REGIONAL ROADS VICTORIA

MAY 2021

BEAUFORT BYPASS ENVIRONMENT EFFECTS STATEMENT

SOCIAL IMPACT ASSESSMENT

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Beaufort Bypass Environment Effects Statement
Social Impact Assessment

Regional Roads Victoria

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ABBREVIATIONS

ABS	Australian Bureau of Statistics
PSC	Pyrenees Shire Council
EE Act	*Environment Effects Act 1978*
EES	Environment Effects Statement
EPA	Environment Protection Authority
ERA	Environmental risk assessment
DELWP	Department of Environment, Water Land and Planning
Grampians Pyrenees PCP	Grampians Pyrenees Primary Care Partnership
IRSD	Index of Relative Socio-economic Disadvantage
LGA	Local Government Area
PPF	Planning Policy Framework
RRV	Regional Roads Victoria (formerly VicRoads)
SIASAC	Social Impact Assessment Study Area Community
SA1	Statistical Area Level 1
SA2	Statistical Area Level 2
SIA	Social Impact Assessment

EXECUTIVE SUMMARY

Regional Roads Victoria (RRV) proposes to construct a new duplicated section of the Western Highway to bypass the town of Beaufort, linking completed sections of the Western Highway duplication to the east and west of Beaufort. The Beaufort Bypass project (the project) would include the construction of a dual carriageway, interchanges to connect the township of Beaufort to the Western Highway, several waterway crossings, an overpass of the Melbourne-Ararat rail line and intersection treatments of local roads.

This social impact assessment (SIA) identifies the potential social impacts, both beneficial outcomes and adverse changes, on local communities arising from the project to inform the preparation of an Environment Effect Statement (EES) for submission to the Victorian Minister for Planning for consideration during the planning approvals process.

The EES includes consideration of four alignments options (referred to as A0, A1, C0 and C2) and the selection of a preferred bypass alignment (referred to as C2), which are described in Section 2.4 of this report.

SCOPING REQUIREMENTS

This SIA has been guided by the Victorian Minister for Planning's Scoping Requirements for the Beaufort bypass with the objective to minimise and manage adverse effects on the well-being of the local community, including potential impacts on cohesion and severance of community access to services, facilities and infrastructure.

Based on the Scoping Requirements, this SIA identifies impacts and suggests mitigation measures for the preferred bypass alignment, including addressing potential impacts of displacement and severance, access and connectivity, and community wellbeing and social fabric to reduce the overall impacts and to provide guidance in enhancing the benefits of the bypass.

EXISTING CONDITIONS

This SIA includes a review of existing conditions including relevant state and local government policy and strategic documents, community demographic profiles and the provision of local community services and facilities to consider the existing local context and identify the potential social impacts that could arise from each alignment option.

Beaufort is located within the Pyrenees Shire local government area and is mid-way between Ballarat and Ararat on the Western Highway, the primary link road between Adelaide and Melbourne. All four alignment options are located approximately 3 kilometres north of the township of Beaufort with the study area falling mostly outside the urban area of Beaufort. The land within the study area is generally characterised by rural residential properties and agricultural land to the east and west. This social assessment has also considered the existing and future conditions and potential social impacts to the study area's community which includes the Beaufort township as the primary area of influence. The current population of Beaufort township is 1539 with the median age of 53 (ABS, 2016).

CONSULTATION

This SIA has been informed by stakeholder and community consultation undertaken for the project and is detailed in Section 7 of this report. Consultation activities relating to the Western Highway duplication project and Beaufort bypass have been ongoing since 2009. Consultation for the EES acknowledges and builds on the issues emerging through previous consultation.

Feedback from the community and stakeholders has provided insights into the community identity, values and goals and the perceived impacts and benefits of the project to inform the SIA. The feedback has also been considered in the options assessment process and selection of the preferred alignment, C2.

BENEFITS AND IMPACTS

Key social benefits would include:

- a high level of enhanced social amenity of the wider Beaufort community and visitors by improving pedestrian access and safety in the Beaufort town centre and major activity areas by reducing freight and through traffic travelling along the main street
- a high level of social-economic benefit from improved freight movement and efficiency which is expected to provide a commercial advantage to local industries and the local economy.

Key potential adverse social impacts would include:

- a medium level impact for legacy issues during operation in relation to changes to visual landscape, noise and rural amenity for residents living within 500 metres of the alignment
- a medium level of impact for social disturbance and impacts to community amenity due to changes in noise, air quality and visual impacts during construction of the project
- a medium level of impact to lifestyle, health and wellbeing of private landholders due to property acquisition, displacement, land access requirements, changes to infrastructure and utilities within private properties during construction and operation
- a medium level impact on community access, social infrastructure and connectivity resulting from changes to traffic, transport, and access arrangements during the construction of the project.

The project's potential economic and transport impacts are outlined in the EES Appendix I: *Regional economy impact assessment* (Ethos Urban 2021) and EES Appendix M: *Traffic and transport impact assessment* (WSP 2021) as part of the technical investigations for the EES and include an assessment on local business, agricultural, expenditure and employment, freight and efficiency.

MITIGATION AND MANAGEMENT

Mitigation measures for the social impacts focus heavily on continuing early, consistent and transparent communication with affected stakeholders and communities during the detailed design, preconstruction, construction and operational phases of the project. This report considers how benefits can be enhanced at both a macro level and a local scale. The SIA will also help RRV to develop an impact management process that aims to deliver a social licence to operate where the community can understand and accept project activities. This means that by proactively identifying impacts and developing and implementing an impact management process RRV increases its chances of social acceptance in relation to the activities.

It is recommended that the following measures be implemented to mitigate the potential social impacts of the proposal:

- ongoing community and stakeholder consultation during detailed design, preconstruction, construction and operation – when required and as stakeholder issues arise of the project to ensure all potential impacts are addressed and appropriate mitigation measures are identified and implemented including mitigation of disruption, visual amenity and noise
- develop and implement a property acquisition and land access management plan to address potential construction impacts on landholders and properties. Continuous consultation with land owners to ensure that their concerns are addressed, and the necessary mitigation and compensation measures are identified during detailed design and throughout delivery phases of the project
- public realm improvements in partnership with the State Government and Pyrenees Shire Council as well as mitigation such as bypass signage to assist in repositioning Beaufort as visitor destination.

1 INTRODUCTION

Regional Roads Victoria (RRV), formerly VicRoads, proposes to construct a new freeway section of the Western Highway to bypass the town of Beaufort (the project), linking completed sections of the Western Highway duplication to the east and west of Beaufort.

On 22 July 2015, the Minister for Planning determined an Environment Effects Statement (EES) would be required under the *Environment Effects Act 1978* (EE Act) to assess the potential environmental effects of the project. The EES includes consideration of four alternative alignments and selection of a preferred bypass alignment which identifies the land to be reserved for the future construction. The EES process provides for identification and analysis of the potential environment effects of the project and the means of avoiding, minimising and managing adverse effects. It includes public involvement and allows stakeholders to understand the likely environmental effects of the project and how they will be managed.

1.1 PROJECT BACKGROUND

The Western Highway is the primary road link between Melbourne and Adelaide. It serves interstate trade between Victoria and South Australia and is a key transport corridor through Victoria's west. Over 6,500 vehicles utilise the Western Highway, west of Ballarat each day. Of these 6,500 vehicles, 1,500 are classed as commercial heavy vehicles. These traffic volumes are expected to increase to approximately 7,500 by 2025 and 9,500 by 2040.

RRV have identified the need to upgrade the Western Highway from Ballarat to Stawell to:

- improve road safety at intersections
- improve safety of access to adjoining properties
- enhance road freight efficiency
- reduce travel time
- provide better access to local facilities
- improve roadside facilities.

As part of planning studies commissioned by the Commonwealth and State Governments, bypass route options around the town of Beaufort have been considered to meet the objectives identified by RRV and the National Land Transport Network's Nation Building Program.

The project would include construction of a dual carriageway, connections to major intersecting roads, interchanges to connect Beaufort to the Western Highway at the eastern and western tie-in points, several waterway crossings, an overpass of the Melbourne-Ararat rail line, and intersection upgrades at local roads and provision for service roads as required.

1.2 PROJECT OBJECTIVES

The objectives of the project are to:

- improve road safety and maintain the functionality of Beaufort's road network
- improve freight movement and efficiency across the road network
- improve Beaufort's amenity by removing heavy vehicles
- improve access to markets and the competitiveness of local industries.

2 PROJECT DESCRIPTION

The project would comprise of an 11 km freeway standard bypass to the north of the township of Beaufort, connecting the two recently duplicated sections of the Western Highway to the east and west of Beaufort. The project would be constructed under a Design and Construct or Construct only contract administered by a superintendent at RRV/Major Road Projects Victoria (MRPV), following a competitive tender process. Department of Transport would manage and maintain the asset.

2.1 FREEWAY STANDARD BYPASS

The project would connect the duplicated sections of the Western Highway to the east and west of Beaufort via the Option C2 bypass to the north of Beaufort that avoids Snowgums Bushland Reserve and cuts through Camp Hill. The bypass would include the following key components:

- designed as a freeway standard bypass
- approximately 11 km long
- designed to 120 km/hr and sign posted to 110 km/hr for its entirety
- two tie-in interchanges
- one road over rail bridge
- waterway crossings
- diamond interchange to connect with the local road network
- four overpass bridge structures over the local road network.

2.2 INTERCHANGES

The project would have interchanges at the following locations:

- tie-in points to existing Western Highway at the eastern and western ends of the bypass
- diamond interchange at existing local road network connection (Beaufort-Lexton Road).

2.3 BRIDGES AND CULVERTS

The route option would have bridge structures at the following locations:

- road over rail bridge structure for the Melbourne-Ararat rail line
- several waterway bridge structures over Yam Holes Creek
- overpass bridge structures for the existing local road network:
  - Main Lead Road
  - Beaufort-Lexton Road (diamond interchange)
  - Racecourse Road
  - Back Raglan Road.

2.4 ALIGNMENT DESCRIPTIONS

Four alignment options, referred to as Options A0, A1, C0 and C2, were assessed in order to identify a preferred bypass. Following extensive community consultation and technical assessments, Option C2 was selected as the preferred route.

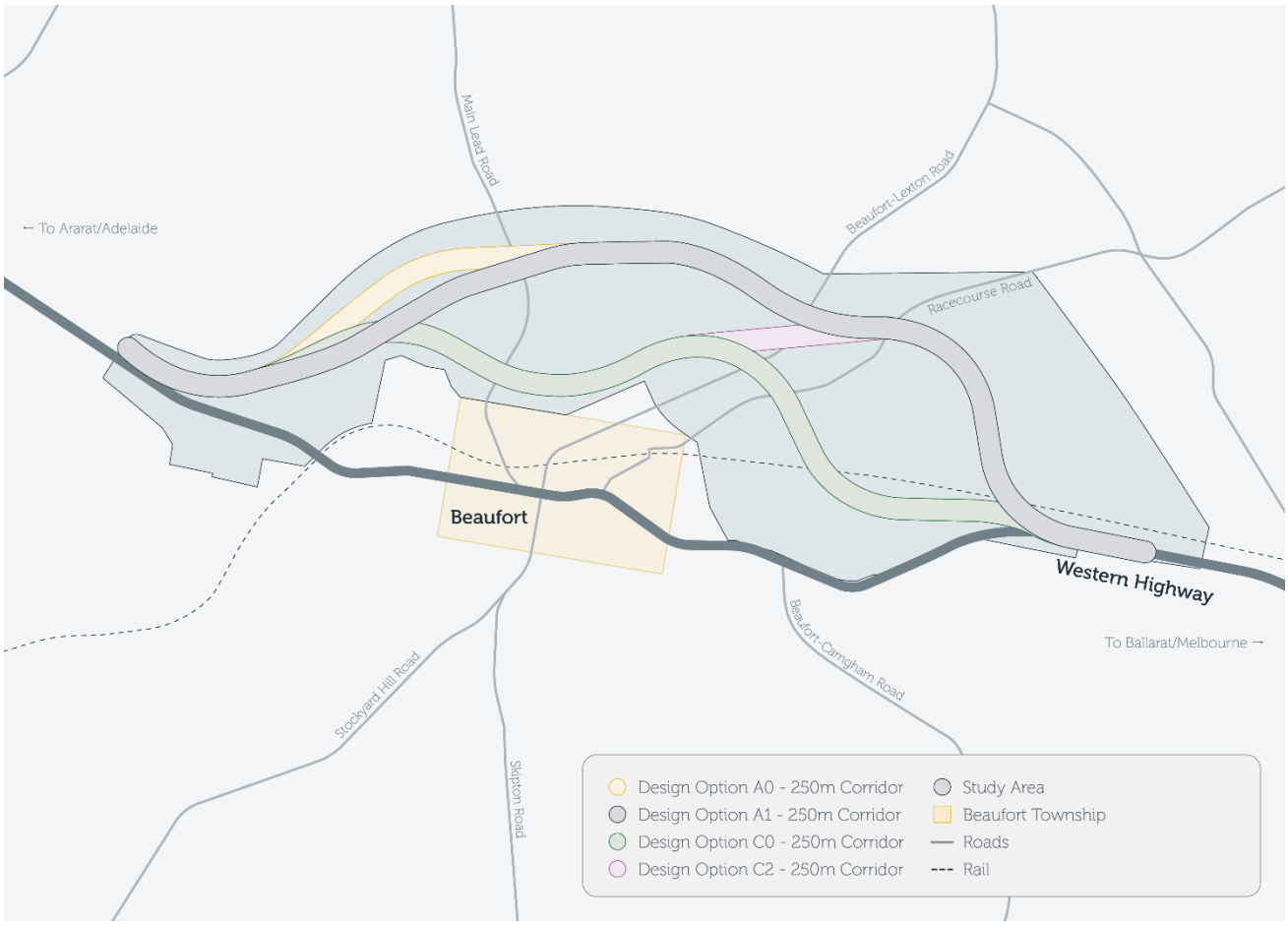


Figure 2.1 Beaufort Bypass alignment options and study area

2.4.1 OPTIONS ASSESSED

2.4.1.1 OPTION A0

The A0 bypass alignment is 11.2 km in length and is northern most bypass option (see Figure 2.2). From the western tie-in point, approximately 3 km from the Beaufort township, this alignment curves north – north east, where there will be a west-facing, half diamond interchange to maintain access to private properties and the township via the existing Western Highway. The alignment passes over Main Lead Road then climbs through the State Forest north of Camp Hill. From here it descends to a full diamond interchange at Beaufort-Lexton Road, which will provide access to the north and south of the township, before re-joining the Western Highway at its eastern extent, approximately 4.5 km from Beaufort. An outbound exit ramp at the eastern interchange will allow for eastern access to Beaufort via the existing Western Highway. Bridges will pass over Main Lead and Racecourse Roads, as well as over the Ballarat-Ararat train line. The main areas of fill occur at bridge and interchange locations with a large cut section north of Camp Hill.

