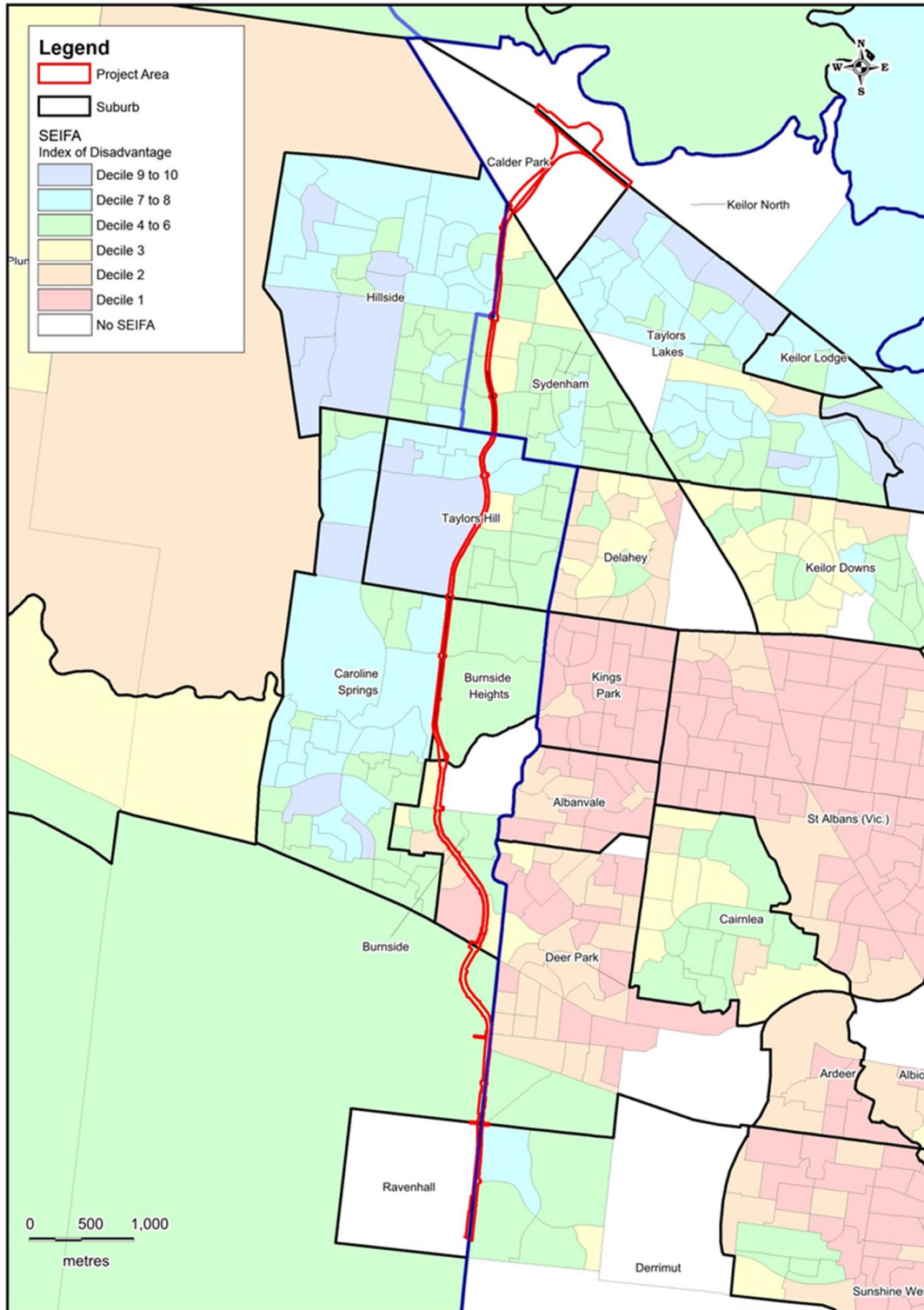
	Brimbank	Melton	Greater Melbourne
Car - as driver	69.3%	65.7%	60.6%
Train	7.9%	11.2%	10.0%
Car - as passenger	5.4%	5.9%	4.3%
Truck	1.2%	0.8%	0.7%
Walked only	0.8%	1.0%	2.9%
Bus	0.7%	1.2%	1.5%
Motorbike	0.3%	0.3%	0.4%
Bicycle	0.2%	0.3%	1.3%
Taxi	0.1%	0.3%	0.2%
Tram or Ferry	0.1%	0.1%	2.3%
Other	0.8%	0.9%	1.0%
Worked at home	2.2%	1.9%	3.7%
Did not go to work	9.0%	7.9%	9.4%
Not stated	1.9%	2.6%	1.6%

Source: ABS Census 2011

SEIFA Index

The City of Brimbank is ranked as the third most disadvantaged LGA in Victoria in relation to the ABS SEIFA index of disadvantage, indicating a high level of socioeconomic disadvantage in this local government area. In comparison, the City of Melton is ranked at percentile 62, that is 62 per cent of other local government areas are more disadvantaged than Melton. However, as Figure 8 shows, the proposed alignment passes through parts of City of Melton and City of Brimbank with relatively high ratings with respect to the index. Suburbs further to the east, such as Kings Park, show a high degree of disadvantage. These are located some distance from the proposed alignment.

Figure 8 SEIFA Index of Disadvantage (Source: ABS Census 2011)



4.3 Social Cohesion

The level of social cohesion can either reduce or increase the effects of disadvantageous socio-economic conditions. To illustrate, as discussed in *Dropping off the Edge - the Distribution of Disadvantage in Australia* (Jesuit Social Services, Vinson, 2007) has shown that community 'cohesiveness' (measured in terms of level of trust, reciprocity and common identity) weakens connections between socio-economic factors such as unemployment and limited education, and a range of negative outcomes. Data collected by the Victorian Government relating to social support, volunteering and participation in social activities were used in the study. The same data for Brimbank, Melton and Victoria are shown in Table 4-8.

Table 4-8: Indicators of Social Cohesion for Selected Areas

	Brimbank	Melton	Victoria
Feeling Part of the Community (Average Score, 0-100)	65.1	70.6	72.3
% who can get help from friends, family or neighbours when needed	88.4%	89.6	91.7%
Volunteering	19.9%	23.2%	40.8%
Participation in Arts and Cultural Activities	54.5%	51.3%	53.6%
Participation in Citizen Engagement	35.6%	44.5%	50.5%

Source: <http://www.communityindicators.net.au>

As Table 4-8 shows a large proportion of residents in both Melton and Brimbank report that they can get help from friends, family or neighbours when needed and similarly participation in Arts and Cultural Activities is comparable in each of the areas of interest. These results are indicative of high level of cohesiveness in the study area.

Rates of volunteering and citizen engagement are lower in Melton and Brimbank than for Victoria as a whole. However, as recognised in *Using A Life Course Approach To Understand Involvement In Volunteering In Australia* (Gray et. al, 2008) participation in volunteering is influenced by a person's life stage. For those in full-time employment and who have recently had children, rates of volunteering are typically lower. As a result, it may be that while the younger families of the study area work to secure their financial position following home purchase and raise young children, their ability to act as volunteers may be constrained.

4.4 Summary

The demographic analysis indicates that the population of both Brimbank and Melton have grown rapidly in recent years and will increase significantly to 2031. It is therefore important that the appropriate infrastructure and services are provided for the community to ensure that the needs of existing and future residents are catered for.

The Study Area is populated by a large proportion of families with children. These families are relatively affluent and are in the process of paying off their family home. Almost 50% of people in the Study Area speak a language other than English, indicating a high level of ethnic diversity in the local population. The population of the Study Area is cohesive, although the rate of volunteering is lower than observed for the state as a whole. This likely reflects the high proportion of families in the area with young children. A large proportion of the residents of Melton and Brimbank drive to work (as a driver) and car ownership is very common.

5.0 Community Resources

This section outlines the main community resources important to residents in terms of facilitating a high quality of life and level of pride in their local area. It provides an understanding of the local context so as to inform the social impact assessment in Section 7. Four categories of resources are described:

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

These community resources are described below and shown in Figure 9.

5.1 Private Homes

Housing is a key community resource, and for the owners of this housing, a substantial private asset. Housing provides shelter and supports different lifestyle aspirations. 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.

The community within the broader study is well established. Dwellings are located along the full length of the alignment. There is an area south of Kororoit Creek which will be developed for residential land uses in the near future. The remaining land is used for (or will be developed in the future) for commercial, industrial and public open space. This includes an undeveloped pocket north of the Melton Rail Corridor which will be developed for industry in the long-term, an area south-west of Ballarat Road where industry is being incrementally established.

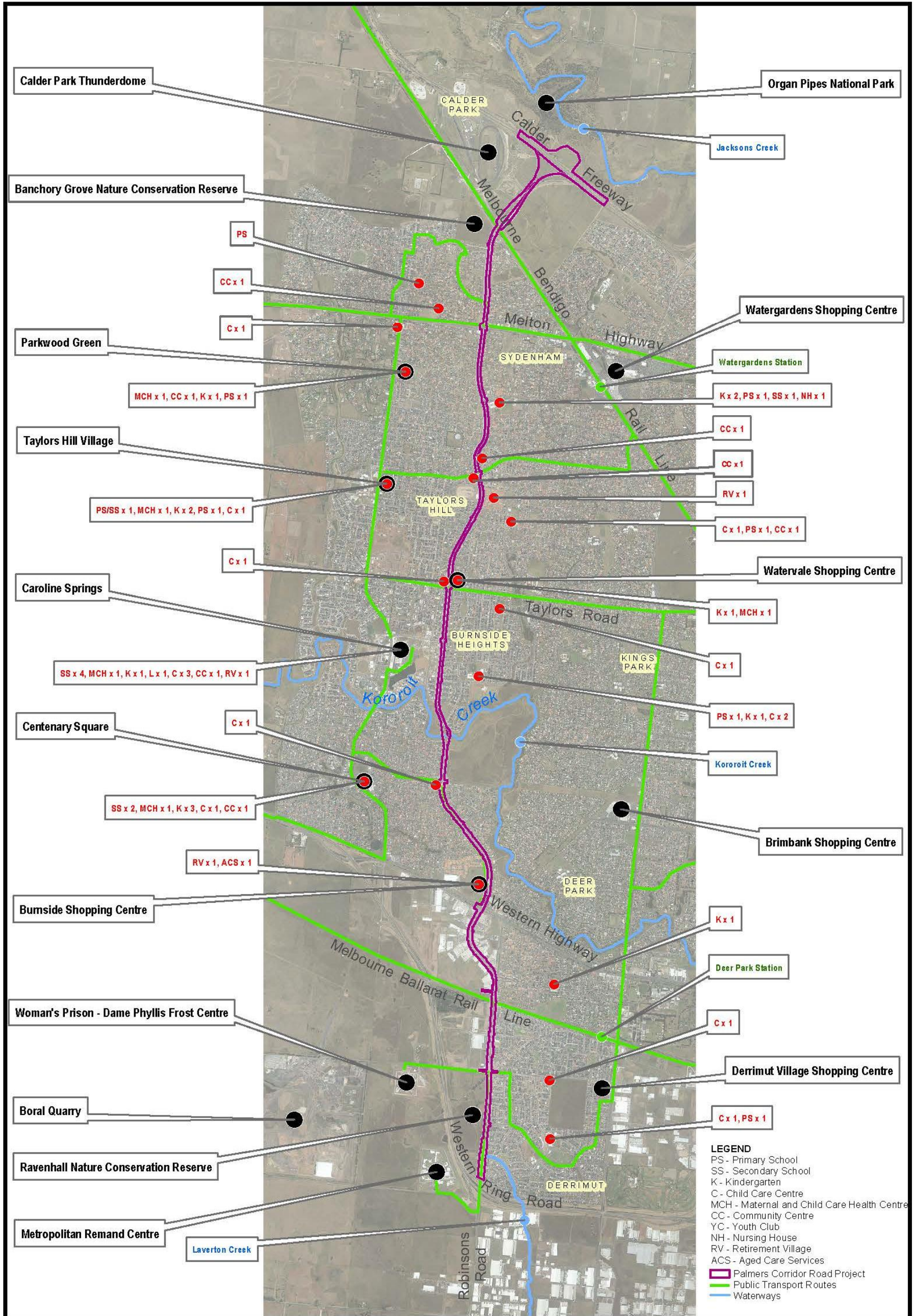
A number of people interviewed as part of this project reported a strong attachment to their home. People also reported making improvements to their property through renovations and landscaping.

5.2 Community Facilities

Given that the community is well established there is an array of community facilities within the local area. Whilst many of these are within designated shopping centres and community hubs, there are many that are dispersed across the landscape and some interface with the proposed alignment. Community facilities that interface with the alignment include shopping centres, retirement villages, childcare centres, a community centre, an aged care service, kindergartens, a maternal and childcare health centre, and a primary school. The wider area includes these and other facilities including a regional library and secondary schools. Community facilities interfacing with the alignment are:

- Copperfield College and Sydenham Hillside Primary School
- Baptist Church
- Watervale Shopping Centre
- Burnside Shopping Centre
- Melton Youth and Community Hub
- Taylors Hill Retirement Village
- Westwood Aged Care Service.

Figure 9 Community Facilities, Places of Interest and Public Transport



5.3 Places of Special Interest

The local area includes a variety of places of special interest and public open space. Many of these areas are connected by a network of formal (and informal) pedestrian/cycle paths.

The places of interest include Organ Pipes National Park, Calder Park Thunderdome, Banchory Grove Nature Conservation Reserve, Pioneer Park, Lake Caroline, Kororoit Creek and Ravenhall Nature Conservation Reserve. There are also several pocket parks along the alignment that provide the opportunity for passive and active recreation. Pioneer Park, Lake Caroline, Kororoit Creek and pocket parks near the alignment are linked to the local community (on both sides of the Palmer's Road Corridor) by walking and cycling paths.

Organ Pipes National Park was established for its significant geological features, such as the Organ Pipes and Rosette Rock. There are no overnight camping facilities available at the site. The Organ Pipes National Park Management Plan, Parks Victoria 1998 describes the Park's recreational setting as:

'elements of the 'Roaded Natural' and 'Semi Developed' categories of the Recreation Opportunity Spectrum (DCE 1990a). This follows from the Park's proximity to the Calder Highway and other roads, as well as to nearby residential areas and aircraft flight paths'.

Banchory Grove Grassland Native Conservation Reserve and Ravenhall Native Conservation Reserve are conservation reserves and both sites are not publicly accessible. The parks are for short-term recreational uses and do not include overnight camping facilities.

5.3.1 Organ Pipes National Park

The PRCP would alter access to the Organ Pipes National Park. Existing conditions and the proposed changes are described below.

Existing access - Direct access from Calder Freeway (both left and right and turns allowed)

Base Case access if the Palmer's Road Corridor project does not proceed - right turn in and right turn out will be closed in the future and only left in and left out allowed, due to growing traffic volumes and safety conditions on the Calder Freeway.

Proposed project access - Close existing direct access from Calder Freeway and restore access via local road that connects into the proposed Calder Park Drive freeway interchange (400m to the east of the current entrance). The proposed Calder Park Drive interchange has east and west off ramps onto the Calder Freeway.

New access to the Organ Pipes National Park is safer and will secure long term access to this important recreational area.

Existing signage - There is existing Organ Pipes National Park signage on the Calder Freeway

Pedestrian and Cycling access (before and after)

- Pedestrian access existing - Only possible from the north side of the Calder Freeway.
- Cycling existing – Only from the north side of the freeway, unless you prepared to cycle on the freeway.
- Pedestrian and Cycling proposed - off road shared path from the south side of the Calder Freeway will be provided.

5.4 Transport

The community is connected by a network of roads, pedestrian/cycling paths, open space corridors and public transport corridors. These connections provide for the movement of people and goods within the local area. Higher order east-west roads are well provided for, including Calder Freeway, Melton Highway, Taylors Road, Ballarat Road and Western Freeway (reflecting transport demand into central Melbourne). Higher order north-south roads are less developed. Approximately 2.5 kilometres to the east is the Kings Road Corridor and approximately 1.1 kilometres to the west is the Gourlay Road corridor. Further west is Derrimut Road which will be incrementally built in conjunction with urban development over the next 30 years.

Due to the incomplete north-south transport connections, traffic seeking to move along the Palmer's Road Corridor must detour via Caroline Springs Boulevard as this road provides the only crossing within the local area over Kororoit Creek. The City of Melton in 2013 began construction of the Palmer's Road Bridge (one lane each way initially but three lanes each way in future) over Kororoit Creek. This will improve north-south connections in the short term. In the future it is proposed to construct a complementary bridge in accordance with the strategic plans to meet the travel demands of the growing community.

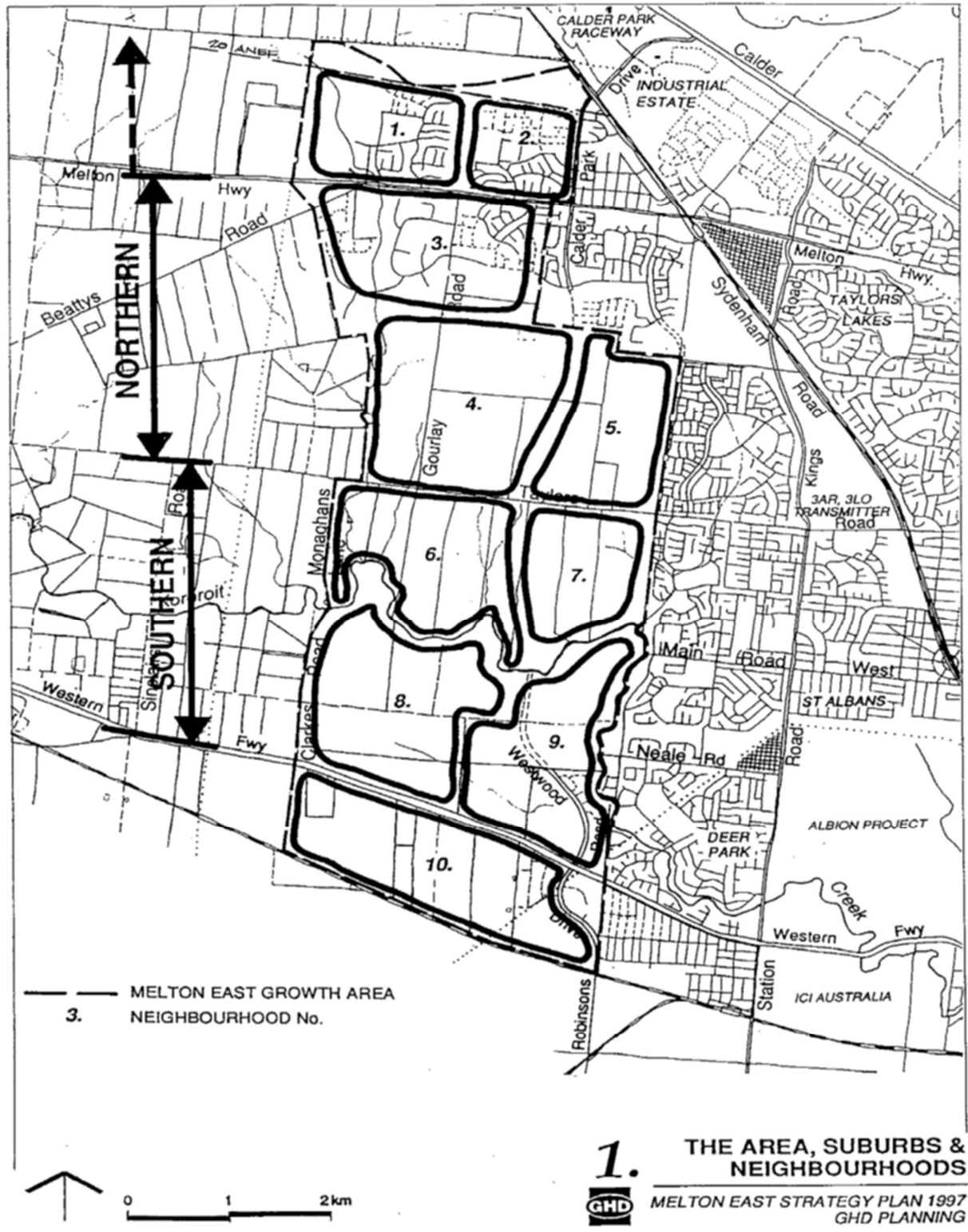
In the sections of the alignment which pass through existing residential areas, houses typically back onto the alignment. This feature of the study area reflects the deliberate planning intent (as set out in MESP – refer Figure 10) to minimise future amenity and safety implications associated with the eventual use of the corridor for a 6-lane road. Pedestrian crossing points which link areas to the east and west are generally limited to roundabouts (which are not particularly pedestrian friendly) at the major east-west roads (such as Taylors Road)..