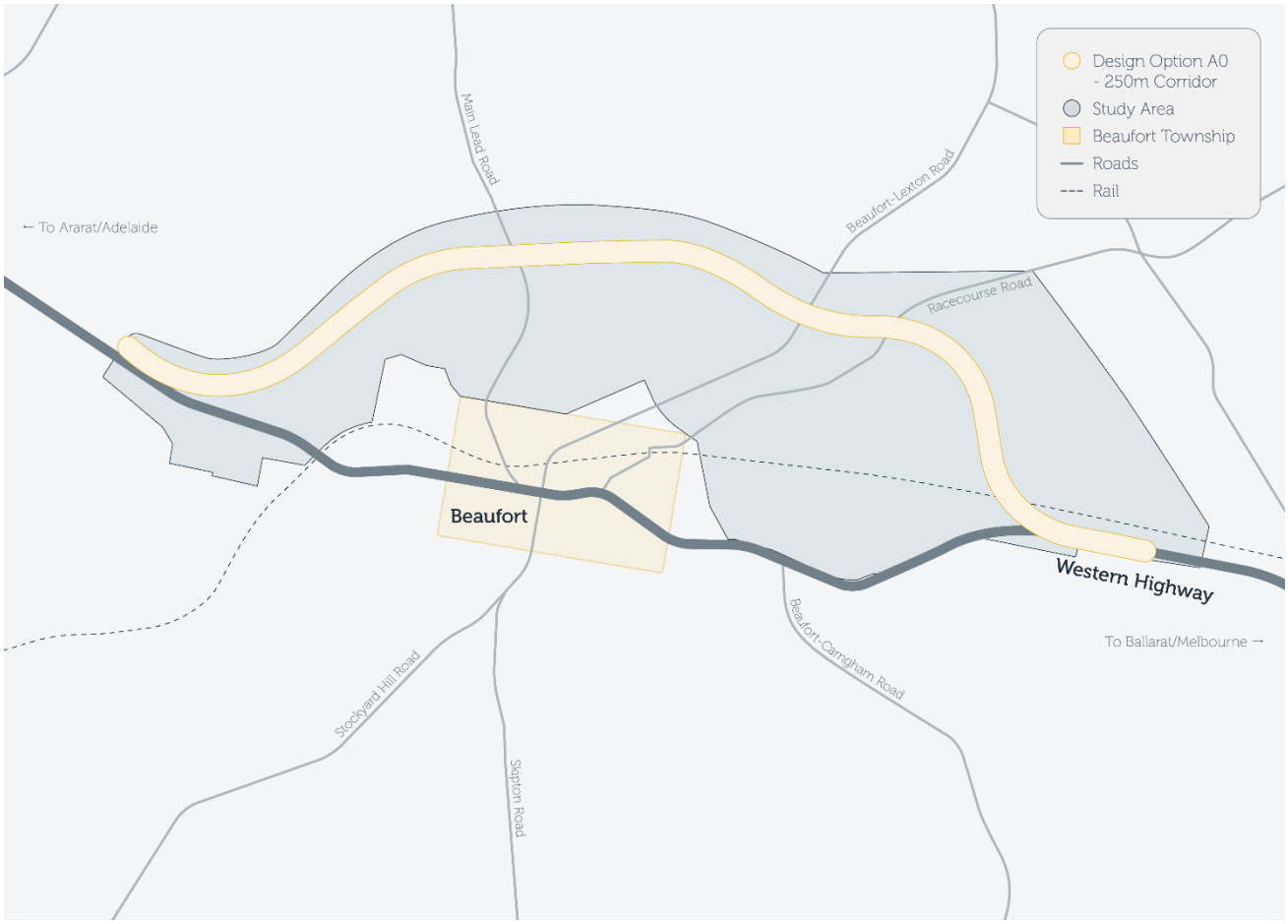


Figure 2.2 Beaufort Bypass A0 alignment option

2.4.1.2 OPTION A1

The A1 bypass alignment option is 11.1 km in length (see Figure 2.3). Approximately 3 km from the Beaufort township, this alignment deviates north-east from the Western Highway, staying slightly south of option A0 until a point east of Main Lead Road, where it re-joins the A0 alignment. There will be a west-facing, half diamond interchange at the western tie-in to maintain access to private properties and the township of Beaufort via the existing Western Highway, and a full diamond interchange at Beaufort-Lexton Road to maintain north-south access. The A1 alignment will re-join the Western Highway approximately 4.5 km to the east of the township. An outbound exit ramp at the eastern interchange will allow for eastern access to Beaufort via the existing Western Highway. Bridges will pass over Main Lead and Racecourse Roads, as well as over the Ballarat-Ararat train line. The main areas of fill occur at bridge and interchange locations, with cuts north-east of Back Raglan Road, and north of Camp Hill.

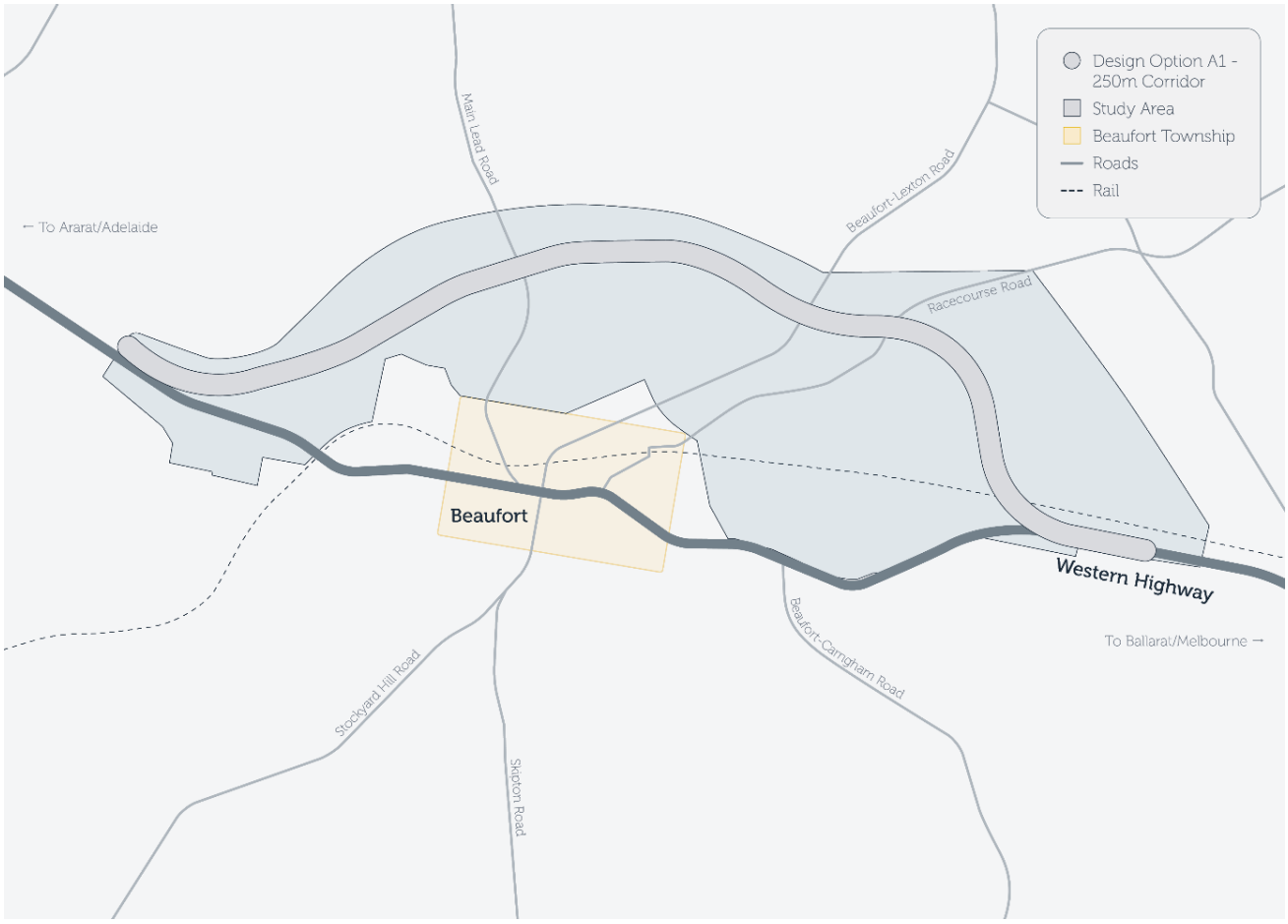


Figure 2.3 Beaufort Bypass A1 alignment option

2.4.1.3 OPTION C0

The southernmost option, C0, is approximately 10.6 km in length from the west to east tie-in points of the Western Highway (see Figure 2.4). Access to the Beaufort township via the existing Western Highway will be maintained by a west -facing, half diamond interchange in the west. The C0 option follows the A0 option from the western tie-in point, approximately 3 km from the Beaufort township, before deviating at Back Raglan Road in a more easterly direction almost parallel to the existing Western Highway. This option passes close to the north of Camp Hill, with some cut and fill required in this section, before curving south-east to a full diamond interchange at Beaufort-Lexton Road, providing north-south access. The C0 alignment will re-join the Western Highway approximately 4.5 km to the east of the township. Bridges will pass over Main Lead and Racecourse Roads, as well as over the Ballarat-Ararat train line. The main areas of fill occur at bridge and interchange locations, with the largest cut and fill areas north and north-east of Camp Hill.

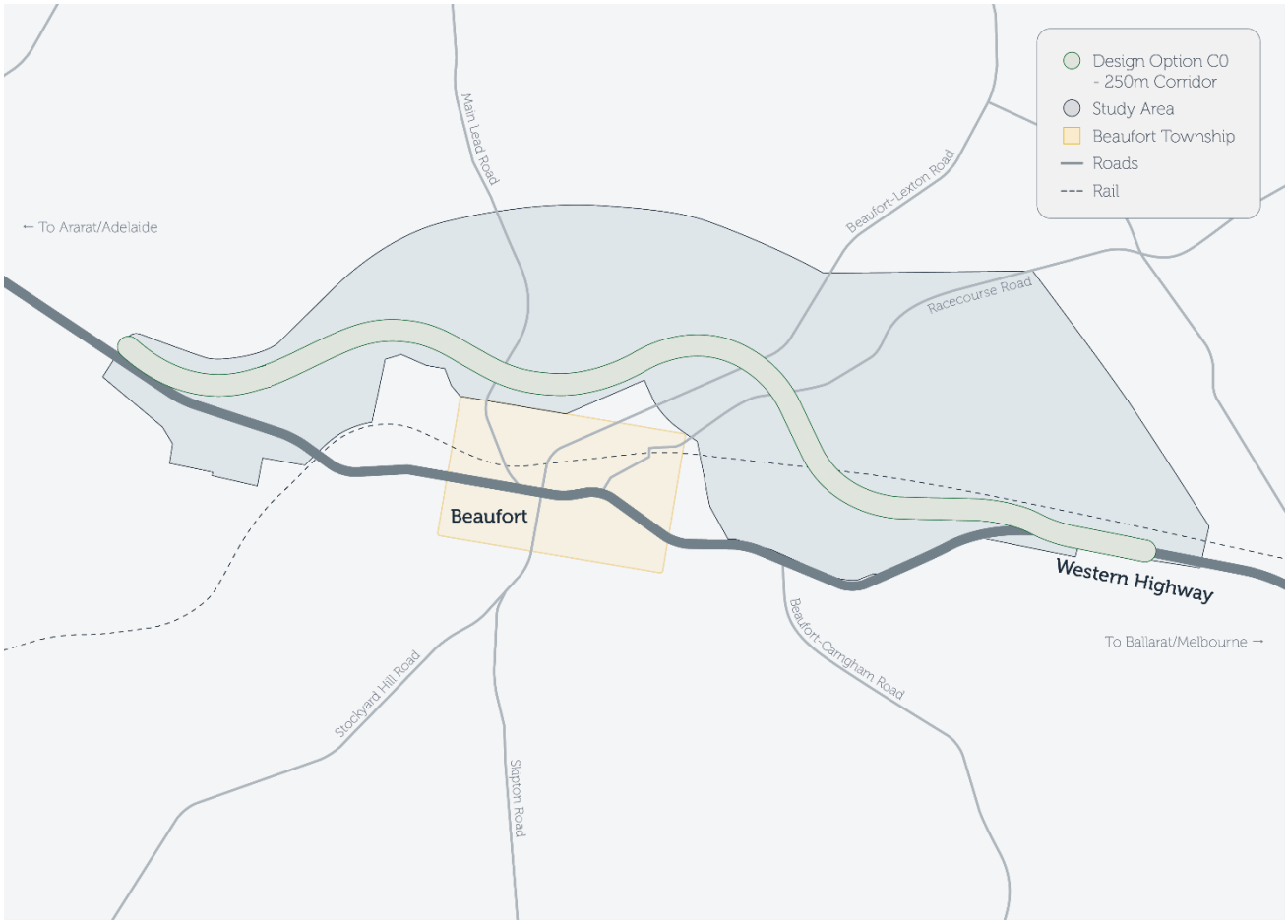


Figure 2.4 Beaufort Bypass C0 alignment option

2.4.2 PREFERRED ALIGNMENT

2.4.2.1 OPTION C2

Option C2 is 11 km in length and is a hybrid between the A0 and the C0 options (see Figure 2.5). It follows the C0 option from the western tie-in point (approximately 3 km from the Beaufort township) until Beaufort-Lexton Road, where it continues in an easterly direction and joins the A0 alignment near Racecourse Road. The C2 alignment will re-join the existing Western Highway at the eastern tie-it point, approximately 4.5 km from the township. At the western extent, access to Beaufort via the existing Western Highway will be maintained by a half diamond interchange, and there will be a full diamond interchange over Beaufort-Lexton Road. Access to Beaufort via the existing Western Highway at the eastern approach will be maintained by an outbound exit ramp at the eastern interchange. Again, bridges will pass over Main Lead and Racecourse Roads, as well as over the Ballarat-Ararat train line. The main areas of fill occur at bridge and interchange locations, with the largest cut and fill areas north and north east of Camp Hill.

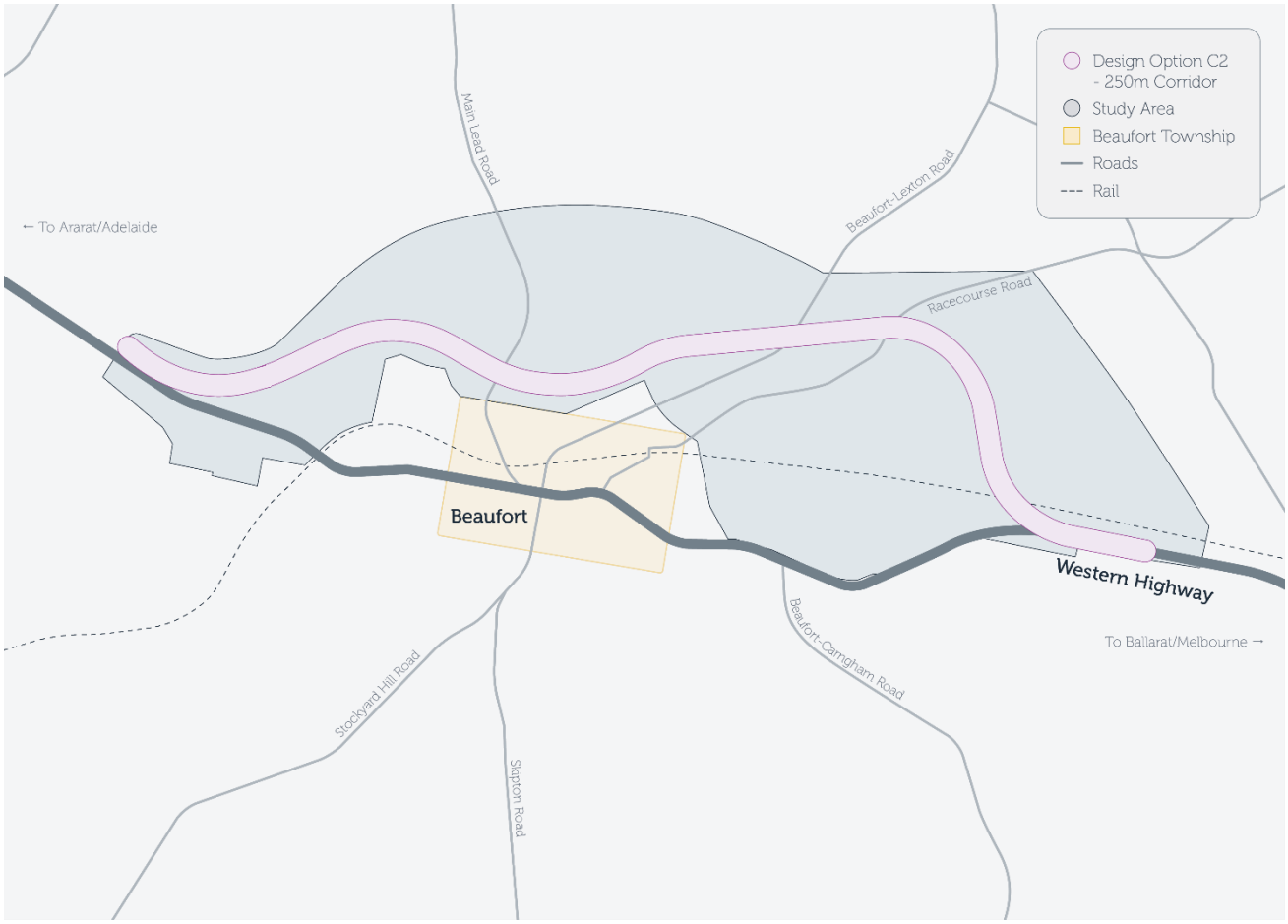


Figure 2.5 Beaufort Bypass C2 alignment option

2.5 PROJECT CONSTRUCTION

The following construction sub-sections describe the construction activities and timing for the project. Construction of the bypass is expected to take two years and commence once construction funding and approvals are obtained.