In addition, opportunities for east-west pedestrian access across the corridor and into adjoining residential areas currently exist at the locations listed below. At various locations there is a mix of open courts and open spaces between residential properties. In some cases less formal and informal pedestrian infrastructure has been installed to facilitate access across the corridor.

- Kanmore Cres/Manchester Drive, Hillside
- Mead Way/Open Space, Sydenham
- Southbank Walk/Carlton Court, Taylors Hill
- Bowman Court/Nepean Way, Taylors Hill
- Carisbrook Court, Taylors Hill
- Forbes Place Playground, Taylors Hill
- Selwyn Close, Caroline Springs
- Carinya Boulevard, Burnside.

The locations listed above present current opportunities for residents to move east-west across the alignment, which they most likely use at times. However, east west pedestrian access was not an objective identified in the MESP. Rather, the MESP identifies the primary role of the PRCP as being to facilitate north - south transport movements and states that a six lane road would be developed in the corridor overtime, and that formal pedestrian crossing points will be provided at select locations to service east-west pedestrian movements. It is also noted that key community infrastructure is provided on both sides of the road corridor to serve the needs of residents.

Figure 10 Melton East Strategy Plan, Neighbourhoods, Suburbs and Areas



Source: GHD, 1997

5.5 Summary

The Study Area has been developed for residential and light industrial purposes. North-south connectivity for motorists is relatively poor. The local area contains a variety of community facilities and open spaces to serve the local community, some of which are located adjacent the alignment. Generally, residential development faces away from the alignment, and pedestrian access across the alignment is limited to a number of formal and semi-formal crossing points.

6.0 Social Issues and Values

6.1 Introduction

This section outlines the key social values and issues relevant in the context of this assessment. Community values and reactions to the proposed PRCP were investigated through a number of methods in 2008 and 2013 by AECOM.

Information collected during the community engagement by AECOM is presented below under the following headings:

- Community Values and Issues
 - Likes and dislikes of the area
 - Transport and Mobility
 - Access
 - Traffic and Road Safety
 - Pedestrian Safety
 - Severance
 - Community Facilities and Open Space
 - Amenity
 - Property Acquisition
 - Environment.
- Social Networks and Local Movements

6.2 Community Values and Issues

Likes and Dislikes of the Area

Only a limited number of local residents chose to complete the full survey (online or face-to-face). Notwithstanding, these respondents indicated their likes and dislikes relating to the local area.

Convenient access to facilities, shopping and recreational areas was the most commonly mentioned positive attribute of the area. In addition, the local area was commonly described as quiet, peaceful, aesthetically pleasing, and offering a mix of formal and informal open spaces. The Caroline Springs Lake was specifically mentioned as a positive attribute of the area. A number of respondents also described their own home when asked to comment on features of the local area they value.

Respondents living adjacent to the Palmers Road Corridor stated that traffic noise is the main aspect of living in the area they dislike. Others also mentioned traffic as a negative aspect of living in the local area, but more commonly in terms of reduced mobility due to congestion. Poor public transport was also mentioned as a dislike of the area. Two respondents specifically referred to Westwood Drive not being linked to Calder Park Drive over Kororoit Creek, as an aspect of the area they don't like.

Transport and Mobility

In 2008, comments received from stakeholders indicated that traffic congestion in the local area was limiting mobility. For example, some respondents stated they experienced difficulty travelling to schools and community services located within the study area due to traffic congestion. At the time, all respondents felt the PRCP would help improve ease of travel to areas and services to the north,

including attractors such as Melbourne Airport and other suburbs where family and friends reside. The majority of respondents felt that the proposal would improve ease of travel to employment areas to the north and south and reduce time spent travelling to work.

Stakeholders suggested that improved public transport would provide residents and the wider community with a greater level of connectivity within the area. This was thought to be potentially beneficial for the area's teenagers in particular who have limited transport options, which reduces their ability to participate in social activities and recreation.

Retirement Village representatives reported that they operate their own bus services to key community facilities and services, such as shopping centres. However, it was stated that if bus stops were more accessible the residents of the retirement villages would be more inclined to use public transport.

The proposed shared cycle and pedestrian path in the PRCP was strongly supported by all respondents, as it would facilitate use of a sustainable method of transport.

The above positive view of the potential benefits of the PRCP in terms of facilitating improved traffic flows and increasing mobility was confirmed by City of Melton and City of Brimbank in the follow-up interview (2013). The City of Melton was keen for the PRCP to proceed to ease traffic congestion. Residents which provided comments via the survey were almost unanimous in their support for the PRCP, suggesting that the existing north-south road link provided by Caroline Springs Boulevard is congested and that PRCP is required to improve mobility. However, some residents living adjacent to the Palmer's Road Corridor were less positive about the project due to concerns relating to potential reductions in their residential amenity.

Access

Study participants pointed to a number of potential issues relating to access to particular properties along the PRCP:

- In 2008, Brimbank City Council requested that a service road be constructed near Copperfield College in Sydenham to provide a safe school drop off zone. This position was confirmed in the recent follow-up interview
- Representatives of Taylors Hill Retirement Village asked that better access into their facility is planned as part of the PRCP, to support the movement of residents and emergency vehicles
- A number of businesses operating along Westwood Drive, particularly those operating along the western side of the road, suggested that the proposed design could make it difficult for trucks to enter their business. Another concern raised was the loss of right hand turn access into businesses due to the layout of the duplication. Appendix 1 (2008) and Appendix 2 (2013) state the specific concerns raised by affected landowners regarding truck access.
- Melbourne Water indicated they did not want the PRCP to inhibit access to the waterways that are located along the corridor.

Traffic and Road Safety

The issue of road safety was raised by the majority of the Stakeholders who participated in the 2008 engagement activities. A common view was that due to the existing width/condition of the Palmer's Road Corridor and its use by large numbers of heavy vehicles, the existing corridor is unsafe. In the view of stakeholders, the condition of the existing road has been badly affected by large vehicles and trucks travelling on a road not built to cope with large volumes of heavy vehicle traffic. It was reported that the number of heavy vehicle movements on the road has increased overtime as transport firms have established in the industrial areas along the corridor.

School representatives said traffic congestion at school drop-off and pick up times is high as most children are driven to school. It was reported that this congestion creates traffic safety issues for staff, students and parents, including pedestrians and cyclists. To reduce the level of congestion, schools stagger their start and finishing times. The schools expressed the view that any improvement to the road network that reduces congestion around the schools would be beneficial.

A number of study participants stated the absence of a continuous arterial route linking the Calder Freeway and Western Highway meant that other routes were used. For example, members of the Caroline Springs Resident's association reported that motorists are using Caroline Spring Boulevard as a thoroughfare. However, in their view the Boulevard was not built to accommodate large numbers of heavy vehicles, or to act as a north-south arterial road. The Resident's Association members supported the PRCP as it will re-direct traffic from Caroline Springs Boulevard and improve road safety within the estate, creating a safer community. This view was also expressed by a large majority of local residents that participated in the 2013 intercept survey.

Some residents that completed the full 2013 survey (online or face-to-face) expressed concerns about traffic accidents spilling into their properties if the Palmer's Road Corridor was widened. These respondents suggested that construction of a service road within the corridor would reduce the risk of traffic accidents.

Pedestrian Safety

During the 2008 round of engagement, concerns were raised regarding pedestrian safety along sections of the existing road. For example, representatives of community organisations felt that there were insufficient safe crossing points along the route, particularly near schools. They felt the PRCP provided an opportunity for upgrading crossings near schools to alleviate safety concerns. Similarly, managers of the retirement villages at Taylors Hill and Burnside indicated that existing pedestrian arrangements make it difficult for elderly persons to cross the road at peak times. As a result residents wait until mid-morning, restricting their travel in and out of the complexes. Schools and community groups stated that pedestrian safety is a common concern within the community.

A number of potential solutions were raised such as development of over or underpasses. However over or underpasses were not seen to be appropriate in all cases. For example, it was suggested that elderly residents with walking aids would be unable to use either over or under passes. Another solution commonly suggested was to provide new signalised pedestrian crossings that enable the elderly and the community extended crossing time to ensure safe passage across sections of the road at peak times. School representatives suggested service roads could provide safer access if located at schools.

In any case, in 2008 respondents were positive regarding the potential of the PRCP to result in provision of safer pedestrian access points over sections of the PRCP. Overall it was stated that any proposal which improves pedestrian safety would be supported by the community, businesses and stakeholders.

The issue of pedestrian safety and the need for safe crossing points (in the form of bridges or signalised crossing points) were also raised by residents who took part in the 2013 survey.

In the follow up interview, the representative from the City of Brimbank expressed concern relating to the proposed intersection design at the intersection of Calder Park and Community Hub. It was reported that a large volume of children cross Calder Park Drive each day as they leave one of the two existing schools (Copperfield College and Hillside Primary School) both being located on the south east corner of the intersection. The two schools combined total approximately 1,500 students.

The proposed design includes a combination of zebra crossings and signalised crossings. The City of Brimbank expressed a preference for the Community Hub intersection to be fully signalised.

The proposed shared cycle and pedestrian path in the PRCP was strongly supported by all respondents in 2008, as they saw it would provide a safe route for cyclists in the area. Melbourne Water stated that bicycle and pedestrian paths should be designed to ensure that water does not flood the path from nearby waterways.

Severance

Participants in the 2008 engagement process, especially those representing community facilities such as schools and retirement villages, indicated severance impacts could occur. People accessing these facilities experienced existing difficulty crossing the road. To illustrate, the catchment area of Copperfield College and Hillside Primary School includes areas to the west of Calder Park Drive, and substantial numbers of children cross the road to access the schools each day. Concern was expressed that the PRCP could also be a perceived barrier for some residents due to the width of the road if it was widened to accommodate six lanes. Respondents therefore highlighted the importance of new traffic lights being installed in areas close to community facilities to avoid/minimise severance effects.

A large majority of those who provided feedback via the intercept survey conducted in 2013, stated that establishment of a river crossing over the Kororoit Creek would facilitate north-south movement within the study area, improving access to employment opportunities and community facilities, for motorists, pedestrians and cyclists.

Community Facilities and Open Space

In 2008 study participants indicated that the PRCP would not adversely affect the community or recreational facilities/open space within the Study Area. Moreover, the proposed shared cycle and pedestrian path in the PRCP was seen as a positive contribution to the area's recreational infrastructure. The shared cycle and pedestrian path was also seen as promoting healthy communities and social connectivity to other communities.

Schools within the Study Area supported the proposal as it will solve many traffic and pedestrian issues. This view was also held by representatives from aged care facilities located along the PRCP.

In the follow-up interview, City of Melton and City of Brimbank confirmed these earlier comments. It was reported that no community facilities had been developed since 2008 that would be adversely affected by the PRCP. City of Melton indicated that the PRCP had been taken into account in all Council's facility investment decisions since the late 1990's. As a result, most facilities developed by Melton have been directed to locations away from the corridor and those that are located along the corridor (for example Taylors Hill Youth and Community Centre) have been designed with the view that the project would one day go ahead.

City of Brimbank also noted that development of a train station at Calder Park has been raised as a possibility and were keen to ensure that development of a station at some point in the future is not impeded by the PRCP. The Council provided copies of a concept plan that has been developed for an industrial area to the east of Calder Park Drive, which includes a park and ride station.

In 2013, Parks Victoria reported that a significant number of visitors to the Organ Pipes National Park are passing motorists who 'drop in'. Accordingly, if as a result of the project it is not clear for motorists how they should access the park from the Calder Freeway, this may result in a reduced visitation to the Park.

The *Organ Pipes National Park Management Plan, Parks Victoria 1998* states that Tullamarine Airport and Calder Park Raceway generate high noise levels which detract from visitor experiences. The Park entrance and eastern block are in the direct flight path of a future east-west runway duplication along Barbiston Road.

Amenity

In 2008, several respondents were concerned about how the PRCP would affect the amenity of dwellings in established residential areas along the corridor. However, while it was acknowledged that there may be residential amenity impacts in some sections of the PRCP on the whole the benefits of the project outweighed impacts.

Representatives from community groups raised concerns that Sydenham - Hillside Primary School and residents at the northern end of the route may be impacted by increased noise levels due to the PRCP.

Residents who provided comments as part of the 2013 intercept survey also acknowledged that there may be reductions in amenity for residents whose properties are adjacent to the corridor. However they also pointed to improvements in amenity likely to result from re-direction of traffic from Caroline Springs Boulevard. Even residents whose properties are adjacent to the alignment indicated that the road was needed, even if this meant that they would personally experience reduction in amenity.

Eleven of the thirteen residents that completed the full survey in 2013 (on-line or face-to-face) raised concerns about increased traffic noise and pollution which would result from the PRCP. These respondents were concerned that the project would negatively impact on their quality of life and reduce the value of their property. It was commonly suggested that noise barriers should be constructed to protect existing amenity. Residents concerned about potential increases in noise indicated a higher level of support for the project, under a scenario where noise attenuation measures were provided.

In the follow-up interview (2013), the representative from the City of Melton indicated it was particularly keen to divert traffic off Caroline Springs Boulevard in order to maintain the amenity of the Caroline Springs Town Centre.

Property Acquisition

Several respondents who operate businesses within the Westwood Drive commercial area indicated concerns regarding possible land acquisition, which would reduce the amount of car parking they can provide. These respondents indicated that any loss of car parking may make it impossible for them to supply parking to the level required under their existing planning permit.

Largest land acquisition is of vacant land east of Calder Park, Thunder Dome (see proposed PAO map). All other acquisition is minor and mainly for splays at intersections. Only 1 vacant residential lot near Kororoit Creek is affected.

The business at 67-71 Westwood Drive reported that it may need to reconstruct display pools and move the business further towards the rear of the site if land is acquired. There is available land towards the rear of the site and as such the business should still be able to operate if measures are implemented to reconstruct the pools and amenities on the site.

The BP petrol station at 1001-1007 Western Highway stated that the property acquisition may have an effect on the movement of trucks in and out of the site and the efficient running of the business during construction. It is anticipated that impacts on other commercial land uses along the PRCP may be similar during construction.

6.3 Social Networks and Local Movements

During the engagement process (2008 and 2013) residents and other stakeholders identified the following social networks and local movement patterns:

- Hume Drive and Overton Lea Boulevard are used to access local schools, as is Community Hub. Hume Drive is an east-west link which has improved traffic flows
- Residents, particularly those in Caroline Springs, indicated that they travel north towards the Calder Freeway to visit family and friends and to travel to locations accessible on the Calder Freeway. These residents were of the view that the PRCP will make travelling to these destinations much easier. Moreover, they stated that during peak travel times Caroline Springs Boulevard can experience high levels of congestion as it is the only north-south road that connects to major roads in the area
- The Sydenham-Hillside Primary School has attempted to organise 'walking' school buses, an initiative supported by the City of Brimbank. The walking school bus relies on parent volunteers to operate and it is difficult to get volunteers because most parents are working. There is a lot of traffic on Community Hub at the school's starting and finishing times and as a result the schools in the vicinity of the street have staggered school finishing times
- Businesses along Westwood Drive have left and right turn access currently. However, in order to maintain safe egress the PRCP would limit access to left turns only.
- The Calder Park Action Group has identified that motorists cannot turn right from Calder Park Drive into the Calder Freeway, which increases travel times.

6.4 Results of VicRoads Consultation 2013

A summary of feedback from the community received by VicRoads was provided to AECOM and has been taken into account in this assessment. Table 6-1 provides a count of the number of common issues and questions raised by the community with VicRoads. The majority of people were seeking more information in order to understand the proposed road upgrade and how it may affect them. Key issues raised by the community were:

- Impacts to amenity as a result of noise, pollution, dust and increased traffic (20 respondents)
- Impacts on access and pedestrian safety (10 respondents)
- Concerns about the impact on the value of homes (8 respondents)

Table 6-1: VicRoads Consultation Feedback 2013

Issues and queries	Number of responses
More information	28
Noise, pollution, construct dust issues	21
Pedestrian safety issues	10
Negative effect on house prices	8
Access issues	7
Traffic increase undesirable	6
Decline in residential amenity	5
No need since low traffic or other roads better	5
Compensation	3
Wanted to be part of focus group	1
Improve rail instead	1
Fauna	1

Source: VicRoads Consultation 2013 (56 respondents)

The concerns raised with VicRoads mirror those relating to AECOM's consultation.

Fifty-six (56) people contacted VicRoads during the consultation process in 2013. Only 8 indicated they opposed the project. 5 indicated they supported the project. The other 43 wanted to get more information or to raise specific issues identified in Table 6-1 above.

6.5 Summary

Local residents, Councils, State Government agencies, land owners and other relevant stakeholders overwhelmingly support the PRCP and indicated the desire for the PRCP to be completed as soon as possible.

The Councils of Melton and Brimbank support the PRCP, commenting that the project would provide improved access to employment and residential areas by providing a continuous north-south arterial road. The Councils were of the view that the PRCP would alleviate traffic congestion currently experienced on nearby roads. The Councils also highlighted the need to ensure that vehicular and pedestrian access to community facilities and open spaces are considered in the final design to mitigate any possible severance issues.

Residents living adjacent to the alignment have mixed views. While most accept the PRCP would have benefits for the local community, some held concerns relating to potential reductions in residential amenity (resulting from increased traffic noise and pollution) and safety.

Westwood Drive land owners and businesses reported a number of potential impacts including:

- Loss of front access to their businesses which could result in possible loss of customers
- Possible loss of land, with implications for parking and the viability of turning bay facilities
- Loss of right hand turn into Westwood Drive because of the current proposed service lane design.

Most respondents stated that existing traffic problems throughout the Study Area were a major issue. The need for urgent implementation of the PRCP to improve traffic flows, reduce congestion and ensure a safe road environment was a common theme.

7.0 Assessment of Social Impacts

7.1 Introduction

This section describes the social changes likely to be caused by the PRCP in relation to the EES Scoping Requirements (project objectives), sub-objectives and assessment criteria. The relevant potential social changes are described for particular social receptors and the potential impacts both positive and negative rated in terms of their severity in accordance with the rating scale shown in Table 2-1.

7.2 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 identified 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 PRCP will be considered in terms of their potential impacts for the following social receptors, where applicable:

- Regional and local users of the road
- Pedestrians and cyclists
- Residents living adjacent to the alignment and in the broader area
- Operators and users of the various community and sports facilities in the local area.

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.

7.3 Assessment Criteria

The section below outlines the assessment of social impacts undertaken according to the assessment criteria nominated for the project. As explained in Section 2, the ESS objectives for the project relate to:

- Road Safety and Capacity (Table 7.1)
- Amenity and Environmental Quality (Table 7.2)
- Social, Land use and Infrastructure (Table 7.3)
- Visual and Landscape Values (Table 7.4)
- Integrated and Sustainable Transport (Table 7.5).

As outlined in Section 2.2, AECOM developed SIA specific sub-objectives and assessment criteria relating to each of the relevant EES objectives in conjunction with VicRoads and these guide the assessment in the following tables.

The first EES Evaluation Objective relevant to the SIA is 'Road Safety and Capacity'. The objective is:

'To improve the road based transport capacity and connectivity in western Melbourne, by developing a six-lane dual carriageway arterial road along the Palmer's Road corridor between Western Freeway and Calder Freeway, while maintaining the connectivity of the existing local transport routes.'

Table 7-1: Objectives and Assessment Criteria relating to the EES Objective Road Safety and Capacity

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To upgrade the existing road network to provide for the safe and efficient movement of people, goods and services.	Effect on north-south linkages in the local area.	Road Users	The absence of a continuous north- south arterial connection is causing delays for motorists. The proposed Kororoit Creek bridge would establish a continuous north-south road. In the longer term a six lane road would be able to accommodate projected traffic flows.	A north-south arterial route would increase the capacity of the roads to accommodate projected traffic flows, including heavy vehicle traffic, for the foreseeable future. North-south traffic would be taken off local roads & Caroline Springs Boulevard & Gourlay Road The result of the above would reduce traffic congestion and improved road safety.	Very Well
	Effect on the safety of the road network.	Local Road Users	Concerns about the suitability of the corridor for heavy vehicle traffic are common. In the future, demand for heavy vehicle trips along the corridor will increase.		
To encourage the increased use of sustainable transport modes.	Effect on the use of sustainable transport modes such as public transport, cycling and walking.	Public Transport Users	At present there is no continuous north-south bus route along the corridor.	It is intended to provide physical infrastructure to support a bus route on the alignment. Closer to construction, the location of bus stops will be investigated	Very Well
		Pedestrian and Cyclists	There is currently no dedicated lane for cycling along the corridor.		