2.5.1 CONSTRUCTION ACTIVITIES

Construction activities would include:

- preconstruction site delineation and compound setup, which may include (but not be limited to) tree clearance and vegetation lopping/removal, and establishment of construction site(s) and access tracks
- establishment of environmental and traffic controls
- route clearance and relocation and/or protection of utilities
- channel realignments to maintain existing flow paths
- construction drainage and sediment and erosion control mitigation
- general earthworks:
  - excavation of a cut including stripping of topsoil and placement of fill
  - import, export and stockpiling of fill
  - treatment of contaminated soil or removal of hazardous material, if required
- development of structures, interchanges, batters, drainage and pavement
- development of ancillary infrastructure:
  - noise barriers
  - lighting
  - safety barriers
  - line marking
- landscaping and site reinstatement.

2.6 OPERATIONS AND MAINTENANCE

Operations and maintenance of the project would be consistent with current practices and standards, including the VicRoads' *Roadside Management Strategy* (2011). Key objectives include:

- asset management of:
  - landscaped areas
  - stormwater drains
  - bridges and culverts
  - road pavement
  - signage
  - barriers
  - line marking
- enhancement of transport safety, efficiency and access
- protection of environmental and cultural heritage values
- management of fire risk
- preservation and enhancement of roadside amenity
- routine and life cycle maintenance activities throughout operations
- monitoring and management of areas of environmental sensitivity such as water bodies and wildlife corridors.

3 EES SCOPING REQUIREMENTS

The *Scoping Requirements for Beaufort Bypass Project Environment Effects Statement* (DELWP 2016) (Scoping Requirements) have been prepared by DELWP on behalf of the Minister for Planning. The Scoping Requirements set out the specific environmental matters to be investigated and documented in the EES, which informs the scope of the EES technical studies.

The following matters of the Scoping Requirements are relevant to the social impact assessment:

EES EVALUATION OBJECTIVE

Social and community: To minimise and manage adverse effects on the well-being of the local community, including potential impacts on cohesion and severance of community access to services, facilities and infrastructure.

Table 3.1 EES scoping requirements – Social and community

SCOPING REQUIREMENTS SUB-SECTION	MATTER TO BE ADDRESSED	RELEVANT ASSESSMENT	ADDRESSED IN THIS ASSESSMENT
Key issues	Potential social impacts from displacement of residences, existing land uses and impacts on businesses.	Social impact assessment	✓
		Regional economy impact assessment	EES Chapter 13 (Land use and economics)
	Variable (positive or adverse) effects from relevant alignment alternatives on community access to and within Beaufort, including severance/access to community facilities, services and infrastructure.	Social impact assessment	✓
		Planning and land use impact assessment	EES Chapter 13 (Land use and economics)
	Impacts of relevant alignment alternatives on opportunities for the future growth and development of Beaufort.	Social impact assessment	✓
		Planning and land use impact assessment	EES Chapter 13 (Land use and economics)
Priorities for characterising the existing environment	Potential for inconsistency with existing strategic land use planning objectives, policies or plans.	Planning and land use impact assessment	EES Chapter 13 (Land use and economics)
	Identify and characterise impacts on residences and social and community environments that could result from each alternative.	Social impact assessment	✓
	Identify potential change to land use plans for Crown land or land occupied by community facilities and infrastructure within or adjacent to relevant alignment alternatives.	Planning and land use impact assessment	EES Chapter 13 (Land use and economics)
		Social impact assessment	✓
	Describe local movement patterns of residents and farmers with respect to access to Beaufort Township and community facilities and services.	Social impact assessment	✓

SCOPING REQUIREMENTS SUB-SECTION	MATTER TO BE ADDRESSED	RELEVANT ASSESSMENT	ADDRESSED IN THIS ASSESSMENT
Design and mitigation measures	Identify the potential impacts on places of cultural significance which could be affected by alignment alternatives, and identify potential and proposed design measures that avoid or mitigate impacts.	Historic heritage impact assessment Aboriginal cultural heritage impact assessment	EES Chapter 10 (Cultural heritage)
	Identify potential and proposed design responses and other mitigation measures which could either reduce adverse effects or enhance opportunities for community access.	Social impact assessment	✓
	Consider and incorporate the Pyrenees Shire Council's strategic planning objectives in the design where appropriate.	Planning and land use impact assessment	EES Chapter 13 (Land use and economics)
	Seek to identify opportunities to improve community wellbeing.	Social impact assessment	✓
Assessment of likely effects	Assess the potential for direct effects on community facilities or other assets and significant disruption patterns of community access or interaction.	Social impact assessment	✓
	Assess the wellbeing and community cohesion effects, with consideration of effects identified from other town bypass projects.	Social impact assessment	✓
	Assess the potential for indirect effects on community wellbeing through the loss of native vegetation and culturally significant trees.	Social impact assessment	✓
Approach to manage performance	Identify proposed measures to manage residual effects on residents' and farmers' well-being, and impacts on infrastructure during project construction, as part of the EMF.	Social impact assessment	✓

3.1 THEMES FOR ASSESSMENT

Drawing from the Scoping Requirements, this assessment will consider three main themes of impacts:

- **Displacement and severance** of residential households, land uses and community facilities and services and places of community significance, and resultant impacts on local demographic profile and social cohesion.
- **Access and connectivity** impacts to access to community facilities, services, open space or places of community significance, and changes to the local environment such as visual impacts, noise and air quality that may modify behaviour in relation to access and connectivity.
- **Community wellbeing** with respect to protecting valued character, building trust and community satisfaction, and minimising community stress.

In the context of this report, an impact is considered a change to the existing situation that can be attributed directly or indirectly to the project. Impacts can include both adverse changes, or beneficial outcomes.

4 METHODOLOGY

4.1 STUDY AREA

The terminology utilised throughout the current technical assessment relating to the study area and alignment options is defined below.

Study area: The study area for the Beaufort Bypass EES project includes approximately 1,800 ha of land north of the Beaufort township, which contains the four bypass options assessed in this report. During the development stages of the alignment options, the study area was assessed to determine potential environmental impacts and constraints to individual alignment options.

Study area community: The study area community includes residents within the defined study area as well as the township of Beaufort where the project is most likely to influence and interact with as the primary and local service centre.

Alignment options: Alignment options (A0, A1, C0 and C2) refer to the four selected bypass options assessed within the study area. Each alignment option consists of a 250 m corridor in which the specific bypass option has been designed. Each alignment option, unless otherwise stipulated, is the area assessed for direct and indirect impacts resulting from the construction, operation and maintenance of the project.

The study area, shown in Figure 2.1, defines the area in which alignment options are contained and highlights the Beaufort township as the primary community.

The study area falls mostly outside the urban area of Beaufort. The land within the study area is generally characterised by rural residential properties and agricultural land to the east and west. Residential properties are distributed throughout the study area, predominantly along the roads connecting Beaufort to surrounding areas to the north including Main Lead Road, Back Raglan Road, Beaufort-Lexton Road and Smiths Lane. Residential densities are highest at the southern extent of the study area, particularly around King Street, on the northern boundary of the Beaufort township.

The central precinct of the study area is dominated by Camp Hill which comprises mostly crown land and undeveloped vegetated land. Camp Hill is highly valued by the Beaufort community for its contribution to township character and recreational uses including walking, cycling and picnicking. Camp Hill is valued for its visual amenity, and the Camp Hill Lookout, at the southernmost point of the hill, which overlooks the Beaufort town centre. Camp Hill also hosts several active and historical mining tenements.

To the west of Camp Hill and in the south of the study area, is the historical area known to the local community as ‘the Commons’ comprising crown land for passive recreation and a disused trotting track.

The south east of the study area contains lower lying land and includes Snowgums Bushland Reserve, a water treatment plant, and Yam Holes Creek which extends to the north-eastern extent of the study area.

The railway linking Beaufort to Melbourne, Ballarat and Ararat passes through the south of the study area.

To the north of the study area are the smaller townships of Raglan, Waterloo, Chute and Lexton.

4.2 EXISTING CONDITIONS ASSESSMENT

The existing conditions assessment was prepared using desktop investigations of the existing conditions, observations during site visits, community consultation and literature review of relevant case studies. Direct engagement with vulnerable communities has not formed a part of this assessment. The existing conditions assessment included:

- review of the EES Scoping Requirements
- review of relevant state and local government policy and strategic documents to understand the current role and vision for the local area as well as preferred future directions
- demographic profiling of current residential communities within the study area using publicly available data and indicators from the ABS 2016 Census of Population and Housing
- review of the local area access network including roads, public transport routes and pedestrian and cycle access to understand how areas are connected and how this influences accessibility for local communities
- an audit of community facilities, public services and places of special interest drawing on council's database to identify likely locations of community activity, and the distribution of services and facilities that are likely to be accessed by communities within Beaufort
- site visit and community consultation
- literature review of relevant case studies relating to the social impact of road bypass projects in Australia.

4.3 CULTURALLY SIGNIFICANT TREES ASSESSMENT

The EES Scoping Requirements specify investigation of impacts arising from the loss of 'native vegetation and culturally significant trees'. The issue of native vegetation loss will be investigated through the detailed flora and fauna assessment being undertaken as part of this EES. Similarly, trees of Aboriginal cultural significance and European historical significance will be assessed through the respective technical Cultural Heritage Assessments.

The scope of this assessment has been informed by the A*ssessment and Management Guidelines – Culturally Significant Tree Project*, prepared by Symetree[1]. The following outlines the context in which trees can be culturally significant:

> *"Trees play an important role in elements of towns and cities such as approach roads, showgrounds, transport links, residential areas, important buildings, access roads, parks and nature strips. Trees help identify special places. They may have associations with individual people and communities or tell stories of other times and places."*

The above meaning draws from the principles of the 2013 *Australia ICOMOS Burra Charter*, to provide one avenue for considering the social significance of trees, as distinct from historical, scientific or aesthetic values. A Practice Note guiding the use of the *Burra Charter,* identified the social value of a place as referring to *"…the associations that a place has for a particular community or cultural group and the social or cultural meanings that it holds for them*".[2]

Furthermore, it is noted that cultural significance of a place is not necessarily reflected through statutory or non-statutory heritage listing.

A literature review prepared for the Culturally Significant Tree Project '*Literature Review – Culturally Significant Tree Project*' (Cassar, 2011) notes that the four categories of significance identified in the *Burra Charter* (aesthetic, historic, scientific or social value for past) can "*vary from community to community, as well as having potential to change within the same community over time*".

[1] Available at: https://www.lga.sa.gov.au/webdata/resources/project/Culturally_Significant_Trees_Review_2012_Guidelines.pdf

[2] Australian ICOMOS, 2013: p.4

The literature review cites a description of cultural, social and health values of trees adapted from NSW governmental guidelines for the conservation and management of street streets:

> *"Trees play an important role in elements of towns and cities as approach roads, showgrounds, transport links, residential areas, important buildings, access roads, parks and strips. The definition distinguished between country towns and metropolitan areas by planting styles, locations and associations with various built form. Trees help recognize special places. Trees contribute to society's health and physical wellbeing."*

This is reflected in a Victorian Government Practice Note *Vegetation protection in urban areas* (August 1999) which notes that:

> *"Vegetation can make an important contribution to the urban environment. It may be of botanical or scientific significance or have environmental, historical, aesthetic or cultural value. Vegetation may also be important to the community in defining and contributing to the character of a city, suburb or township."*

This Practice Note guides the assessment of cultural significance using the Australian Heritage Commission's (AHC) criteria for assessing places for listing on the *Register of the National Estate.* Which include:

A. *"Importance in the course, or pattern, of Australia's natural or cultural history*
B. *Possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
C. *Potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
D. *Importance in demonstrating the principal characteristics of a class of Australia's natural or cultural places or environments*
E. *Importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*
F. *Importance in exhibiting a high degree of creative or technical achievement at a particular period (relevant to cultural heritage places rather than vegetation)*
G. *Strong or special associations with a particular community or cultural group for social, cultural or spiritual reasons*
H. *Special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history."*

Using the definition developed for the Culturally Significant Tree Project, an assessment was undertaken to identify individual trees or groups of trees meeting this description.

The National Trusts of Australia has also created a National Register of Significant Trees. The Register, which was reviewed as part of the current assessment, is based on a hierarchy of significance, so classified trees are listed as being of National, State, Regional or Local significance.

The identification of culturally significant trees in the study area was also determined through feedback collected through community engagement and stakeholder discussion.

4.4 RISK ASSESSMENT

An environmental risk assessment (ERA) has been utilised in the Beaufort Bypass EES to identify environmental impacts associated with the construction and operation phases of the project. The risk assessment process is consistent with the guidance provided in Sections 3.1 and 4 of the *Scoping Requirements for the Beaufort Bypass Project EES* (DELWP 2016) and the *Ministerial guidelines for assessment of the environmental effects under the Environment Effects Act 1978* (DSE 2006).

The purpose of the ERA was to provide a systematic approach to the identification and further assessment of potential impacts resulting from the project, whether they be environmental, social or economic. The ERA articulates the probability of an incident with environmental, social or economic effects occurring and the consequence of that impact to the environment. Identified impacts with a medium or higher initial risk are subject to detailed impact assessment and mitigation treatments, detailed within each discipline impact assessment

RRV defines risk and impact as:

- "*Environmental risk reflects the potential for negative change, injury or loss with respect to environmental assets*" (DSE 2006). This approach is consistent with ISO 31000: 2018, which defines risk as "*the effect of uncertainty of [environmental] objectives*". Both definitions reflect the fact that risk is typically expressed in terms of the likelihood of a change occurring and the consequence of that change.
- Environmental impact is described as any change to the environment as a result of project activities.

The risk assessment is a critical part of the EES process as it guides the level and range of impact assessment for the EES and facilitates a consistent approach to risk assessment across the various disciplines.

4.4.1 RISK ASSESSMENT PROCESS

The ERA has guided the environmental impact assessment for the project. The objectives of the ERA are to:

- identify primary environmental risks that relate to the construction and operation of the project
- guide the level and extent of investigation and data gathering necessary for accurately characterising the existing environment and assessing the project's environmental impact
- help identify mitigation measures to avoid, minimise and mitigate environmental risks
- inform assessment of likely residual effects that are expected to be experienced after standard controls and proposed mitigations have been implemented.