The second EES Evaluation Objective relevant to the SIA is 'Amenity and Environmental Quality'. The objective is:

'To minimise effects adverse noise and other amenity effects on nearby residents and land uses to the extent practicable.'

Table 7.2 presents an assessment of the PRCP relating to each relevant SIA sub objective and assessment criteria.

Table 7-2: Objectives and Assessment Criteria relating to the EES Objective for Amenity and Environmental Quality

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To minimise noise impacts for local residents and surrounding areas	Extent of noise effects at properties.	Residents adjacent the alignment	<p>Local residents value their residential amenity highly, and acoustic amenity is an important factor determining perceptions of residential amenity.</p> <p>Owner occupiers are more sensitive to changes to residential amenity than renters. Home ownership in the Study Area is high.</p> <p>Planning for the area has identified the Palmer's Road Corridor as an arterial route since the 1990s. The majority of people consulted had been aware of the planning intent to undertake the PRCP for some time.</p>	<p>Based upon the Traffic Noise Impact Assessment (AECOM, 2014), traffic noise is expected to increase in close proximity to the alignment</p> <p>Residences adjacent in existing roads will be exposed to traffic noise increases resulting from additional traffic volumes and increase in traffic speed. The majority of dwellings would experience an increase of 1 to 9 dB (A). However, a notable number of dwellings would experience increases above 9 dB (A).</p> <p>Residences adjacent the Westwood Drive connection will be exposed to traffic noise increases. The majority of residences would experience increases greater than 10 dB (A). A notable jump in noise levels would occur with the establishment of the Kororoit Creek crossing, after which a gradual increase in noise levels would occur.</p> <p>Construction activities may have negative impacts such as noise, dust, vibration, which may impact on the amenity and quality of life of nearby residents whilst the road is being constructed.</p>	Neutral

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
		Residents of Caroline Springs Boulevard	Public amenity in Caroline Springs Shopping Centre and along Caroline Springs Boulevard.	Although not modelled, there is likely to be reductions in traffic on Caroline Springs Boulevard, and consequently reductions in traffic noise affecting residential properties on this road.	
	Extent of noise effects at important community facilities.	Facility operators and Users	Providers of community infrastructure such as City of Melton have support the PRCP for some time and have ensured that any community facilities built along the alignment are either compatible with a busy road environment or designed to minimise their sensitivity to increased traffic noise.	Elevated noise from traffic is also likely to affect community facilities along the alignment, including Copperfield College. The Organ Pipes National Park is currently affected by high noise levels from the Calder Freeway and from its proximity to Melbourne Airport. With the construction of the 6-lane road and interchange at Calder Freeway there will be a small increase in traffic noise levels.	Very Well
To minimise other amenity impacts for local residents and surrounding areas	Extent of effect on air quality at properties.	Residents adjacent to the alignment	Some local residents may be sensitive to reductions in air quality, particularly in the context of potential health impacts.	An assessment using the VicRoads Air Quality Screening Tool was undertaken to determine the potential impacts on air quality as a result of increased traffic along the Palmer's Road Corridor. The assessment indicated that the impact on air quality is within the relevant regulatory requirements	Well
	Extent of effect of construction dust at properties.	Residents adjacent the alignment	Local residents value their residential amenity highly, and may be sensitive to increased dust levels resulting from construction activities.	The management of potential construction impacts on amenity and environmental quality will be developed as part of the EES Environmental Management Framework and subsequently the Construction Environmental Management Plan.	Well

The third EES Evaluation Objective relevant to the SIA is 'Social, Land use and Infrastructure'. The objective is:

'To minimise adverse social and land-use effects, including impacts on existing infrastructure.'

Table 7.3 presents an assessment of the PRCP relating to each relevant SIA sub objective and assessment criteria.

Table 7-3: Objectives and Assessment Criteria relating to the EES Objective for Social, Land Use and Infrastructure

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To minimise property acquisition.	Number of properties affected by acquisition	Residential property owners	Owners of residential property are sensitive to property acquisition. Owner occupiers are typically more sensitive to acquisition than investment property owners, as the property is their home.	<p>No residential dwellings will be acquired.</p> <p>One vacant residential block on Westwood Drive (near Kororoit Creek) and 4 narrow residential strips of splayed will need to be acquired between the Calder Freeway and the Western Freeway.</p> <p>The long term planning of the area, has ensured that land is available to support the PRCP, and has greatly minimised the need for property acquisition.</p>	Well
		Commercial Property Owners	<p>Owners of commercial property are sensitive to property acquisition, but typically less so than residential owner occupiers.</p> <p>Commercial property owners consulted as part of this project were pragmatic and mainly interested in ensuring that there was no impact for the operational integrity of their business and/or in obtaining assistance to re-locate.</p>	<p>No commercial buildings will be acquired.</p> <p>Some commercial properties along the alignment will be affected by property acquisition and by modified access. This particularly occurs along the western side of Westwood Drive.</p> <p>Land acquisition is also required at Calder Park Thunderdome (situated on the western side of Calder Park Drive) and a future mixed use estate (situated on the eastern side of Calder Park Drive).</p>	Neutral

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To minimise impacts on access to landholdings along the alignment.	Extent to which access to land holdings is affected	Open Space	Banchory Grove Nature Reserve is currently fenced and there is no current public access.	Access to the Parks Victoria Flora and Fauna Reserve (known as Banchory Grove Nature Reserve), is proposed to be maintained.	Very Well
		Organ Pipes National Park	Changes to access conditions may alter visitation if convenience for passing motorists is reduced.	<p>The entry/egress for Organ Pipes National Park will be improved through the proposed works associated with the Calder Freeway/Calder Park Drive interchange</p> <p>Overall there is a safety improvement, as indicated in the Access Report.</p> <p>Access for pedestrian and cyclists is improved. Specifically, pedestrians and cyclists would be able to access the Park from the south of the Calder Freeway.</p> <p>Access for motorists is retained to the Organ Pipes National Park. The project results in improved access for west bound traffic and a negligible change for east bound traffic.</p>	Well

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
<p>To minimise the severance impact on communities and valued places.</p>	<p>Extent of severance</p>	<p>Users of Community Facilities / Open Spaces</p>	<p>There are community facilities and open spaces, and other attractors such as shopping areas, located thought the urban areas to the east and west of the alignment. Many of these facilities (schools in particular) are accessed on foot, and have catchments which bridge the alignment.</p> <p>The existing street layout provides poor east-west permeability. There are a small number of pedestrian links created by open courts.</p> <p>At present the alignment accommodates a two lane road, which would be relatively easy for pedestrians to cross in the short term. Expected traffic increase would make this more difficult to cross in the future without the project, in which case the quality of pedestrian connections would also likely be poor in a two lane scenario (i.e. no PRCP).</p>	<p>North-south connectivity in the Study area would be substantially improved for motorists, cyclists and pedestrians when the Kororoit Creek Bridge is developed.</p> <p>Pedestrian safety would be increased when existing roundabouts are replaced with signalised crossing points, encouraging east-west and north south pedestrian movements.</p> <p>Existing open courts and associated pathways which provide less and informal opportunities for east west pedestrian and cyclist movements across the corridor would be modified by the proposal and their use may become impractical over time as traffic volumes increase/the road is widened. However local planning policy gives priority to the establishment of a north south transport corridor.</p> <p>The proposed intersection design at Community Hub Drive has generated concerns regarding pedestrian safety.</p>	<p>Neutral</p>

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To minimise impacts on the cohesion of the community.	Effects on local social networks, community patterns and linkages	All	<p>Existing pedestrian connectivity east-west is poor.</p> <p>Existing traffic congestion is limiting mobility for motorists.</p>	<p>Travel times for trips made by private vehicle throughout the Study Area would be improved and congestion reduced.</p> <p>Travel safety will be improved for all road users by providing signalised intersections. North-south connectivity in the Study area would be substantially improved. The number of formal east-west pedestrian connections would be unchanged and installation of traffic lights would improve pedestrian safety at these points. There would be fewer less/informal connections/crossing points for pedestrians wishing to move east to west across the alignment.</p> <p>Access to the Organ Pipes National Park is improved for pedestrians and cyclists and made safer for motorists.</p>	Well

The fourth EES Evaluation Objective relevant to the SIA is 'Visual and Landscape Values'. The objective is:

'To avoid adverse effects on the landscape and recreational values of the Organ Pipes National Park and minimise visual effects on open space areas.'

Table 7.4 presents an assessment of the PRCP relating to each relevant SIA sub objective and assessment criteria.

Table 7-4: Objectives and Assessment Criteria relating to the EES Objective for Visual and Landscape

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To protect the visual amenity of local area, including the Organ Pipes National Park.	Effects on visual amenity	Local residents and road users.	Local residents live in an urban environment and are accustomed to a visual environment including roads.	<p>Potential limited distant visual impact on the Organ Pipes National Park (situated on the northern side of Calder Freeway). Landscaping can be provided to screen the proposed Calder interchange.</p> <p>The road is not viewed directly by residents in the majority of cases due to tree reserves along the route.</p>	Well
Promote built form that reflects community identity and aspirations.	Compatibility of built form with community identity and aspirations.	Local residents		<p>The proposed road is at grade with the exception of the overpass at Melbourne – Robinson Road rail crossing, Bendigo Rail Corridor, the elevated Calder Freeway interchange and the Ballarat rail line.</p> <p>Residents living near the Victoria Road/Calder Park Drive intersection and the crossing of the Ballarat Rail line would have clear views of the road overpass. The Robinson Road future grade separation will be an underpass for the road.</p>	Well

The fifth EES objective relevant to the SIA is 'Integrated and Sustainable Transport'. The objective is:

'Overall, to demonstrate that the project would achieve a balance of economic, social and environmental outcomes that contribute to ecologically sustainable development and provide a net community benefit over the short and long-term.'

Table 7.5 presents an assessment of the PRCP relating to each relevant SIA sub objective and assessment criteria.'