The risk assessment process for the EES adopts a risk management framework as detailed in the VicRoads Environmental Sustainability toolkit. The process includes:

- an approach to environmental management which is aligned with ISO 31000: 2018
- systems used to manage environmental risk and protect the environment, and how these are implemented at different stages of road construction, operation and maintenance
- tools and reporting requirements which provide guidance in managing environmental issues throughout the project.

The ERA identifies impact events for each relevant element of the environment, details the primary risks and has informed the level and range of technical reporting required to address predicted impacts. The ERA utilises a risk matrix approach where the likelihood and consequence of an event occurring are considered (Table 4.1, Table 4.2 and Table 4.3). All risks are reassessed at regular intervals during all phases of the project, from the development of the EES to operation and maintenance, to ensure they are still applicable, that controls are appropriate and effective, and that they reflect most recent outcomes of specialist technical studies.

Table 4.1 Risk assessment matrix

			LIKELIHOOD				
CONSEQUENCE	**Risk Categories**		**Rare (A)**	**Unlikely (B)**	**Possible (C)**	**Likely (D)**	**Almost Certain (E)**
	Catastrophic	**5**	Medium	High	High	Extreme	Extreme
	Major	**4**	Medium	Medium	High	High	Extreme
	Moderate	**3**	Low	Medium	Medium	High	High
	Minor	**2**	Negligible	Low	Low	Medium	Medium
	Insignificant	**1**	Negligible	Negligible	Negligible	Low	Low

Based on the project objectives and context, a set of project-specific and appropriate assessment, likelihood and consequence criteria were developed.

The likelihood categories and consequence descriptions are used as a guide for evaluating risk and are shown below in Table 4.2 and Table 4.3.

Table 4.2 Likelihood categories

RARE (A)	**UNLIKELY (B)**	**POSSIBLE (C)**	**LIKELY (D)**	**ALMOST CERTAIN (E)**
Less than once in 12 months OR 5% chance of recurrence during course of the contract	About once in 6 months OR 10% chance of recurrence during course of the contract	About once in 4 months OR 30% chance of recurrence during course of the contract	About once in 2 months OR 50% chance of recurrence during course of the contract	About once in a month OR 100% chance of recurrence during course of the contract
The event may occur only in exceptional circumstances	The event could occur but is not expected	The event could occur	The event will probably occur in most circumstances	The event is expected to occur in most circumstances
It has not happened in Victoria but has occurred on other road projects in Australia.	It has not happened regionally but has occurred on other road projects in Victoria	It has happened in the Beaufort region	It has happened on an adjoining section of the Western Highway	It has happened on more than one of the adjoining Western Highway projects OR It has happened multiple times on an adjoining Western Highway project.

Consequence criteria have been developed for the project in consultation with technical specialists. The result is a discipline and aspect-specific set of consequence descriptors used to define what would be considered an Insignificant, Minor, Moderate, Major and Catastrophic consequence associated with a risk event.

Table 4.3 Social environmental risk assessment consequences descriptors

ASPECTS	INSIGNIFICANT	MINOR	MODERATE	MAJOR	CATASTROPHIC
Design results in dislocation of residents	No displacement of residents	Displacement one or two households	Displacement of three to six households	Displacement of households significantly affects a local area or community	Displacement of households significantly affects a number of local areas or the region
Design results in dislocation of businesses	No displacement of businesses	Displacement businesses with social or economic impacts on a small number of individuals	Displacement of businesses with significant social or economic impact on part of a local areas	Displacement of businesses significantly affects a local area	Displacement of businesses significantly affects a number of local areas or the region
Design results in severance of residents or businesses	No severance of local movement patterns created by the design of the project	Severance of local movement patterns for less than 10 households or businesses	Severance of local movement patterns of 10 to 20 households or businesses	Severance of movement patterns significantly affects a local area	Severance of movement patterns significantly affects a number of local areas or the region
Built project has impact on community facilities/public open space	No perceived adverse effect created by project	Adverse temporary effects on facilities with social impacts on a small number of individuals	Adverse temporary effects on facilities with social impacts on a local area	Adverse and long-term effects on facilities with significant social impacts on a local area	Adverse effects on facilities with significant social impacts a number of local areas or the region
Built project has detrimental impact on amenity	Non-detrimental impacts on amenity	Detrimental impacts on amenity affect a small number of households	Detrimental impacts on amenity affect a local area, but are temporary	Detrimental and long-term impacts on amenity significantly affect a local area	Detrimental impacts on amenity significantly affect a number of local areas or the region, over the long-term

The risk assessment was undertaken for each discrete alignment option as each option had a distinct profile, type and extent of environmental impacts. The assessment of these impacts is detailed within Sections 8 and 10 of this report.

See Appendix A for outcomes of the ERA process.

4.5 IMPACT ASSESSMENT

The impact assessment for the project has utilised the environmental risk assessment to inform the areas for further investigation. Impacts assessed within this assessment have typically been identified as having a medium or higher initial risk within the risk assessment when standard controls were applied. Impact assessments were prepared in two stages, initially to inform the options assessment and following the selection of the preferred alignment, impact assessments were revised to report impacts and mitigations specifically on the preferred alignment. The technical report describes and assesses impacts in terms of the following:

- description of impact
- identification of whether impacts are direct or indirect
- prediction of the magnitude, extent and duration of impact
- overall rating of impact (without mitigation)
- residual rating of impact (with mitigation).

The impact assessment considers the number of individual impacts, as well as the distribution of impacts across the study area, and their likely consequences to the existing behaviour and social fabric both locally and across the region. The social impact assessment focuses on the following categories:

- displacement of residents
- severance and accessibility impacts to properties
- community access
- community amenity and wellbeing impacts
- impact to Beaufort social fabric.

4.6 MITIGATION

Mitigations for identified impacts were developed by discipline specialists in consultation with RRV. All identified mitigations developed for the project have been informed by specialist experience with proven feasible control measures for major civil infrastructure projects, industry best practice measures and regulatory measures defined by State, Commonwealth and International Government agencies.

Mitigations for the project were developed throughout the impact assessment process to inform the residual impacts of the preferred alignment, which are detailed in Section 12.

4.7 OPTIONS ASSESSMENT

The alignment refinement for the Beaufort Bypass has been undertaken in three distinct phases since project inception. These are discussed in the EES Attachment IV: *Options assessment* as:

- Phase 1 – Concept alignment development
- Phase 2 – Option development and assessment
- Phase 3 – Identification of preferred alignment.

This options assessment method section considers the Phase 3 assessment and details the process for selection of the preferred alignment.

The Phase 3 assessment considered four alignment options to select the preferred alignment, utilising a customised comparative options assessment to rank each option against the following areas:

- Biodiversity
- Catchment values and hydrology
- Cultural heritage (Aboriginal and Historic)
- Social and community
- Amenity
- Landscape and visual.

Multiple scoring scenarios and sensitivity testings were undertaken against each option to ensure the environmental, social, heritage and economic assessment criteria aligned with the EES evaluation objectives. The scoring framework developed sought to ensure a wholistic decision-making process was undertaken, and that no single scoring or sensitivity scenario would be the primary determining factor in the identification and selection of the preferred alignment.

Weightings for the assessment included the application of six scenarios and sensitivity tests to eliminate bias of specific environmental constraints. These scenarios included:

- Scenario 1: Apply a score of 1 to 4 from least to highest impact
- Scenario 2: Alignment with highest number of least impact scores
- Scenario 3: Apply a score of 1 to the highest impact and the subtract the percentage difference between alignments
- Scenario 4: Apply a score of 1 to least impact and then add the percentage difference between remaining alignments
- Scenario 5: As per Scenario 3, but minus criteria that can be mitigated
- Scenario 6: As per Scenario 4, but minus criteria that can be mitigated.

The sensitivity tests included:

- Scoring sensitivity scenario 1:
  - Options with the lowest impact and other options within 5% of the lowest impact are apportioned a score of one point and a green light
  - Options within 5–20% of the lowest impact option are apportioned a score of zero points and an amber light
  - Options with an impact of 20% or greater than the lowest impact option are apportioned a score of minus one and a red light.
- Scoring sensitivity scenario 2:
  - Options with the lowest impact and other options within 5% of the lowest impact are apportioned a score of one point and a green light
  - Options within 5–25% of the lowest impact option are apportioned a score of zero points and an amber light
  - Options with an impact of 25% or greater than the lowest impact option are apportioned a score of minus one and a red light.
- Scoring sensitivity scenario 3:
  - Options with the lowest impact and other options within 5% of the lowest impact are apportioned a score of one point and a green light
  - Options within 5–15% of the lowest impact option are apportioned a score of zero points and an amber light
  - Options with an impact of 15% or greater than the lowest impact option are apportioned a score of minus one and a red light.

The assessment process included an iterative process with RRV, the Technical Reference Group (TRG), legal and discipline specialists to refine the assessment environmental risk workshops and develop a customised assessment matrix. The suite of assessment criteria are detailed within the EES Attachment IV: *Options assessment.*

4.8 ASSUMPTIONS AND LIMITATIONS

The following list outlines the assumptions and limitations made during this report:

- Details of the project are current as of February 2020.
- The audit of facilities does not consider service provision, demand for function or fitness for purpose of individual facilities.
- This report relies on information that was publicly available at the time of writing (February 2020).
- Where available, data from the 2016 Census has been used to inform demographic profiles.
- This social impact assessment does not assess potential impacts to private businesses or impacts to businesses or the local economy. These impacts are addressed in a separate EES Appendix I: *Regional economy impact assessment* (Ethos Urban 2021).
- This assessment has been prepared as part of a suite of technical investigations. While external impacts such as changing land use, business impacts, land acquisition and local traffic or economic changes may also impact on the local community, this is not included in the scope of this report and may be addressed in other technical studies and in subsequent stages of investigation.

5 LEGISLATION

This section assesses the project against the Commonwealth and State legislation, policies and guidelines relevant to the social impact assessment.

5.1 COMMONWEALTH LEGISLATION

No Commonwealth legislation, policy or guidelines are relevant to this assessment.

5.2 STATE LEGISLATION, REGULATION AND POLICY

5.2.1 TRANSPORT INTEGRATION ACT 2010

Relevant sections of the *Transport Integration Act 2010* are outlined in the below table.

Table 5.1 Transport Integration Act 2010 and relevance to the project

RELEVANT SECTION	OBJECTIVES	RELEVANCE TO THE PROJECT
Part 2, Division 2 – Transport system objectives - Section 11 Integration of transport and land use	The Act states that: *The transport system should provide for the effective integration of transport and land use and facilitate access to social and economic opportunities.* *…transport and land use should be effectively integrated so as to improve accessibility and transport efficiency with a focus on maximising access to residences, employment, markets, services and recreation*	The project is consistent with the Transport Integration Act objectives as it would promote social and economic inclusion by: — enhancing accessibility and ease of movement supporting the commercial activities within the local area and the region — improving freight movement and efficiency resulting in commercial advantages to local industries and the local economy — reducing travel time barriers to local access — making Western Highway safer for regional and local traffic.
Part 2, Division 2 – Transport system objectives – Section 13 Safety and health and wellbeing	*(1) The transport system should be safe and support health and wellbeing.*	The project would: — increase safety for pedestrians and cyclist by reducing freight and through traffic travelling along the Beaufort town centre main street — improve perceptions of road safety for residents and road users on the Western Highway — improve safety and wellbeing by reducing the number of crashes within the local area.

5.2.2 PLANNING AND ENVIRONMENT ACT 1987

The Planning Policy Framework (PPF) is included in the planning scheme for all Victorian councils under the *Planning and Environment Act 1987*. It outlines aspects of state planning policy that councils, as local planning authorities, must consider in addressing statutory and strategic planning matters in their respective municipalities.

The project would contribute to addressing the following planning policy clauses in terms of managing social impact and promoting community wellbeing:

- Clause 13 – Environmental Risks and Amenity
- Clause 14 – Natural Resource Management
- Clause 15 – Built Environment and Heritage
- Clause 17 – Economic Development
- Clause 18 – Transport.

The objectives and strategies of these clauses, and their relevance to the project, are outlined in Table 5.2 below.

Table 5.2 Clauses of the Pyrenees Planning Scheme PPF, their objectives and relevance to the project

RELEVANT CLAUSE AND SUBCLAUSES	OBJECTIVES	RELEVANCE TO THE PROJECT
Clause 13: Environmental Risks and Amenity 13.05-1S Noise abatement 13.06-1S Air quality management 13.07-1S Land use compatibility	*Planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach.* *Planning should identify and manage the potential for the environment and environmental changes to impact on the economic, environmental or social wellbeing of society.* *Planning should ensure development and risk mitigation does not detrimentally interfere with important natural processes.*	The project would assist in strengthening community resilience and safety by removing heavy vehicles from the centre of Beaufort and adopting a best practice environmental management on the new alignment ensuring community amenity is not reduced by air and noise emissions
Clause 14: Natural Resource Management 14.01-1S Protection of agricultural land	*Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development.* *Planning should ensure agricultural land is managed sustainably, while acknowledging the economic importance of agricultural production.*	The project will involve the removal of some agricultural land in the eastern and western sections of the study area. This land is not of identified strategic significance in the local or regional context and therefore potential impacts are not considered to be high. The C options have the least direct impact on agricultural land as they impact on smaller lots than the A options.

RELEVANT CLAUSE AND SUBCLAUSES	OBJECTIVES	RELEVANCE TO THE PROJECT
Clause 15: Built Environment and Heritage 15.01-1S Urban design 15.01-2S Building design 15.01-4S Healthy neighbourhoods 15.01-5S Neighbourhood character 15.01-6S Design for rural areas 15.02-1S Energy and resource efficiency 15.03-1S Heritage conservation 15.03-2S Aboriginal cultural heritage	*Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.* *Planning should promote excellence in the built environment and create places that:* — *are enjoyable, engaging and comfortable to be in* — *accommodate people of all abilities, ages and cultures* — *contribute positively to local character and sense of place* — *reflect the particular characteristics and cultural identity of the community* — *enhance the function, amenity and safety of the public realm.*	The project aims to identify, respect and preserve areas of community value, including places of Aboriginal cultural heritage significance.
Clause 17: Economic Development 17.01-1S Diversified economy 17.04-1S Facilitating tourism	*Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.* *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*	The project aims to contribute to the economic wellbeing of the region and provide for a strong and innovative economy by improving access, and supporting infrastructure investment in regional Victoria.
Clause 18: Transport 18.01-1S Land use and transport planning 18.01-2S Transport system 18.02-3S Road system 18.05-1S Freight links	*Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.*	The project aims to provide a safe and sustainable transport system by: — locating and designing new transport routes that aim to minimise impacts on the environment while optimising accessibility, safety, emergency access, service and amenity — achieving the greatest overall benefit to the community by locating and designing new transport routes that maximise the benefits of the existing social, cultural and economic infrastructure.

5.2.3 ENVIRONMENT EFFECTS ACT 1978

The *Environment Effects Act 1978* (EE Act), administered by the Minister for Planning, provides the framework for assessment of proposed project (works) that are capable of having a significant effect on the environment in Victoria.

Table 5.3 Clauses of the Environment Effects Act, their objectives and relevance to the project

RELEVANT CLAUSE	OBJECTIVES	RELEVANCE TO THE PROJECT
An EES may be required for projects in Victoria that are likely to have significant environmental impacts. The Minister for Planning might typically require a proponent to prepare an EES when: — there is the likelihood of adverse regional or state-significant effects on the environment — there is a need for integrated assessment of potential environmental effects of a project, and — relevant alternatives and normal statutory processes would not provide sufficiently comprehensive, integrated and transparent assessment.	The *Ministerial Guidelines for Assessment of Environmental Effects* (DSE 2006) defines a key objective of EES as being: *"to provide for the transparent assessment of potential environmental effects of proposed projects, in the context of applicable legislation and policy, including principles and objectives of ecologically sustainable development"* Guiding principles of ecologically sustainable development include: — enhancing individual and community well-being and welfare — providing for equity within and between generations — protecting biological diversity and maintain essential ecological processes and life-support system — facilitating community involvement in decisions and actions on issues that affect the community.	Based on preliminary environmental findings, the Minister for Planning determined an EES would be required under the EE Act to assess the potential environmental effects of the project. The EES allows stakeholders to understand the likely environmental effects of the project and how they would be managed. This report provides the Social Impacts Assessment inputs to the EES.