Table 7-5: Objectives and Assessment Criteria relating to the EES Objective for Integrated and Sustainable Transport

SIA Sub Objective	Assessment Criteria	Social Receptor	Sensitivity	Social Change or Effect	Rating
To ensure PRCP provides an overall social benefit to the community.	Balance of social benefit and dis-benefits	All	<p>The benefits of the PRCP are seen as highly desirable by the local community and are recognised even by those who would experience reductions in amenity resulting from traffic noise.</p> <p>Some residents will experience reduced residential amenity, although reductions need to be viewed in the context of increased traffic levels in the corridor expected regardless of the PRCP.</p> <p>The long term identification of the PRCP and setting aside of land for this purpose has reduced property acquisition and assisted in the management of community expectations regarding the functional role of the PRC.</p>	<p>The PRCP would improve north-south connectivity in the study area for motorists, cyclists and pedestrians through the proposed Kororoit Creek Bridge. The Bridge would improve traffic flows, reduce congestion, re-direct traffic from valued community areas (most notable the Caroline Springs Town Centre) and improve road safety.</p> <p>There would be some reductions in acoustic amenity for properties adjacent to the alignment, but potential improvements in acoustic amenity for residents of Caroline Springs Boulevard.</p> <p>There would be a reduction in (informal) east-west pedestrian access. However there would be an increase in pedestrian safety at formal pedestrian crossing points for those wishing to move east-west</p>	Very Well

7.4 Summary of Impacts

The social changes and effects associated with the proposed PRCP have been identified and assessed with reference to (i) ESS Evaluation Objectives, and (ii) sub-objectives and assessment criteria developed for the SIA. The PRCP will result in improved traffic flow and mobility, which would result in substantial positive impacts. It has been determined that the PRCP would result in reduced acoustic amenity for residences adjacent to the alignment.

Table 7.6 below evaluates the overall level of performance of the PRCP upgrade against the EES Evaluation criteria, to the extent that social impacts influence the projects overall performance.

The overall rating for each objective is based on the cumulative assessment for each sub-objective, resulting in an overall rating of "Well".

Table 7-6: Summary of Impacts

EES Objective	Assessment Summary	
Road Safety and capacity - To improve the road based transport capacity and connectivity in western Melbourne, by developing a six-lane dual carriageway arterial road along the Palmers Road corridor between Western Freeway and Calder Freeway, while maintaining the connectivity of the existing local transport routes	A north-south arterial route would have sufficient capacity to accommodate projected traffic flows for the foreseeable future. A shared off-road pedestrian and cycling path is proposed along the entire length of the corridor.	Very Well
Amenity and Environmental quality - To minimise adverse noise and other amenity effects on nearby residents and land uses to the extent practicable	Noise levels are predicted to increase near the proposed PRCP. Development has occurred with the knowledge of the future road upgrade. Traffic will be re-directed from roads such as Caroline Springs Boulevard, potentially improving acoustic amenity in these locations.	Neutral
Social, land use and infrastructure - To minimise adverse social and land-use effects, including impacts on existing infrastructure	Long term planning, has ensured that land is available to support the PRCP, and has greatly minimised the need for property acquisition. No residential dwellings would be acquired. Some commercial businesses along Westwood Drive are affected by property acquisition. The frequency of opportunities for east-west pedestrian movement would be reduced. However, pedestrian safety would be improved at some existing crossing points with the installation of traffic lights.	Well
Visual and landscape values - To avoid adverse effects on the landscape and recreational values of the Organ Pipes National Park and minimise visual effects on open space areas	The majority of the proposed road is at grade with the exception of the overpass over the Melbourne - Bendigo Rail corridor, Robinson Road underpass near the rail line, the Calder Freeway interchange, and the Kororoit Creek Bridge. There is a potential distant visual impact on the Organ Pipes National Park (situated on the northern side of Calder Freeway). Landscaping can be provided to screen	Well

EES Objective	Assessment Summary	
	the proposed Calder Freeway interchange.	
Integrated and sustainable transport - Overall, to demonstrate that the project would achieve a balance of economic, social and environmental outcomes that contribute to ecologically sustainable development and provide a net community benefit over the short and long-term	The PRCP would improve traffic flow, reduce congestion, re-direct traffic from valued community areas and improve road safety. There would be some reduction in acoustic amenity for properties adjacent to the alignment, and a reduction in east-west pedestrian connectivity.	Very Well
Overall Rating		Well

7.5 Mitigation Measures

Based upon this assessment, the following mitigation measures are recommended to lessen the impacts of the proposed project. Additional mitigation measures are recommended in other technical reports undertaken for this project. They should be read in conjunction with the mitigation actions outlined below in Table 7.7.

Table 7-7: Mitigation Measures

Recommended Mitigation Measure
<p>Pedestrian access - Investigations to be undertaken at the time of construction to determine location, frequency and type of pedestrian crossing points</p>
<p>Signalised Crossing at Community Hub - consider a solution to better manage the large volume of students crossing at the Palmer's Road and Community Hub intersection at school start/end times.</p>
<p>Signage - Organ Pipes National Park – Erect suitable signage for the Organ Pipes National Park.</p>
<p>Access to Businesses - continue to consult with businesses to ensure that reasonable access can be retained.</p>

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Appendix 1 – 2008 Interview Program Findings (AECOM)

The table below summarises key stakeholder interviews undertaken in 2008.

Stakeholder	Key Findings
Melton City Council	<p>Melton City Council supports the PRCP.</p> <ul style="list-style-type: none"> - Melton City Council indicated that they are in support of the corridor and have been aware of the proposal for quite some time as the proposed road is included in the Melton Strategy Plan, which dates back to the 1990's.
Brimbank City Council	<p>Brimbank City Council supports the PRCP.</p> <p><i>Community facilities</i></p> <ul style="list-style-type: none"> - Copperfield College (Sydenham) is located adjacent to Calder Park Drive (Westwood Drive). The main entrance point to the school is via Community Hub, which is a Council operated facility. There is limited public transport in the area. There is no bus route to the school. Chartered buses are used for excursions. A service road off Westwood Drive would provide a place for parents to drop off their children and place to park - Sydenham Primary School and Sydenham Community Centre are located east of Copperfield College. These facilities may also have some access issues as result of the road upgrade - Creation of walking school buses for these schools has not been successful - Severance and dislocation issues to the above facilities may be created as a result of the upgraded road corridor - Organ Pipes National Park – no direct impacts on the national park were discussed - Broadcast Australia Site (located some distance from the road corridor) - there are prospects for site to be developed into a residential area, however the site is currently Commonwealth Land. <p><i>Community consultation</i></p> <ul style="list-style-type: none"> - It was suggested by Council that a letter should be sent to residents along Thompsons Road informing them on the project because the first design for Palmer's Road prevented access to Thompsons Road - Council's Community Wellbeing Department and Social Planners should be able to recommend some community action groups and community representatives to speak to (contact details to be provided to Maunsell by Simon Vittorio) - The Deer Park Bypass community representatives group should have some members from Brimbank that could be used in the consultation process for Palmer's Road. <p><i>Traffic Issues</i></p> <ul style="list-style-type: none"> - A lot of Brimbank residents travel out of the municipality for employment - Limited public transport in the area - Problems with the interchange at the Melton Highway as there is very limited access onto the Calder Freeway. Drivers use Calder Park Drive, turn left and do an illegal U-Turn on the Calder Freeway to head into the City. Or drivers turn into the Organ Pipes National Park and then turn out again to head to the City. Palmer's Road would provide a proper interchange with Calder

Stakeholder	Key Findings
	<p>Freeway.</p> <p><u>Other concerns</u></p> <ul style="list-style-type: none"> - Grade separation of the Melbourne-Ballarat Railway Line. Access needs to be maintained to the Telstra Exchange facility and Victoria Road - Watergardens transport/structure plan to be considered as part of the planning review.
Growth Areas Authority (now Metropolitan Planning Authority)	<ul style="list-style-type: none"> - It is arguable that this area along the Palmer's Road corridor will experience future growth due to land supply issues and the possible expansion (if decided by the government) of the Urban Growth Boundary. Therefore the relevant social issues should be considered in the future planning of the areas of land adjacent to the corridor - Forward planning is required at the southern end of the proposal as it is proposed to integrated employment and activity in this area in order to ensure local services are all together. This is important for to ensure that services are well developed in this area of land in the future - The Growth Areas Authority stated that they would be in support of the proposal as it is seen as an important transport linkage in the western side of Melbourne. - Potential issues with the new industrial areas - Palmer's Road Corridor is located within and adjacent to the Urban Growth Boundary - Palmer's Road Corridor may experience growth due to land supply issues and possible expansion (if decided by the government) of the Urban Growth Boundary - Refer to Smart Growth Committee 2004/05 - Long term planning required for the open land area to the west of corridor.
Department of Sustainability and Environment (now Department of Environment and Primary Industries)	<ul style="list-style-type: none"> - A concern that was raised was how the proposal may affect protected grasslands and native fauna that are found in the area, such as frogs and lizards. In terms of the social impact it was stated that the environmental factors be considered as it is highly valued by the nearby and wider community. - Potentially some important vegetation along the western side of Palmer's Road – particularly in the southern end. - Potentially some impact on significant fauna.
Department of Planning and Community Development (now Department of Transport, Planning and Local Infrastructure)	<ul style="list-style-type: none"> - DPCD advised that mitigation measures should be implemented to ensure that amenity impacts are minimised from the development. - The Sydenham Transit City document should be considered in the assessment. - Overall it appeared that no major issues were expected with this proposal and that the DPCD encouraged this corridor link. - Ensure that amenity impacts are minimised - Transit Cities M2030: Calder Park / Water Gardens. Important to consider this document and refer to in regards to land use (including Bob Jane site) - Consider Sydenham Master Plan.