5.2.4 LOCAL JOBS FIRST ACT 2003

The *Local Jobs First Act 2003* seeks to provide for the development and implementation of a Local Jobs First Policy. This Policy is developed in response to Section 4 of the *Local Jobs First Act 2003*, and is a requirement for projects, developments and procurements undertaken or funded by the State Government. The objectives of the Local Jobs First Policy include promoting employment and business growth for local industry and enhancing awareness of and access to local industry capability for contractors.

Under the *Local Jobs First Act 2003*, the Minister for Industry, Support and Recovery may declare the project to be 'standard' (includes projects in rural and regional Victoria with a budget of $1 million or more) or 'strategic' (includes projects with a budget of $50 million or more). Construction of the Beaufort Bypass project would be in excess of $50 million and therefore fall into the strategic project category under the Act.

The Minister for Industry, Support and Recovery determines percentage quotas for local employment for strategic projects to ensure employment for local people first. In this case, Beaufort would be considered a strategic project and subject to local employment targets set by the Minister.

5.3 GUIDELINES

5.3.1 LOCAL GOVERNMENT

The project area lies within the Pyrenees Shire Council (PSC) and is covered by the Pyrenees Planning Scheme. This section summarises the key directions included in the Municipal Planning Strategy including the key strategies affecting future development, the role of and issues relating to Beaufort, and its role as the Shire's largest town.

5.3.2 PYRENEES SHIRE COUNCIL REVISED COUNCIL PLAN 2017-2021

The *Pyrenees Shire Council Revised Council Plan 2017-2021*, adopted by Council on 26 June 2018, identifies as a strategic objective to maintain strategic partnerships, and participate with peak bodies for support, to enhance advocacy on key project such as the Beaufort Bypass and to prepare and make Beaufort bypass ready.

5.3.3 BEAUFORT TOWNSHIP FRAMEWORK PLAN

It is noted that PSC, in conjunction with consultants, is currently finalising the draft *Beaufort Township Framework Plan* as part of a suite of plans supporting the Pyrenees Futures project. The *Beaufort Township Framework Plan* (Pyrenees Shire Council 2017a) is currently in draft form.

On completion, this plan will identify valued townships character and traits to inform directions for future planning to address land use, urban design and the function of town centres, and will be incorporated into the Pyrenees Planning Scheme. "It will also include a specific Town Centre Activation Plan to look at short-term improvements aimed at bringing more life to the town centre and helping make the town bypass-ready."

Per the PSC website, community engagement in Beaufort is informing the Beaufort Township Framework Plan. As such, the following priority issues and opportunities are outlined in the consultation summary available on the PSC website:

- Priority 1: Destination Beaufort

  People want Beaufort to be seen as more than a highway stopover. This relates as much to the proposed highway bypass as a desire to explore opportunities to define the town's identity and make the town centre a more vibrant focus for activity.

- Priority 4: Activating key sites

  Better pedestrian movement is vital to the main street's function, and more opportunities should be explored for al fresco dining and outdoor activity – particularly in view of the bypass.

- Priority 7: Defining and beautifying gateways

  Beaufort's entrances help define its sense of place. Each is unique and has a particular rural characteristic that can be brought out. A potential bypass brings forward the need to plan for a new northern approach.

5.3.4 PLANNING SCHEME – MUNICIPAL PLANNING STRATEGY

Clause 02 of the Pyrenees Planning Scheme provides the Municipal Planning Strategy which outlines the context, vision and strategic framework and the strategic justification for application of zones and overlays. It aids decision making by providing greater understanding of how a project will be considered and what will influence decision making.

The relevant aspects of the Municipal Planning Strategy are identified below. These clauses and subclauses provide an understanding of the strategic land use framework and the objectives and strategies which guide decision making. The relevant EES technical reports provide detail on policies relevant to other considerations of the project.

Clause 02.03-1 recognises the following objectives for the strategic directions of Settlement in Beaufort:

- *Enhance Beaufort and Avoca as the municipality's major towns through the provision of a wide range of services and facilities, and a diversity of housing types and lifestyle opportunities.*
- *Retaining Beaufort's character and sense of place.*
- *Retaining the rural character and the amenity of areas adjacent to the Western Highway on the eastern approach to the township.*
- *Accommodating further community facilities within the existing commercial precinct.*

Clause 02.03-2 recognises the following objectives for the strategic directions of Environmental Risks and Amenity in Beaufort:

- *Discouraging use and development that causes pollution of water resources.*
- *Minimising use and development that causes land degradation, fire hazards or other adverse environmental impacts.*
- *Protecting existing native vegetation and encouraging further planting of native vegetation, particularly on land in areas with erosion and salinity problems.*
- *Discouraging development on land demonstrated to have serious environmental management constraints.*

Clause 02.03-3 recognises the following objectives for the strategic directions for Natural Resource Management in Beaufort:

- *Encouraging sustainable and diverse agriculture.*
- *Discouraging rural-residential development where it impacts on agricultural land.*
- *Facilitating the further development of viticultural operations.*
- *Protecting land of high suitability for viticulture from incompatible development.*
- *Conserving water resources. Minimising possible contamination of water supplies from urban, industrial and agricultural land use.*

Clause 02.03-4 provides Pyrenees Shire's strategic direction to protect its heritage and built environment by:

- *Conserving cultural and heritage assets, including buildings, streetscapes, places, landscapes, mining-related areas and infrastructure that contribute to the identity of the Shire.*
- *Protecting known Aboriginal heritage places from development.*
- *Retaining the established character of existing townships.*

Further discussion of the Pyrenees Planning Scheme in relation to the project is included within the EES Appendix G: *Planning and land use impact assessment* (WSP 2021).

5.3.5 BEAUFORT WARD COMMUNITY ACTION PLAN

The Community Action Plan is a list of objectives and issues that a community puts together to create a catalogue of needs for their community. The Pyrenees Shire Council Beaufort Ward Community Action Plan was prepared in 2013 and reviewed in 2014.

It recognises the impact of the ongoing Western Highway Duplication project on the Beaufort ward including acquisition of dwellings, and residential and agricultural land, and removal of flora and fauna. The Action Plan also notes that "*There are major concerns by residents and businesses as to the impact the proposed future by-pass around Beaufort Township will have on the Beaufort CBD*".

The Action Plan notes that the Beaufort Ward is home to a "*strong, pro-active community*" and diversity of activities, and events. The Action Plan also identifies the ward's current challenges and opportunities:

CHALLENGES	OPPORTUNITIES
1 *Dealing with ongoing, VicRoads works with major highway reconstruction along the Western Highway* 2 *Supporting increasing truck traffic, B-Doubles on our roads which are causing severe road disintegration and a need for constant expensive road works and maintenance program* 3 *Dealing with the impact that the Beaufort Township by-pass may have on local businesses, growth and tourism* 4 *Strategies for growth of the area, by encouraging Industry, Population Growth and Tourism* 5 *Supporting an ageing population* 6 *Supporting Youth/Youth at Risk and Youth Re-Engagement* 7 *Dealing with the impact of floods, bushfires and severe weather conditions* 8 *Providing Transport to Connect the Community.*	1 *Opportunities to create attractions that will encourage highway travellers to divert through to Beaufort once by-pass is in place* 2 *Developing pro-active activities for the health and wellbeing of an ageing population* 3 *Provision and encouragement of youth-centred programs to provide skills and opportunities for life and work* 4 *Creating population boost opportunities that encourage people to move to Pyrenees Shire* 5 *Low cost housing and land packages to encourage population growth* 6 *Industry development for job opportunities* 7 *Promotion of tourist attractions and events to generate income.*

The vision for the future of Beaufort comprises the following five elements:

1. *The growth of the local communities, facilities and attractions*
2. *A Positive Council and Community relationship*
3. *Improving the "Liveability" of the Beaufort Ward*
4. *Engaging residents*
5. *Developing a town and district identity*

To achieve this vision, the Action Plan seeks to promote community wellbeing, leadership and health across all ages and households. It also recognises opportunities to leverage the community's strong volunteer base to achieve the vision.

5.3.6 PYRENEES SHIRE BEAUFORT WALKABILITY PLAN 2016

The *Pyrenees Shire Beaufort Walkability Plan 2016* (adopted by Council on 16 February 2016) was developed to promote increased physical activity, enable active transport as a legitimate form of transport and to enhance connections between people and places of significance within both the township of Beaufort and the wider municipality.

A key issue identified in the plan is the lack of accessible crossover points along the Western Highway, particularly in Beaufort Township near places of community significance such as the Library and Information Centre. The Western Highway was noted as forming a physical barrier discouraging pedestrian connection between the north and south of the township.

Key actions proposed in the plan include:

- providing enhanced north south pedestrian crossing on the Western Highway within Beaufort Township to promote pedestrian connectivity
- improving paths and trails connections along the highway including connections to newer developments on the edge of Beaufort
- developing connections between Beaufort Township and Raglan, Waterloo and Mount Cole to the north.

5.3.7 PYRENEES SHIRE RECREATION STRATEGY 2017–2022

The *Pyrenees Shire Recreation Strategy 2017-2022* (Pyrenees Shire Council 2017b) was developed around the guiding vision statement:

> *"The people of Pyrenees Shire are supported to be healthy, active and well connected to their communities through the provision of a diverse range of physical activity opportunities."*

The strategy was developed to guide decision making with regard to investment, planning and management of new and existing recreation infrastructure within the municipality. Impacts to local facilities because of natural phenomenon like drought, fire and flood were identified as key challenges facing management of regional sporting grounds and facilities. The challenges of servicing a changing and ageing demographic are also noted within the strategy.

Promoting informal physical activity such as walking and cycling by enhancing the municipal paths and trails network is noted as a key objective of the strategy, with improvements to pedestrian paths between the township and Camp Hill is identified.

5.3.8 PYRENEES SHIRE HEALTHY AND WELL PLAN 2017–2021

Developed to follow the *Healthy and Well Plan 2017-2021* (adopted by Council 17 October 2017) (Pyrenees Shire Council 2017c), the current iteration of the Healthy and Well Plan assesses the health and wellbeing of Pyrenees Shire residents and established guidelines and initiatives to improve outcomes over the coming five years. The Plan stated that obesity and mental health outcomes in the municipality had decreased since the implementation of the previous plan.

One of the priority areas identified in the strategy is Active Living. The key direction is to *"Provide public spaces and infrastructure that encourages active living and that is safe and accessible by all"*.

Actions to progress this priority include:

- provide and promote well maintained walking tracks and trails
- provide active transport pathways and linkages to promote and encourage walking and cycling around towns (including use of public transport).

5.3.9 COMMUNITY SATISFACTION SURVEY 2018

The *Local Government Community Satisfaction Survey* is undertaken annually by JWS Research on behalf of Victorian councils. The survey assesses the performance of councils across a range of measures and seeks insight into ways to provide improved or more effective service delivery.

In 2018, 400 interviews were completed with randomly selected volunteer participants aged 18 years or older and living in Pyrenees Shire. Survey fieldwork was conducted in the period of 1st February – 30th March 2018.

The *Local Government Community Satisfaction Survey Pyrenees Shire Council: 2018 Research Report* found that:

- Pyrenees Shire Council's best six performing areas were customer service, making community decisions, advocacy, emergency disaster management, elderly support services and appearance of public areas. While not in the top rated areas, an additional service area that is performing comparatively well is planning and building permits
- two of the areas that stand out as being most in need of Council attention are community consultation and engagement and making community decisions
- other areas for improvement were sealed local roads, sealed road maintenance and condition of local streets and footpaths
- residents aged 35 to 49 years are significantly more favourable in their view of overall council performance compared to the Council average. Residents aged 50 to 64 years are significantly less favourable in their view of overall council performance. Perceptions of overall performance among women and residents aged 18 to 34 years are also significantly less favourable compared to 2017

- Pyrenees Shire Council's performance significantly declined on the measures of community consultation and engagement.

Community surveys inform the assessment of the existing social environment and help to determine what constitutes a community value. For example, it helps knowing that local community values ongoing consultation or road maintenance, and improving the condition of local roads. There are a range of surveys that can assist with establishing the socio-economic baseline. The community satisfaction survey is one of them.

6 EXISTING CONDITIONS

6.1 STUDY AREA

The study area, shown in Figure 2.1, defines the area in which alignment options are contained.

The study area falls mostly outside the urban area of Beaufort. The land within the study area is generally characterised by rural residential properties and agricultural land to the east and west. Residential properties are distributed throughout the study area, predominantly along the roads connecting Beaufort to surrounding areas to the north including Main Lead Road, Back Raglan Road, Beaufort-Lexton Road and Smiths Lane. Residential densities are highest at the southern extent of the study area, particularly around King Street, on the northern boundary of the Beaufort township.

The central precinct of the study area is dominated by Camp Hill which comprises mostly crown land and undeveloped vegetated land. Camp Hill is highly valued by the Beaufort community for its contribution to township character and recreational uses including walking, cycling and picnicking. Camp Hill is valued for its visual amenity, and the Camp Hill Lookout, at the southernmost point of the hill, which overlooks the Beaufort town centre. Camp Hill also hosts several active and historical mining tenements.

To the west of Camp Hill and in the south of the study area, is the historical area known to the local community as 'the Commons' comprising crown land for passive recreation and a disused trotting track.

The south east of the study area contains lower lying land and includes Snowgums Bushland Reserve, a water treatment plant, and Yam Holes Creek which extends to the north-eastern extent of the study area.

The railway linking Beaufort to Melbourne, Ballarat and Ararat passes through the south of the study area.

To the north of the study area are the smaller townships of Raglan, Waterloo, Chute and Lexton.

6.1.1 SOCIAL IMPACT ASSESSMENT STUDY AREA COMMUNITY PROFILE

The Social impact assessment Study Area Community (SIASAC) is distinct from the study area defined for the EES. The SIASAC includes residents of the Beaufort township area, the study area and surrounding dispersed rural residential properties. For the purposes of this assessment, the SIASAC is broadly defined as residential communities that are likely to interact with the Beaufort township as a primary or local service centre.

A demographic profile has been prepared using available data from the ABS 2016 Census of Population and Housing. Predominant population characteristics are presented and different datasets have been utilised to gain a more holistic understanding of the local community and social context. The demographic information contributes to broaden the understanding of existing conditions and can indicate factors such as vulnerability that need to be considered. In the context of this review, vulnerable communities are assumed to be those with higher rates of, or multiple indicators of, socio-economic disadvantage, reduced mobility (e.g. lower car ownership, reduced access to public transport), or greater reliance on local facilities and services.

Vulnerable communities may include higher proportions of unemployed residents, lower average household incomes, and higher proportions of elderly residents (aged 70 years and over), family households with school aged children and/or infant children, single parent families, or large communities of newly arrived migrants.

The community profile uses demographic data collected from the Statistical Area Level 2 geographical area (SA2) that make up the greater Beaufort area, as shown in Figure 6.1.

SA2 boundaries are defined by the ABS for the Census of Population and Housing. SA2s are the smallest level of output for the Census and are determined based on population. However, in areas of low residential density, an SA2 can cover a large geographical area. These boundaries remain consistent with the SA2 areas defined in the 2011 Census, which enables direct comparison of demographic data.