Stakeholder	Key Findings
Melbourne Water	<ul style="list-style-type: none"> - Melbourne Water did not indicate that they had many social concerns with the project except regarding environmental issues and bike paths. Melbourne Water stated that there is the potential for Growling Grass Frog species in Laverton and Kororoit Creek, which should be noted as the species is a significant one to the area. In addition Melbourne Water stated that bike paths should be designed to ensure that over flow from the relevant waterways does not cause a safety issue for users. - Drains and creeks cross the proposed Palmer's Road Corridor - Potential for Growling Grass Frog species in Kororoit Creek.
Dennis Corporation	<ul style="list-style-type: none"> - The Dennis Family Corporation indicated that they are in support of the proposal as the bypass will improve access to the corporation's developments within the corridor. They stated that they wanted to ensure that suitable access was provided in order for residents to access the Burnside Shopping Centre and that suitable access is provided in and out of the proposed estate. - Want to ensure that adequate access is provided for residents to access the shopping centre.
Australand	<ul style="list-style-type: none"> - It was stated that depending on the truck routes (for example to Bendigo), the upgrade of Palmer's Road Corridor could potentially increase the amount of trucks travelling through the northern residential areas of the road corridor in order to access Calder Freeway and as a result may have an effect on the residential amenity within this area. Australand indicated that they are planning to purchase land at Taylors Hill (corner of Taylors Road and Calder Park Drive) for a local neighbourhood activity centre, which is adjacent to Palmer's Road. The activity centre may include a supermarket and several speciality shops, with pedestrian, cycling and bus access to the activity centre a consideration that would be encouraged. The upgrade of Palmer's Road could potentially alter the catchment of this activity centre however it would be likely that the catchment area would be predominately from the eastern side of Palmer's Road. - Overall Australand supports the upgrade of Palmer's Road and it was highlighted that the road would improve connectivity and road safety in the area.
Parks Victoria	<ul style="list-style-type: none"> - Parks Victoria raised concerns regarding the potential environmental implications for the grasslands located at Robinsons Road and Middle Road. Parks Victoria indicated that this will need to be a consideration during construction. - Parks Victoria also indicated that they had access concerns about entering the land near the Raceway during and post construction of the proposal. - Access issues for Victoria Road – understanding that access will be provided to Pioneer Park from the north (i.e. via Darlington Drive or Manchester Drive). - Potential environmental implications for grassland at Robinsons Road and Middle Road.
Land Holder East of Calder Park Raceway	<ul style="list-style-type: none"> - The land holder is in support of the proposal however would need to work through the key access issues associated with the road in conjunction with the future development. The representative detailed that catchments to the new railway line would need to be considered as it is envisaged that a large proportion of traffic that currently uses Watergardens Station would use the new station at the Thunder Dome in the event of its construction. This is important to note as it may have an effect on access and traffic issues.

Stakeholder	Key Findings
Department of Transport (now Department of Transport, Planning and Local Infrastructure)	<ul style="list-style-type: none"> - The proposal is a response to the East-west Report* - Good in the development of Orbital Bus Routes in the area* - If train station is developed near Calder Park Raceway this would be of benefit for public transport in the area. <p>*whilst these comments were made in 2008, they are not representative of current policy.</p>
Western Women's Health	<ul style="list-style-type: none"> - Supported the proposal as it created easier access to services. - The health benefits associated with the shared pedestrian and cycle path were also supported.

Affected Landowner Interviews

AECOM interviewed a range of businesses along the western side of the Westwood Drive Commercial area. Below is the feedback specifically relating to the relevant affected sites as discussed in the 2009 AECOM Report. The address of each affected land holder has been omitted for privacy reasons.

Robinsons Road

This site on Robinsons Road is located adjacent to the Melbourne to Ballarat Railway line on the western side of Robinsons Road. AECOM met with the planning consultant responsible for this site to discuss social and land use issues associated with the proposal.

Response

The main concerns raised by the consultant were mainly land acquisition. However, issues relating to how the proposal would affect site access were also discussed. The land owner was concerned how the proposed duplication of the road will affect access to the site and the ability of the land owner to develop the site in the future.

Overall the land owner accepts that the road has to go through this area, however strongly encourages prior consultation to discuss the extent of the PAO being applied to the site and proposed access arrangements in order to ensure that the site can be appropriately developed in the future.

Western Highway

The site accommodates a BP petrol station that is located on the corner of Western Highway and Westwood Drive. AECOM met with the landowners of this site to describe and gain a response as to how the proposal would affect the site.

Response

The applicant's major concern was regarding the access arrangements to the site through the provision of a service road and the loss of the right hand turn into the site. However the land owner would accept the loss of one of the two crossovers located on Westwood Drive on the basis that the site maintains a right hand turn in capacity in some form of Westwood Drive. The landowner is concerned that the loss of direct access from Westwood Drive would result in the loss of impulse buyers and would therefore cause financial detriment to their business. In addition it may be difficult for trucks to access the petrol station off the service road. It is noteworthy that the Petrol Station is part of the BP National Truck Stop Network as it provides diesel fuel and amenities for truck drivers. The site can accommodate 12 semitrailer trucks at any one time. The restaurant amenity on site is not fast food but more home cooked meal based and truck drivers have the opportunity to shower rest and

eat a meal at this site. As this site is a strategic stop for trucks, accessible access is important in any design consideration.

At present the proposal through this section of Westwood Drive is not supported by the landowner of this site due to the impact it will have on the successful operation of their business. The land owner stated that it is desired that alternative access and design solutions be discussed to achieve a more desirable outcome which will not cause detriment to the site. To achieve this the applicant plans to propose an alternative design option to the BP petrol station to provide suitable access.

Westwood Drive

Site 1 – Westwood Drive

The site accommodates two business and approximately 45 car parking spots. The middle of the two businesses provides access for trucks that need to access the two sites.

Response

The loss of frontage would result in the loss of exposure to the two businesses on the site and would create access and car parking issues. When the current design was considered by the landowner it is indicated that trucks won't be able to access the site with the proposed arrangement as it will be difficult for trucks to turn out. Approximately 7 to 8 trucks a day access the site with trailers. Site is currently designed for them to enter and exit safely.

As the design proposes to run the road into the frontage of this site this would result in a loss of car parking. The landowner said this would be detrimental to business as about 30 to 40 car park on the site at any one time and if car parking is not available staff and customers will not be able to park on the site.

Questioned whether railway line could be put underground instead of Palmer's Road as this would reduce the impact on the businesses in this area.

Site 2– Westwood Drive

The site accommodates nine warehouses, four that have frontages to Westwood Drive and five to the rear. Car parking is provided and the front and side of the site and a truck turning circle is provided within the site.

Response

Landowner is concerned with the proposal taking away the front access and the subsequent exposure to the site. The landowner believes that this loss of frontage access will result in a loss of property value, a reduction in potential rental income and a loss of customers. It was indicated that the site was designed to provide window frontages onto Westwood Drive to ensure the optimal exposure for operators who occupy the front warehouses.

The proposed road design of providing a rear access to the warehouses is not compatible with the intended design of the site. The landowner stated that trucks need to access the site particularly to the five warehouses to the rear. As the site has recently been developed the site was designed so that trucks can enter from Westwood Drive up through the side access and then exit through the turning circle provided on site. If the final design resulted in the loss of access from Westwood Drive it will create great difficulty for trucks exiting the site and possibly a loss of car parking that is allocated on the site.

The land owner is supportive of overall proposal but could not overstate the need for his site to have front access from Westwood Drive. Landowner was hopeful that a solution could be formulated that still provides the site with a front access and encourages a revised design option.

Site 3– Westwood Drive

The land owner interviewed owns the two vacant store fronts next to the Bridgestone Select Store and a property to the rear. The complex at 51 – 53 Westwood Drive is home to eight warehouses.

Response

Land owner raised concerns about where the services, e.g. electricity, water facilities, which are located at the front of the property will be moved to and where the business signage at the front of the site will be relocate to.

One concern raised was ensuring that the service road is not used as a thoroughfare or impedes access to the site. The inability to turn right out the site if the lanes are duplicated was seen as a negative as currently the land owner and business can turn left or right out of site and concerned that the proposal will not allow this.

The landowner saw the benefits that could come out of the project overall but had specific concerns relating to the site that would require further discussion (e.g. services relocation and sign)

Site 4– Westwood Drive

The site currently accommodates a Lazaway pools store and consist of approximately 15 in-ground pools and associated landscaping. The site is currently on a 10 year lease agreement from the owner in South Australia. The vacant land to the rear of site is part of the lease agreement and is occasional used for the storage of excavation equipment and trucks. The site accommodates approximately 20 car spaces and is designed with access off Westwood Drive to enable trucks to freely enter and exit the site. The site currently operates 7 days a week, with weekends being the busier days. About 2 to 3 staff are located on the site during weekdays and 5 or so on the weekend. It was indicated that the store is busiest during the warmer months.

Response

The land operator indicated that the proposal would have an impact on the business from the relocation and reconstruction of pools, associated pool services (water) and the reconstruction of the front fence. It was indicated that as the site has available land to the rear rebuilding can occur in this area.

Waigani Estate

The Waigani Estate is the vacant site to the west of Westwood Drive and currently has an application before Council to subdivide the land into approximately 50 lots that will be constructed in two stages. Once subdivided the land will be used for industrial and commercial purposes. The representative of the land owner states that they have been aware of the proposal and have conducted preliminary discussions with VicRoads on the matter.

Response

The location of the site and the nature of the development ensure that the development is accessible from Fuller Road, Vanessa Drive and from Westwood Drive. Land owner supports the proposal and stated that they are willing to discuss the use of the land behind 5-7 and 9-11 to be set aside for an access road to those sites.

It was stated that the service road access is appropriate for the site as most people plan to go to the site and are less likely to be impulse buyers. With this stated an appropriate U-turn area or right hand turn access is desirable to ensure customers can access the site when travelling from the south.

The land operator was not aware of a road proposal through this area. Council supported the idea of a pool site and that was the only information provided by Council in regards to the goal and future of the site. Overall the proposal was supported however, considering the level of acquisition required further discussion from VicRoads may be required.

Phone Interviews

Site 5– Westwood Drive

The land owner of this site was contacted by telephone to discuss the Palmer's Road Corridor Project.

The landowner did not support the proposal in the Westwood Drive area and had strong concerns about the proposal affecting the long term viability of their business. The current design will remove an access point, create the loss of a right hand turn and reduce exposure. This will create a commercial loss which will be detrimental to the business. The proposal will cause restricted access and long term the proposal will grossly affect the business.

Landowner advised that they will contact VicRoads to discuss design options and believes that a design can be created that access from right hand turns to the property. In addition had concerns about the speed limit and future naming of the road as it is impractical to have multiple road names along the corridor. The land owner advised that one road name for the corridor will be supported.

Land owner understood and supported the need for the road to be upgraded due to the amount of traffic use currently experienced along the corridor.

Site 6– Westwood Drive

The land owner of this site was contacted by telephone to discuss the Palmer's Road Corridor Project.

The land owner was aware and understood the need for the proposal and was interested in whether the proposal will affect access to his site as this site is accessed by large trucks. Also was interested in possible compensation as a result of future acquisition whenever that may be. Maunsell advised to call VicRoads regarding any questions about acquisition and to the extent acquisition may have on the site.

The landowner did not want to meet to discuss proposal, however it was stated that if the land owner had any concerns in the future about access issues to the site to direct his inquires to VicRoads.