The current residential population of the Beaufort community, as defined for this study is 4,395 people and 1,994 households or dwellings. This has increased from a total residential population of 3,833 and 1,902 dwellings in 2011, representing population growth of 12.8% over a five-year period.

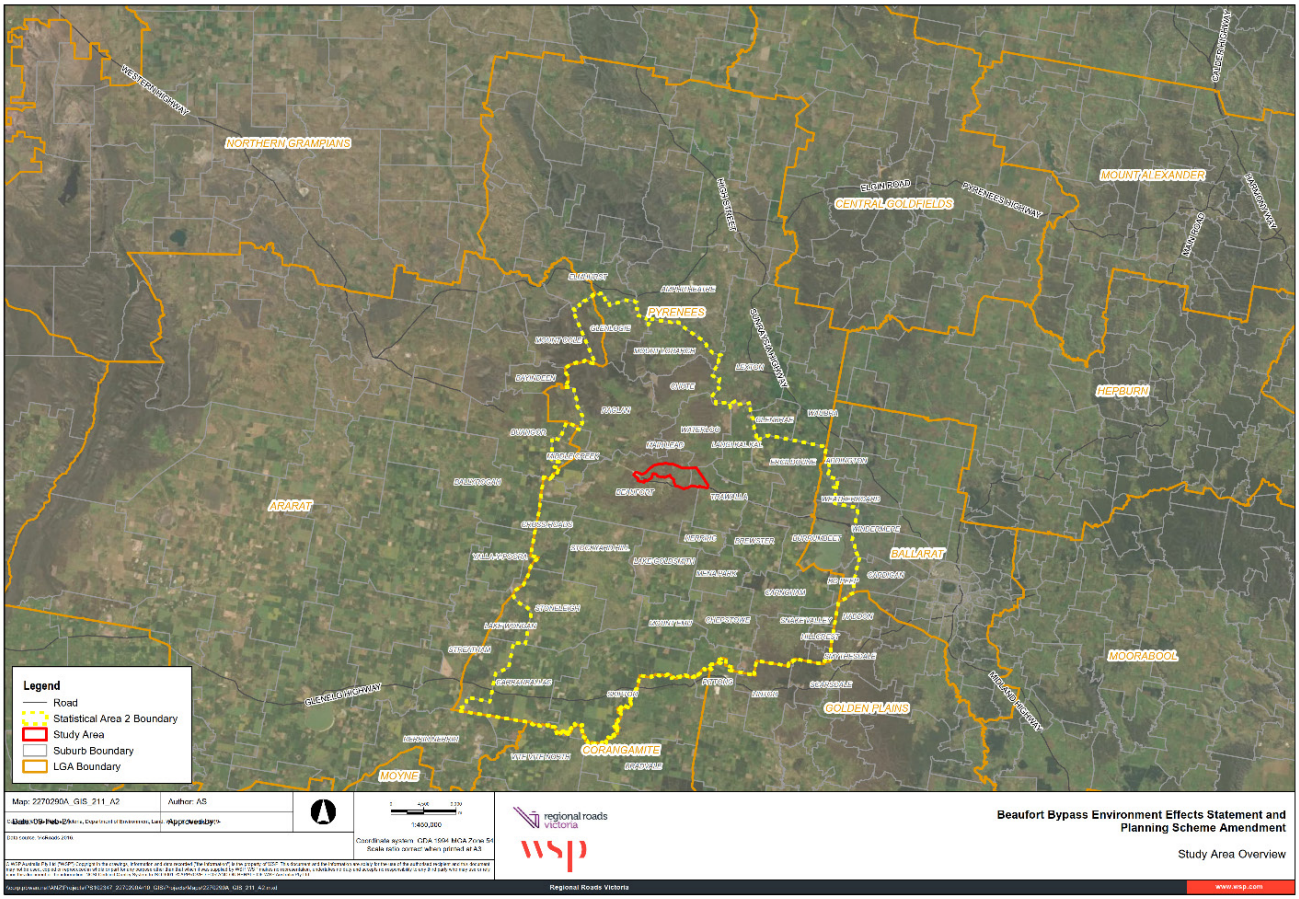


Figure 6.1 SA2 area (2016) comprising the SIASAC

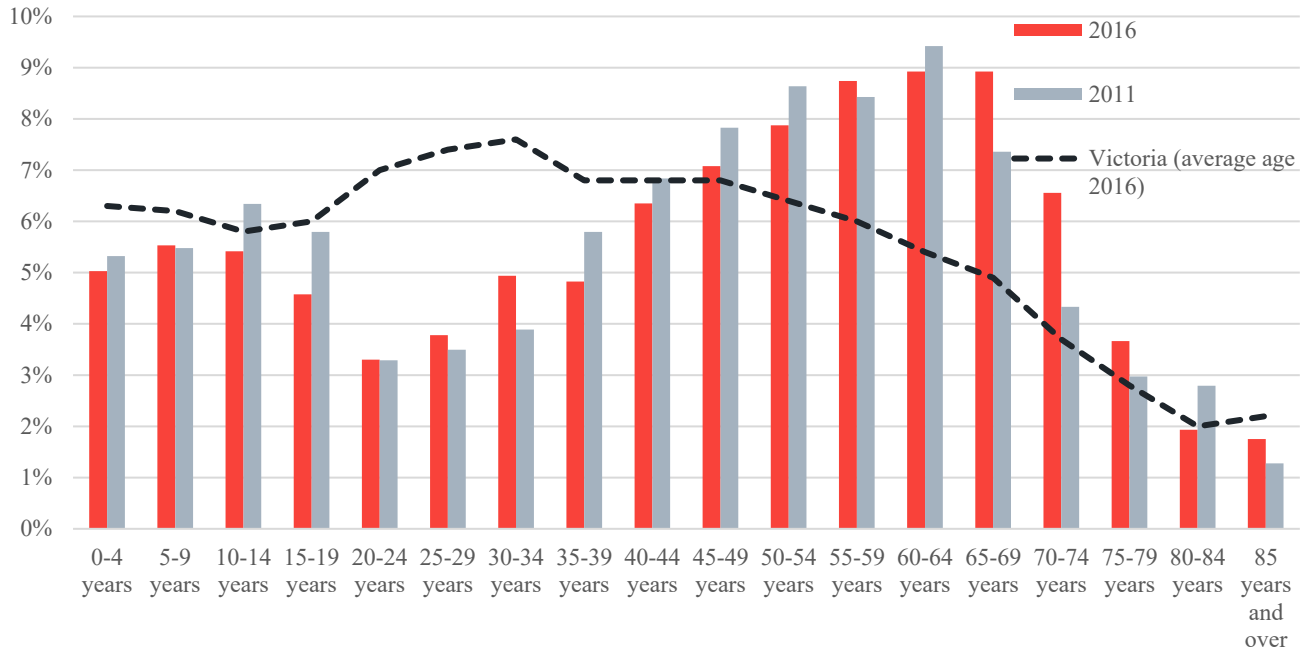
6.1.1.1 AGE PROFILE

Population age profiles can influence the type and level of demand generated for various types of community facilities and services, and provide insight into communities that are likely to be less resilient or more vulnerable to change.

Areas with significantly higher proportion of older residents, are likely to experience greater demand for accessible community services, non-car transport and aged care accommodation, and are likely to have higher proportions of residents who require assistance with daily activities. Areas with higher proportions of children aged 0 to 4 years are likely to experience comparatively higher demand for local family and children's services, including Maternal and Child Health (MCH), kindergartens and primary schools. These areas may also have increased demand for pedestrian and cycle connectivity and public transport access as secondary school-aged children begin to travel independently.

Figure 6.2 shows the age profile of Beaufort in 2016 and 2011 against the Victorian average (ABS 2016).

The graph shows that Beaufort has a higher proportion of middle aged and elderly residents, and a correspondingly lower proportion of children and residents of young working age. This trend has increased in between 2011 and 2016 and is generally consistent with ageing populations across regional Victoria.



Source: ABS (2016); ABS (2011)

Figure 6.2 Age profile of the Beaufort community

6.1.1.2 EMPLOYMENT DEMOGRAPHICS

Table 6.1 shows the number of people commuting between Beaufort (Place of Usual Residence) and Places of Work. Further information on employment demographics is included in the EES Appendix I*: Regional economy impact assessment* (Ethos Urban 2021).

Table 6.1 Journey to work – People commuting from Beaufort to other places for work on 9th August 2016

JOURNEY TO WORK: PERSONS COMMUTING FROM THE BEAUFORT SA2			
Counts	**From**	**To**	**% of all travel from Beaufort**
695	Beaufort	Beaufort	43.82%
190	Beaufort	Ballarat	11.98%
127	Beaufort	Wendouree – Miners Rest	8.01%
67	Beaufort	Delacombe	4.22%
59	Beaufort	Ararat	3.72%
45	Beaufort	Ballarat – South	2.84%
41	Beaufort	Alfredton	2.59%
35	Beaufort	Ballarat – North	2.21%
33	Beaufort	Corangamite – North	2.08%
21	Beaufort	Buninyong	1.32%
18	Beaufort	Golden Plains – North	1.13%
18	Beaufort	Avoca	1.13%
15	Beaufort	Ararat Region	0.95%

JOURNEY TO WORK: PERSONS COMMUTING FROM THE BEAUFORT SA2			
Counts	**From**	**To**	**% of all travel from Beaufort**
12	Beaufort	Creswick – Clunes	0.76%
10	Beaufort	Gordon (Vic.)	0.63%
10	Beaufort	Melbourne	0.63%
6	Beaufort	South Melbourne	0.38%
6	Beaufort	Daylesford	0.38%
4	Beaufort	Sunshine West	0.25%
4	Beaufort	Stawell	0.25%
4	Beaufort	Melton	0.25%
3	Beaufort	East Melbourne	0.19%
3	Beaufort	Southbank	0.19%
3	Beaufort	Parkville	0.19%
3	Beaufort	Smythes Creek	0.19%
3	Beaufort	Bacchus Marsh Region	0.19%
3	Beaufort	Rockbank – Mount Cottrell	0.19%
3	Beaufort	Docklands	0.19%
3	Beaufort	Laverton	0.19%
3	Beaufort	Box Hill	0.19%
3	Beaufort	Campbellfield – Coolaroo	0.19%
3	Beaufort	Epping – South	0.19%
3	Beaufort	Maryborough (Vic.)	0.19%
3	Beaufort	Horsham	0.19%
3	Beaufort	Leeton	0.19%
3	Beaufort	East Pilbara	0.19%
3	Beaufort	Moora	0.19%
3	Beaufort	Geelong	0.19%

JOURNEY TO WORK: PERSONS COMMUTING TO THE BEAUFORT SA2			
Counts	**From**	**To**	**% of all travel to Beaufort**
695	Beaufort	Beaufort	43.82%
58	Alfredton	Beaufort	4.90%
53	Ballarat – South	Beaufort	4.48%
50	Ballarat – North	Beaufort	4.23%
47	Avoca	Beaufort	3.97%
47	Wendouree – Miners Rest	Beaufort	3.97%
33	Ballarat	Beaufort	2.79%
31	Delacombe	Beaufort	2.62%
21	Ararat	Beaufort	1.78%
21	Gordon (Vic.)	Beaufort	1.78%
17	Ararat Region	Beaufort	1.44%
16	Bacchus Marsh Region	Beaufort	1.35%
16	Smythes Creek	Beaufort	1.35%
18	Creswick – Clunes	Beaufort	1.52%
11	Golden Plains – North	Beaufort	0.93%
9	Corangamite – North	Beaufort	0.76%
8	Golden Plains – South	Beaufort	0.68%
6	Bacchus Marsh	Beaufort	0.51%
5	Buninyong	Beaufort	0.42%
5	Melton	Beaufort	0.42%
4	Kingsbury	Beaufort	0.34%
3	Maryborough (Vic)	Beaufort	0.25%
3	Maryborough Region	Beaufort	0.25%
3	Daylesford	Beaufort	0.25%
3	Warrnambool – South	Beaufort	0.25%

Source: ABS (2016) Journey to Work from Place of Usual Residence, Interactive Map

Table 6.2 Journey to work travel mode

SUMMARY OF PERSONS COMMUTING FROM THE BEAUFORT SA2			SUMMARY OF PERSONS COMMUTING TO THE BEAUFORT SA2		
Travel Mode	**Counts**	**%**	**Travel Mode**	**Counts**	**%**
Public Transport	19	1.17	Public Transport	3	0.25
Vehicle	1,130	69.41	Vehicle	806	66.72
Active Transport	55	3.38	Active Transport	52	4.30
Other Mode	12	0.74	Other Mode	13	1.08
Worked at home*	387	23.77	Worked at home*	317	26.24
Mode not stated	29	1.78	Mode not stated	16	1.32
Total	**1,628**		**Total**	**1,208**	

Notes:

Small random adjustments have been made to all cell values to protect the confidentiality of data. These adjustments may cause the sum of rows to differ by small amounts from the table totals.
* Includes persons who stated they 'Did not go to work'.

Source: ABS (2016) Journey to Work from Place of Usual Residence, Interactive Map

6.1.1.3 OTHER KEY DEMOGRAPHIC CHARACTERISTICS

In addition to age, the following summarises other key demographic characteristics of the Beaufort community of relevance (based on the 2016 ABS census data for Beaufort SA2) when assessing social impacts including vulnerability to change:

- Residents are predominantly Australian born (81.6%) and only speak English at home (81.8%). Aboriginal and/or Torres Strait Islander people represent only 2.4% of the population.
- Detached houses account for 95% of dwelling types, and flats, apartments or other dwellings represent 4.4% of dwelling structures.
- Most dwellings are owned outright or with a mortgage (81.5%), with rentals accounting for 14.5% of households (4% are classified as ‘other tenure type’ or ‘not stated’).
- Couple families without children are the predominant household type overall, at 47.7%. Families with children represent 39.7% of households and single parent families represent 12.3% of households in Beaufort. The remaining 0.3% was classified as ‘other family’.
- Lone person households comprise 32.1% of households in Beaufort.
- A high rate of household car ownership (92.5%) indicates a high rate of car dependence.
- Higher rate of low-income households, earning less than $650 per week (30.9%), when compared against the Victorian average.
- Comparatively lower rate of household internet connection, with 24.4% of households having no home internet connection.

6.1.1.4 COMMUNITY HEALTH AND WELLBEING PROFILE (2016)

The *Grampians Pyrenees Primary Care Partnership Population Health and Wellbeing Profile* was prepared by the Grampians Pyrenees Primary Care Partnership (PCP) in December 2016. The PCP is a voluntary alliance of approximately 31 primary care service providers in the Central Grampians region, encompassing the Local Governments of Pyrenees, Northern Grampians and Ararat Rural City (RC). The Grampians Pyrenees PCP aims to improve health and wellbeing through better coordination of planning and service delivery in response to identified needs. The PCP's Health and Wellbeing Profile provides a summary of health and wellbeing indicators for the population of the Grampians Pyrenees PCP catchment area which covers Pyrenees Shire, Ararat RC and Northern Grampians Shire. Data in the profile, sourced from the Public Health Information Development Unit (PHIDU), is based on estimates using data from the 2007-08 National Health Survey (NHS), conducted by the ABS.

Although this report presents the broader region, it provides context of key social indicators relevant to the study area and Beaufort township. A summary of relevant key indicators identified in the report relating to the Pyrenees Shire provide context for assessing social impacts, such as information relating to existing conditions, social cohesion and risk of social isolation, potential indicators of vulnerability or information relating to local movement patterns.

POPULATION AND AGE PROFILE

- Grampians Pyrenees PCP had a much larger proportion of the population aged over 55 years compared against the state average.
- Pyrenees Shire population was anticipated to experience the highest rate of growth between 2016 and 2031 (12.1%).
- Average household sizes in the PCP region were slightly smaller than the regional Victoria average.
- More than half of the indigenous population was aged 0–24 years.