Site 7– Westwood Drive

The land owner of this site was contacted to discuss the proposal and provided with a brief history and how the proposal will affect the site. The landowner has been aware of the proposal prior to developing the site.

The land owners concerns centred around issues of compensation in the event that land was to be acquired. The landowner stated that as the site accommodates trucks it is essential that the new access arrangements ensure that trucks can enter and exit the property without difficulty.

Overall supported the project if the proposed duplication does not affect car parking requirements in the planning permit and was happy not to meet until proposal and final design with impacts are committed to and the level of acquisition to the site is confirmed.

Site 7– Westwood Drive

The land owner of this site was contacted by telephone to discuss the Palmer's Road Corridor Project. This site is a truck driver education centre and used daily by a range of heavy vehicles including semi-trailers. Training is conducted off site with heavy truck repairs located at the rear of the site. Approximately 10 trucks are located on the site which enter and exit the site during the day and at times 20 passenger vehicles can be found on the site during busy times. Therefore efficient access in and out of the site is essential to the operation of this business.

The landowner stated that Westwood Drive is not coping at present with the amount of heavy traffic. It was indicated that between 3:30pm to 4:00pm traffic can be backed up for nearly one kilometre. Congestion also occurs as people commute home to residential areas.

It was stated that this proposal could help businesses within the area as it would accommodate the increase in truck traffic that uses the area. This large volume of traffic has occurred from a large amount of transport, manufacturing and distribution centres establishing themselves in the proximity of the Westwood Drive area. All large transport companies such as Fox, Scotts and TNT are all established in the area and all require truck access to strategic destinations across Melbourne. This area of Melbourne is in good proximity to the city, ports and airports hence the level of commercial development in this area. With this considered the Palmer's Road proposal would provide a direct route and alleviate congestion, improved travelling times and would bring a greater level of business to the area.

Landowner stated that it is important the design insures that access is maintained for large vehicles and semitrailers as these vehicles access the site daily.

Site 8– Westwood Drive

The land owner at this site Westwood Drive was contacted by telephone to discuss the Palmer's Road Corridor Project. Landowner was provided with a brief history of the project and asked to be provided with further information prior to commenting on the proposal but has not done so.

Appendix 2 – 2013 Intercept Survey (AECOM)

Respondents to the intercept survey in 2013 were given a brief overview of the project and asked if they had any comments. The consultation methodology, location and timing are described in Section 2.4. Comments received are summarised below.

	Comments
1.	Male living in couple household with children. He lives on Caroline Springs Boulevard and is supportive of the concept, as it would alleviate traffic on the Boulevard. He also recognised that the road would create north-south link to both freeways, which he considered a positive initiative. His only dislike of the area is the traffic on the Boulevard.
2.	Older man. Stated the view that the project would alleviate traffic on Caroline Springs Boulevard. He stated that in peak hours, traffic on Caroline Springs Boulevard is heavy. He was supportive of the project.
3.	Man living in a family household who has lived in the area for 6 years. He stated that traffic on Caroline Springs Boulevard is becoming an issue. He was very supportive of the project.
4.	Older man. He stated "Thumbs up for the project". He was happy that the project would alleviate the need to use Gourlay Road as a north south route.
5.	Man in his 40s who owns a property on the alignment. He had mixed views. He could see the benefit for the broader community and recognised that Caroline Springs Boulevard is already very busy at peak times. However he also thought that living on the road would become horrendous. He had already moved out of the house due to traffic noise, and now rents the property. Traffic noise disrupted his sleep when he lived there. He thought that covenants on the property mean that he cannot build a front fence.
6.	Couple with Child, live in Burnside Heights. They have been waiting for the project for a long time and were strongly of the view that the project is needed.
7.	Woman who lives in Caroline Springs. She will be very happy when the link over the creek is established. In terms of road widening, she is mainly interested in there being a north-south road, and accepts that if it needs to be wider to accommodate the traffic then this is ok.
8.	Mother living in Taylors Hill. She states: "Build the bridge!" However, she has concerns about three lanes, which may be too much.
9.	Man who lives on Westwood drive. He thinks there will be a reduction in amenity for him personally, but thinking about the bigger picture, he recognises it is needed for the area.
10.	Woman who lives in Burnside Heights. States "We have been waiting for the bridge for a long time". She is strongly of the view that the road would be a positive thing for the area.
11.	Woman in 40s with three children. She supports upgrading of the road to three lanes.
12.	Man in 30s. He is very positive about the road, and believes it is needed to ease congestion. He

	Comments
	knew about the plan to widen the road when he moved into the area about 7 years ago. He suggested that it is obvious from the land set aside that the project would be done some day.
13.	Man lives in Caroline Springs near corner Taylors Road. He supports upgrade to three lanes.
14.	Man in 40s. State: "No worries, I got no problem with that (the project)".
15.	Woman with children. States: "I am pleased get it to three lanes asap".
16.	Man in 30s. States: "Absolutely, this is great!"
17.	Melton central resident. States: "Three lanes as soon as possible".
18.	Man, states "If it makes the traffic flow better for people then why not?"
19.	Woman living near Taylors Road and Gurley Road intersection. She states that Taylors Road is a bottleneck. However, she doesn't support the road upgrade, and believes we should prioritise east-west travel.
20.	Man, Caroline Springs resident in mid 60s. He supports three lanes in each direction.
21.	Burnside Heights man, in mid 50s. He supports three lanes in each direction, and is sick of using Caroline Springs Boulevard to access the Western Freeway.
22.	Burnside Heights, couple late 30s. They support three lanes each way. For them the immediate priority is the bridge. They think traffic on Caroline Springs Boulevard is an issue, particularly during school times.
23.	Gourlay/Taylors road resident. Late 20s male. He supports a three lane arterial.
24.	Caroline Springs resident, man. He supports three lanes. States that Westwood drive and Caroline Springs Boulevard get clogged with traffic at the moment. He states that the traffic "is killing him at the moment".
25.	Caroline Springs Couple. They support three lanes each way, and believe the project would alleviate congestion on Caroline Springs Boulevard.
26.	Women in her 30s with family from Burnside Heights. She is in favour of a connection over the creek and has no objection to widening the road. She recognises there may be amenity impacts for those living close.
27.	Man who lives in Caroline Springs. States that the traffic in Caroline Springs Boulevard is really bad, and that the project will be good for the area and for business.
28.	Couple. They state that "the project will be a good idea as long as it works in with existing roads".
29.	Man in 40s. States that "It looks good. I will use the road to travel to work."

Appendix 3 – 2013 Online Survey Questionnaire (AECOM)

Introduction

Welcome to the Palmers Road Corridor Project Community Survey

The Palmers Road Corridor Project (the Project) comprises development of a major north-south arterial road in the west of Melbourne between the Western Freeway and Calder Freeway.

In the short term, the proposal involves the reservation of land for the future development of a six lane arterial. This will comprise a 16 kilometre long and 40-60 metre wide corridor, mostly within the existing corridor of Robinsons Road, Westwood Drive and Calder Park Drive.

In the long term, the project involves:

- The upgrade of the Palmers Road Corridor to a six lane divided road (i.e. three lanes in each direction).
- The bridge over Kororoit Creek (which Council is currently constructing) will be duplicated to provide two, three lane bridges.
- Off-road shared bicycle and pedestrian paths on both sides of the road, including new paths along section of Robinsons Road that currently have no pedestrian paths (eg. south of Ballarat railway).
- A raised interchange where the northern extent of the corridor connects with Calder Freeway.
- Removal of two existing railway crossings, with road passing over rail at the Melbourne-Bendigo railway and road under rail at the Melbourne-Ballarat railway.

Complete development of the route is expected to be a longer term project, which would result in the arterial road being constructed potentially by 2046.

AECOM would like to thank you for taking the time to offer your thoughts and opinions.

We would also like to emphasise that there are no right or wrong answers - it's your own thoughts and opinions that matter. Any comments you make will not be linked to you personally, but will be reported as a group. Please take your time in completing this questionnaire thoroughly. For some questions, you will only need to click in a selection box with your mouse. Other questions will require you to type in a response or a value. This survey is best viewed in full screen mode - if you haven't already, we suggest you maximise this window.

For more information about the Palmers Road Corridor Project, please go to www.vicroads.vic.gov.au/palmerscorridor

Your Local Area

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

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

Your Local Area

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

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

Palmers Road Corridor Project

5. Would the project have any positive impacts for you and your family?

Yes

No

Palmers Road Corridor Project

6. Please list the positive impacts the project would have for you and your family?

1.
2.
3.
4.
5.

Palmers Road Corridor Project

7. Would the project have any negative impacts for you and your family?

Yes

No

Palmers Road Corridor Project

8. Please list the negative impacts the project would have for you and your family?

1.
2.
3.
4.
5.

Palmers Road Corridor Project

9. What positive impacts do you think the project would have for the broader community?

10. What negative impacts do you think the project will have for the broader community?

Palmers Road Corridor Project

11. Taking into account your previous responses, please indicate your level of support for the project

- Strongly Support
- Support
- Neither Support or Oppose
- Oppose
- Strongly Oppose

Palmers Road Corridor Project

12. Are there any measures that could be taken to reduce potential adverse impacts of the project?

- Yes
- No

Palmers Road Corridor Project Continued

13. Please list the measures that could be taken to reduce potential adverse impacts of the project

1.
2.
3.
4.
5.

14. If the measures you identified in the last question to reduce the adverse impacts of the project were implemented, would your level of support for the project change?

- Yes
- No

Palmers Road Corridor Project

15. Assuming the measures you identified to reduce the adverse impacts of the project were implemented, which best describes your level of support for the project?

- Strongly Support
- Support
- Neither Support or Oppose
- Oppose
- Strongly Oppose

Final Comments

16. Do you have any additional comments?

Demographics

17. What is your gender?

- Male
- Female

18. What is your age?

- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 or older

19. How many people currently live in your household?

Number of persons

20. Which of the following best describes your household?

- Single person
- Couple
- Family with dependent children
- Family without dependent children
- Group household

Demographics

21. Do you have children attending any of the following?

Kindergarten

Primary School

Secondary School

Other (please specify)

22. What type of property do you live in?

- Detached house
- Semi-detached house or townhouse
- Flat or apartment

Other (please specify)

23. Do you own or rent the property you live in?

- Own
- Rent

24. What suburb do you live in?

Suburb

Other (please specify)

25. How long have you lived at your current address?

Number of years

26. How long have you lived in the local area (within about 3-5 kilometres of your current address)?

Number of years