HEALTH AND WELLBEING

- All PCP region Local Government Areas (LGAs) had a higher proportion of population in most age groups that had a severe disability compared to regional Victoria or Victoria.

COMMUNITY PARTICIPATION

- PCP region residents, especially Pyrenees residents, were less likely to report they used social networking to organise time with family and friends.
- PCP region residents were much more likely to: volunteer in their community once or more per month; have attended a local community event in the last six months; be a member of a decision-making board/committee; or be a member of a sports group or 'other' community group

SOCIO-ECONOMIC DISADVANTAGE

- Young people living in the Grampians Pyrenees PCP region, were much more likely to be receiving an unemployment benefit.
- In 2011, per Index of Relative Socio-economic Disadvantage (IRSD) scores, all Grampians Pyrenees PCP LGAs had high levels of relative socio-economic disadvantage.

EDUCATION

- In 2013, Ararat RC and Pyrenees had a notably lower kindergarten participation rate compared to the state average.
- In 2014, a lower proportion of students at Pyrenees schools, met or exceeded literacy and/or numeracy standards.

TRANSPORT

- In 2011, compared to regional Victoria, a higher proportion of Grampians Pyrenees PCP region workers worked from home, particularly in Pyrenees and the most common type of travel to work was driving a car, followed by 'walk only'.
- Compared to regional Victoria, residents of Northern Grampians and Pyrenees were more likely to report they had experienced transport limitations in the past 12 months, with Pyrenees recording the highest proportion.
- In 2012, compared to regional Victoria, PCP region residents were much less likely to live near public transport, with Pyrenees residents the least likely, indicating a higher likelihood of car dependence.

6.1.2 IDENTIFIED VULNERABLE COMMUNITIES

The population of Beaufort displays several indicators of potential vulnerability, including an ageing population, relatively low household incomes, a relatively high number of residents indicating that they need assistance with core activities, and relatively high levels of youth unemployment in the wider region. However, as is common in regional towns, the *Grampians Pyrenees Primary Care Partnership Population Health and Wellbeing Profile* shows evidence of high levels of civic participation in the region suggesting strong social networks. This is considered to mitigate some risks of social isolation which can be present for communities with growing cohorts of elderly residents.

6.2 VALUED PLACES AND SPACES

6.2.1 SERVICES AND FACILITIES

A desktop audit of community facilities, public services and places of special interest was drawn predominantly on council's databases to understand the existing distribution of services and facilities that are likely to be accessed by communities within Beaufort.

This assessment considered services and facilities that are likely to be accessed by a substantial portion of the local and regional populations, provide a significant or valuable service, or contribute to the local character of Beaufort. This audit has not considered retail businesses unless they provide a significant community function.

Table 6.3 shows the community facilities and services in Beaufort. Open space and recreation facilities are assessed in Section 6.4.

In general, the audit suggests that the Beaufort community is well serviced with local and regional level services, and that services and meeting places are concentrated in the town centre. Furthermore, a number of facilities provide flexible spaces which can be used for a range of community functions such as recreational facilities that can also be used as general community meeting spaces or function venues. It is anticipated that the project would not impact on these identified valued places and spaces.

The concentration of services in the town centre suggests that the primary north-south access routes are important for residents of the study area and communities further north, such as Raglan and Waterloo. This assumption has been confirmed through consultation with the Beaufort community. Discussions with residents and workers in the area indicate that the Beaufort township provides many local and daily services for residents of Beaufort and communities to the north such as Lexton, Raglan and Waterloo. The major regional centres of Ararat and Ballarat provide higher level or specialised services as required.

The notable gap identified through this audit was in the provision of youth spaces.

Table 6.3 Audit of community facilities and services in Beaufort

CATEGORY	SUB CATEGORY	FACILITY
Community	Neighbourhood House	Beaufort Community House and Learning
	Library and learning	Beaufort Library
	Meeting space and community organisations	Beaufort Band Rotunda Beaufort Community Bank Complex Beaufort Community House and Learning Beaufort Community Centre (Senior Citizens) Beaufort Town Hall Beeripmo Development Centre Beaufort Community Bank Complex Beaufort Community Resource Centre Beaufort Men's Shed Beaufort RSL Rotary Club of Beaufort
	Seniors	Beaufort Community Centre (Senior Citizens)
Education and learning	Government primary	Beaufort Primary School
	Government secondary	Beaufort Secondary College
	Library	Beaufort Community Resource Centre and Library
Family and children	Kindergarten	Beaufort Early Childhood Centre
	Maternal and child health	Beaufort Early Childhood Centre
	Child care	Beaufort Early Childhood Centre Log Day Care
Emergency services	Fire	Beaufort Fire Brigade CFA District 16
	Police	Beaufort Police Station
	Ambulance	Beaufort Ambulance Auxiliary
Health	Hospital	Fort Beaufort Hospital and Beaufort and Skipton Community Health Service
	Doctor	Beaufort Medical Practice
	Residential aged care	Beaufort Nursing Home
		Beaufort Hostel
	Pharmacy	Beaufort Pharmacy
Other	Post office	Beaufort Licensed Post Office
	Council	Pyrenees Shire Council Offices and Chambers
	Visitor Information Centre	Beaufort Visitor Information Centre
	Essential retail	Ryans SUPA IGA Beaufort

For a map of community facilities in relation to the proposed alignments please see Figure 8.2.

6.2.2 PLACES OF COMMUNITY SIGNIFICANCE

In addition to the community facilities and services, the Beaufort township includes significant community places for reflection and remembrance including the Beaufort Cemetery and the Memorial Garden located in Bicentennial Park.

The Uniting Church is also located centrally within the township, south of the Western Highway.

6.2.2.1 INTERCULTURAL SIGNIFICANCE

Outside of the township and to the north of the study area is the Nhap Luu Monastery. Located in a secluded area northeast of Camp Hill. This facility is one of seven centres in the world, Nhap Luu is a Buddhist monastery and meditation practice centre. It is open daily and provides residential facilities, day visits and a program of annual seasonal events.

6.2.3 COMMUNITY ACTIVITIES

Beaufort and the Pyrenees region has a strong calendar of community events including annual festivals and regular local programs.

Table 6.4 lists the regular and annual events held in the Beaufort township. In addition to the events listed below, the Beaufort township also hosts local sporting competitions in the recreation precinct to the south of the township.

Table 6.4 Events in Beaufort and surrounds

EVENT	DATE	LOCATION
Beaufort Market	First Saturday of each month	Memorial Garden, Centennial Park
Annual Pyrenees Art Exhibition and Sale	June (Queen's Birthday long weekend)	Beaufort Town Hall
Australia Day Celebrations	January	Beaufort Community Bank Complex, Goldfields Recreation Reserve
Beaufort Agricultural Show	November	Goldfields Recreation Reserve
Beaufort Christmas Carols	December	The Band Rotunda
Rotary Club Driver Reviver	Easter	Western Highway, Beaufort township

Table 6.5 lists major and annual events held in the Pyrenees region.

Table 6.5 Major regional events

EVENT	DATE	LOCATION
Annual Lake Goldsmith Steam Rally	May and November	Lake Goldsmith
Avoca Riverside Market	Fourth Sunday of each month	Avoca
Cave Hill Creek Summer Camp	January	Raglan
Waterloo Community Cup	February – April	Waterloo
Pitch Festival	March	Mafeking
West Region Annual VFBV Rural Championships	March	Waubra
Annual Motor de Pyrenees Historic Vehicle Display	March	Natte Yallock
Pyrenees Unearthed Food and Wine Festival	April	Avoca
Avoca ANZAC Day Races	April	Avoca
Avoca Cup	October	Avoca
Moonambel Fireworks – Party in the Pyrenees	November	Moonambel
Avoca Christmas Street Party	December	Avoca

6.3 CULTURALLY SIGNIFICANT TREES

Based on the definition developed for the Culturally Significant Tree Project, the current assessment did not identify any culturally significant trees in the study area. However, feedback collected through community engagement and stakeholder discussions found that native vegetation and the character of the remaining treed sections of the study area were of value to the local community.

Based on community feedback, vegetation loss and impacts on native flora and fauna were consistently strong themes through all stages of investigation. Snowgums Bushland Reserve, although not identified for its ecological value, was frequently identified by the community as a significant area of vegetation.

Discussions with some local residents identified a memorial tree located near the Camp Hill lookout which memorialises the death of a young local resident in a motorcycle accident. However, this tree has not been identified as being affected by the alignment options.

A review of the National Trust Significant Tree Register did not find any trees of recognised significance in the study area, Beaufort or surrounds.

While not relating specifically to trees, it is noted that the Memorial Garden at Bicentennial Park in the Beaufort township would be considered culturally significant.

The EES Appendix A: *Aboriginal cultural heritage impact assessment* (Archaeology at Tardis 2021), identified an Aboriginal cultural heritage place within the study area comprising of a scarred tree. This place, intersected by alignments A0, A1 and C2, consists of an unidentified species of gum tree that has been cut down at mid scar and is around 80 cm in height.

This social impact assessment focuses on cultural significance in a non-indigenous context and does not include further assessment of trees as part of the visual landscape or heritage assessment.

6.4 OPEN SPACE AND RECREATION

6.4.1 PASSIVE OPEN SPACE

The Beaufort township is well serviced with open space assets. The rural nature of the township is characterised by open agricultural land and crown land reserves.

Part of the study area is comprised predominantly of Camp Hill, which is crown land. The southern extent of Camp Hill, which overlooks the Beaufort township includes the Camp Hill Recreation Reserve, Camp Hill Lookout, picnic area and barbeque, and recreational walking and cycling tracks. The study area also encompasses the northern part of Camp Hill Reserve.

Camp Hill is a highly-valued asset for the Beaufort Community and is also noted for its mining history, with some active tenements remaining.

A pocket in the south west of the study area is known by the local community as the Beaufort Commons. This was historically a shared public space for grazing, however, part has been sold to private owners over time and it is not currently used in this capacity. The Commons includes a disused trotting track.

In the south east of the study area, fronting onto Racecourse Road, is Snowgums Bushland Reserve. This reserve comprises planted, non-native trees and is publicly accessible for passive enjoyment. The reserve is a notable asset for residents.

Two local parks, Wotherspoon Park and Beggs Street Park, provide playgrounds and are in the town centre. Also, located in the central township are the Band Rotunda and Bicentennial Park which are commonly used outdoor meeting and events spaces for the local community.

6.4.2 ACTIVE RECREATION

Active recreation facilities are mostly concentrated around the township area.

To the north of the township, and located on Beaufort-Lexton Road in the study area, is the Beaufort Bluelight Motorcycle Club and Racetrack, and Beaufort Gun Club. Both organisations host regular activity days and competitions which draw participants from Beaufort and nearby towns.

The Beaufort Trotting Training Track lies in the west of the Areas of Interest, off Back Raglan Road. This facility is currently unused.

The Goldfields Recreation Reserve, next to Beaufort Secondary College is south of the township, is the primary active open space resource for the local community and organised sporting teams. The reserve is used year-round and includes a football oval/cricket pitch, and tennis, netball and basketball courts. The Beaufort Golf Club is located adjacent to the Recreation Reserve.

The Beaufort Swimming Pool, also in the south of the township, is open in the summer months and is a popular destination for residents.

Figure 6.3 shows the open and recreational space in relation to the study area.

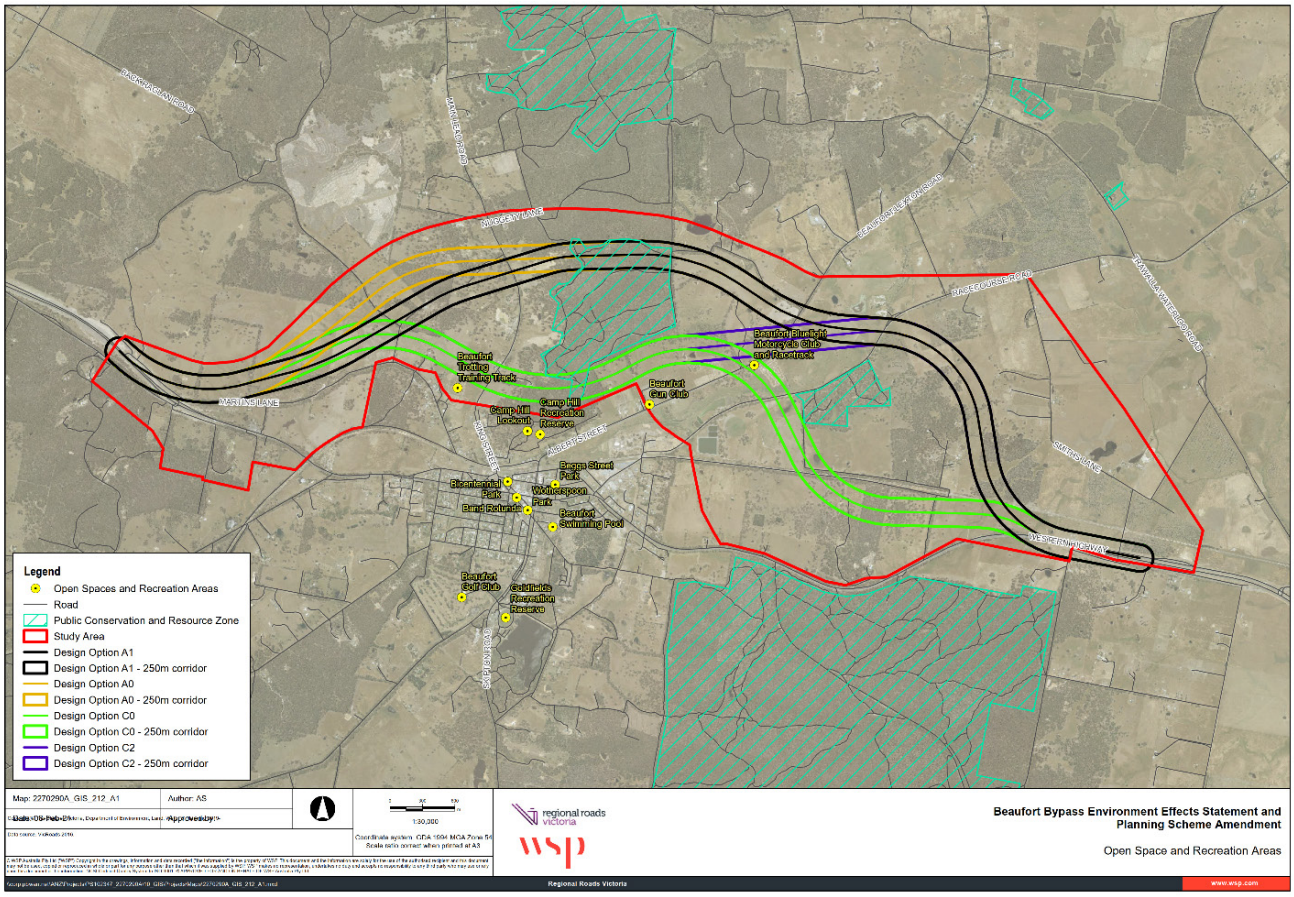


Figure 6.3 Open space and recreation areas in the Beaufort area

6.5 LOCAL ACCESS NETWORK

6.5.1 VEHICLE ACCESS

The Western Highway currently passes through the centre of Beaufort providing the primary east-west connection.

The primary north-south roads providing connections between the Beaufort township and residents and businesses to the north are:

- Beaufort-Lexton Road
- Main Lead Road
- Back Raglan Road
- Racecourse Road.

Beaufort-Lexton Road continues through the south of the township, providing freight connections to industrial areas and the Glenelg Highway to the south of Beaufort.

In the study area, Smiths Lane and Martin Lane were also identified as important access routes for local residents.

East-west connectivity across Camp Hill is generally constrained and provided by unsealed roads.

When accessing the Western Highway, residents of townships to the north often take secondary roads such as Eurambeen-Raglan Road to the west or Trawalla-Waterloo Road to the east rather than passing through the Beaufort township.

It is noted that unless a resident or visitor is willing to utilise local tracks and Nuggety Lane, in order to pass east, west over Camp Hill, Albert and King Streets in Beaufort must be used.

6.5.2 PUBLIC TRANSPORT

Public transport provided to the Beaufort area includes one rail and three coach services providing access to Melbourne, Ballarat, Horsham, Ararat and Ouyen.

The V-Line provides a train service from Beaufort Train Station with route Ararat – Melbourne via Ballarat. This provides five services to and from Melbourne during weekdays and three services to and from Melbourne during weekends.

The V-Line also provides coach services from Beaufort Train Station with the following routes:

- Ouyen – Melbourne via Warracknabeal and Ballarat
- Nhill – Melbourne via Ararat and Ballarat.

School bus routes also operate through Beaufort, to service local and regional residents. Bus routes are dictated by residential locations and households demand. A school bus route currently operates along Beaufort-Lexton Road.

6.5.3 CYCLE AND PEDESTRIAN CONNECTIVITY

Currently there is only a short section of pedestrian footpath provided within the central township of Beaufort. There is limited provision for pedestrians wanting to cross the Western Highway in Beaufort as only one signalised pedestrian crossing is available in town located at the intersection with Lawrence Street. With increased traffic flows through Beaufort there will be decreased opportunities for pedestrians to cross the Western Highway.

There are currently no designated on-road bike lanes, however, recreational cycling opportunities exist in the surrounding area.

The *Beaufort Walkability Plan* focuses on improving accessibility and infrastructure for pedestrians and cyclists in the Beaufort area. It catalogues the existing formalised and informal cycling and walking tracks in Beaufort and connections to surrounding townships, as well as identified gaps in current provision. These are illustrated in Figure 6.4 and Figure 6.5, respectively.

Figure 6.4 Existing walking and cycling routes in Beaufort

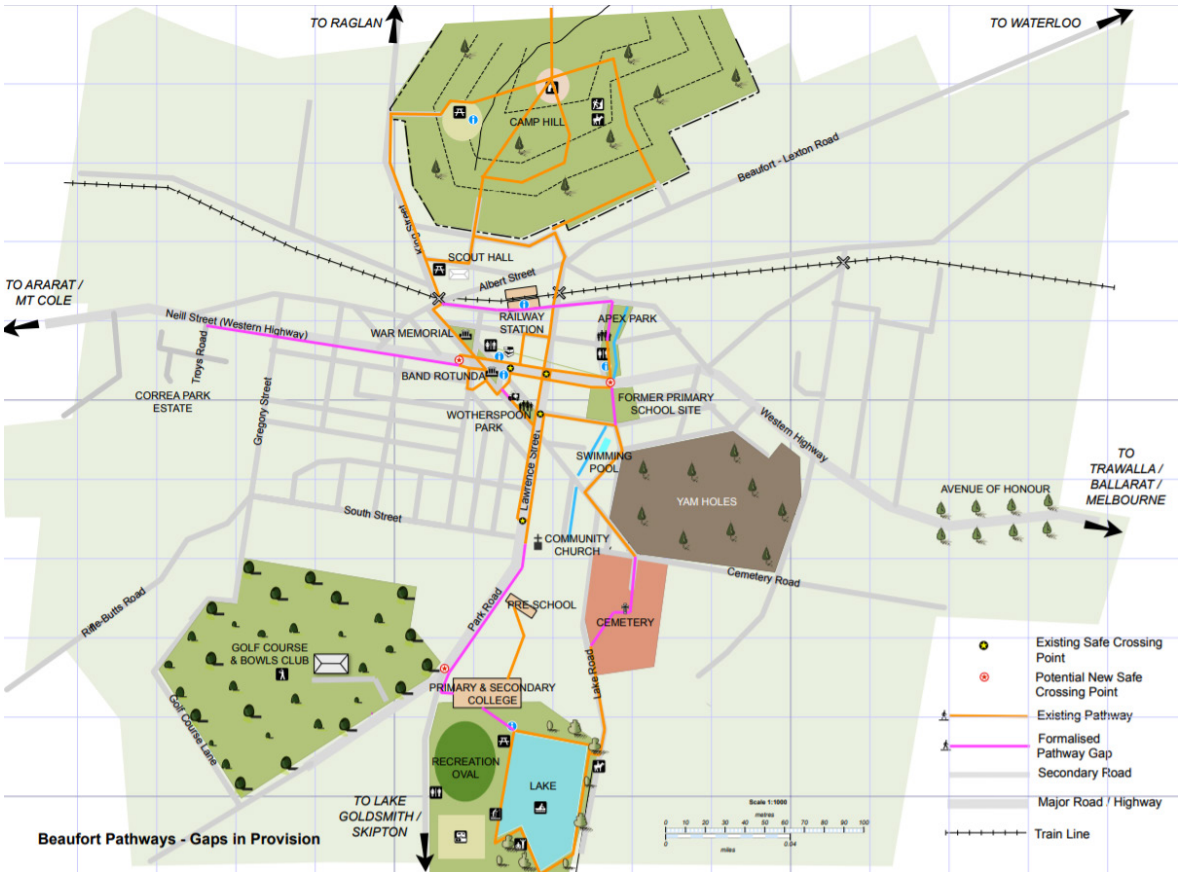


Figure 6.5 Gaps in existing provision of walking and cycling routes in Beaufort

6.5.4 PHYSICAL BARRIERS

The Beaufort township settlement reflects its historical growth as a highway town and service centre. The existing Western Highway alignment passes through the centre of the township dividing it to the north and south. Despite heavy freight and private traffic, and occasional congestion during holidays and major events, the road is not generally considered a barrier to local residents and shoppers who frequently cross along the length of the road.

The railway line now defines the northern township boundary, with lower density residential dwellings and rural and agricultural properties to the north.

Beyond its urban boundary, Beaufort is surrounded by a series of hills that provide an enclosing element to Beaufort. Beaufort is separated from surrounding townships and communities by distance and rural land. The Western Highway and major road network provide the primary linkages to neighbouring communities, while the V/Line rail service connects to the centres of Ballarat and Ararat.

In the north of the township, Camp Hill funnels access between residential areas in the east and the west of the study area into Beaufort. Access tracks across Camp Hill are indirect and unsealed. This creates a radial pattern of regional access and positions Beaufort as the meeting point for residents on either side of Camp Hill.

Uncleared land contains the township to the south and as the Yam Holes Creek system traverses the Urban area of Beaufort it generates a topographical barrier radiating north-east from the township centre.

6.6 SOCIAL IMPACTS ASSOCIATED WITH BYPASS DEVELOPMENT: A LITERATURE REVIEW

The social impacts associated with the development of a bypass vary and depend on various socio-economic factors, including the community size and historical factors. For this report, a social impact is considered a change to the existing situation that can be attributed directly or indirectly to the project. Impacts can include both adverse or beneficial changes to the community quality of life in terms of safety, access, visual amenity, local access, connectivity, environmental amenity (including air and noise emissions) and population changes due to the construction of the new bypass.

The final report prepared by the University of New South Wales (UNSW) for Roads Maritime Services (RMS) Economic Evaluation of Town Bypasses[3] offers evidence in this regard. As part of the study, three towns on the Hume Highway (Yass, Gunning and Goulburn) were used as a reference to understand the long-term impacts of highway bypass roads and how communities have adapted and changed in response to those impacts. Per the UNSW report, the bypass dramatically improved the amenity of each case study town.

In addition, as per a 2011 UNSW report[4] on the economic evaluation of town bypasses, "*the social impacts of a highway bypass on a bypassed community are generally very positive (...). The strong message for bypassed communities, or those to be bypassed, from the review of literature is that in the longer term there is "life after the bypass", even for smaller communities*".

[3] Parolin, Bruno P & New South Wales. Roads and Maritime Services (2012). Economic evaluation of town bypasses. Final Report. Roads & Maritime Services, [North Sydney, N.S.W.]

[4] Parolin, Bruno P & New South Wales. Roads and Maritime Services (2011). Economic evaluation of town bypasses: review of literature. Roads & Maritime Services, [North Sydney, N.S.W.]

The key findings of the UNSW research are as follows:

- There is a perception on the part of residents and businesses in bypassed communities that the bypass is very important to the quality of life in their communities and the environmental amenity of their communities.
- The residents of bypassed towns benefit from significant reductions in traffic flows through their main streets and their town centres. "*The residents of bypassed towns often feel that the removal of traffic has returned the street…back to the community*".
- Active leadership and proactive planning on the part of the local community and Government and road authorities have capitalised on the post-bypass environment to promote beautification projects and improve town appearance, which in turn resulted in improved local amenity and community wellbeing. "In all the three case study towns, the local Council initiated a main street program that beautified the main street, added additional parking spaces and enhanced the heritage character of many main street buildings – an initiative that was important in encouraging locals to come into town more often to shop."
- The reduction in traffic flows through the towns translates in reduced noise and air pollution, increased road safety and traffic congestion relief.

These UNSW research findings regarding the improved environmental and local amenity associated with a bypass development are consistent with the assessments included in the suite of technical investigations that are part of the Beaufort EES[5].

In 2013 and 2017, the Kempsey Shire Council commissioned independent studies to investigate the post Kempsey bypass environment. As part of the 2013 study[6], detailed surveys were undertaken for 115 businesses in the town to assess likely impacts of mitigation measures on local businesses. For the 2017 study[7], 124 businesses were surveyed to monitor any longer-term impacts of the opening of the bypass. The principal findings of the 2017 study undertaken by Tran-Stat Research International, are as follows:

- The bypass triggered change on the main street, predominantly in the town centre. Between 2013 and 2017, a total of 24 businesses that were part of the 2013 study had closed and 16 were under new ownership. However, it was established that none of the 24 businesses had closed because of the bypass or any continuing negative effects of the bypass- personal, management and lifestyle decisions were the main reasons for closure.
- Between 2013 and 2017, 21 new businesses commenced operations in Kempsey with most of these located in the town centre.
- A total of 113 out of 124 businesses reported that they did not experience any continuing effects of the bypass since the 2013 study.
- 11 out of 124 businesses in the 2017 survey indicated that they continued to be negatively affected by the bypass through a continued downturn in sales and turnover. Consequently, these affected businesses increased locally based advertising and promotions, diversified product lines and engaged customers with social media. Most of these businesses indicated that their turnover had commenced to improve by 2016 and there was a view that the worse was over.
- Between 2013 and 2017, there was an increase of 249 jobs. The largest increases occurred in the part-time and casual employment categories.

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5 See EES Appendix B: *Air quality impact assessment* (Consulting Environmental Engineers 2021) and EES Appendix H: *Noise and vibration impact assessment* (WSP 2021).

6 Parolin, B (2013) Economic impacts of the Kempsey bypass. Final Report. Prepared for Kempsey Shire Council by UNSW Global Pty Ltd.

7 Parolin, B (2017) Kempsey Post Bypass Impacts Monitoring Study. Final Report. Prepared for Kempsey Shire Council by Tran-Stat Research International.

- There were no continuing indirect effects of the bypass in the post 2013 survey period. None of the businesses supplying the highway related sector that closed after 2013 had closed due to continued reductions of purchases made by highway-oriented businesses.

Kempsey Shire Council implemented mitigation strategies in the post bypass environment. Two key infrastructure initiatives included the street revitalisation program and the development of a highway service centre.

- A total of 23 out of 124 businesses surveyed during the 2017 study reported that they had been affected by the streetscape revitalisation program.
- Fourteen out of 23 businesses indicated that the streetscape revitalisation program had a positive effect on their business. The main factors were increased pedestrian activity that had translated into sales.
- Nine out of 23 businesses indicated the effect had been negative. These businesses, also located on the main street, indicated that their turnover had declined during the construction phase and construction extended beyond the scheduled completion date.
- The 2017 study indicated that seven out of 124 businesses were affected by the opening of the highway service centre.
- There was overwhelming agreement among the 124 businesses that the service centre has had a positive effect on the economy of Kempsey.
- Across all 124 businesses, the positive impacts of the streetscape revitalisation program focused on the enhanced attractiveness of the town centre and improved parking for locals and visitors alike.
- Six businesses reported negative impacts of the opening of the service centre. Five out of these businesses indicated that the effects were of short-term duration.
- The perceived negative impacts by businesses focused on length of construction, perceived lack of consultation by Council prior to commencement of works, removal of parking spaces and the view that it did not bring more people into town.

Overall, the 2017 study concludes that "*the pro-active measure adopted by Council in relation to development of the service centre has been a very successful strategy and could serve as a model for post bypass mitigation measures by other Council's (sic) …A service centre is important for the creation of many jobs that have positive multiplier effects on the local economy, is important as a destination for locals and acts as a gateway to the town*."

Regarding the revitalisation program, the 2017 study indicates that "*several of the businesses that established themselves in the town centre noted that the bypass had markedly improved the environmental and shopping amenity of the town centre and that the street revitalisation program had created a 'beautiful' town centre conducive to local shoppers and visitors. Other new businesses mentioned that part of their decision to locate in the town centre was related to rent reductions provided by building owners*."

7 COMMUNITY CONSULTATION PROGRAM

At the outset of the EES, a Consultation Plan was prepared in accordance with the requirements of the EE Act and the relevant Ministerial guidelines. The Plan outlines a program of consultation activities as part of the EES. Input and feedback received will help the project team understand key issues and existing conditions in the local area during the preparation of the EES. It will also inform decisions on project design.

For the purpose of this assessment a qualitative analysis of feedback provided by stakeholders and the community has been undertaken, aggregating all feedback received, in lieu of a quantitative approach regarding specific consultation activities. Consultation undertaken to inform the EES has been delivered in a variety of formats, some of which do not allow for quantitative analysis or for which quantitative analysis would be inappropriate. An aggregate and qualitative approach to the review of feedback provided has allowed this assessment to consider issues raised alongside their potential impact to individuals or the community as a whole. It is acknowledged that consultation activities relating to the Western Highway duplication project and Beaufort bypass have been ongoing since 2009. Consultation for the EES acknowledges and builds on the issues emerging through previous consultation.

7.1 TECHNICAL REFERENCE GROUP

In accordance with the requirements of the EE Act, a Technical Reference Group (TRG) was established and chaired by DELWP on behalf of the Minister for Planning. The TRG advised DELWP and RRV throughout the EES process, particularly on the Scoping Requirements and preparation of the EES.

The TRG comprised representatives from the following government departments, local council and other organisations:

- Pyrenees Shire Council
- Department of Transport (formerly Department of Economic Development Jobs, Transport and Resources)
- Parks Victoria
- Heritage Victoria
- Fire Rescue Victoria
- Glenelg Hopkins Catchment Management Authority
- Southern Rural Water
- Central Highlands Water
- Aboriginal Victoria (now First Peoples – State Relations.

The TRG was consulted at key points during the EES process including at project initiation, alignment options development, to present proposed specialist studies methodologies, following public engagement on the draft bypass routes, review of existing conditions and impact assessments.

The TRG met twelve times during the EES process, between 13 October 2015 and March 2021.

7.2 PUBLIC ENGAGEMENT GROUP

A Public Engagement Group was convened from September 2016 to represent local interests in Beaufort and provide a further avenue for feedback to the EES process.

The group comprised 12 members, with the Chair nominated by the Pyrenees Shire Council. RRV consulted with Pyrenees Shire Council on the format and membership of the group, which comprises of a range of community representatives including:

- community representatives including representatives from:
  - residents
  - schools
  - community groups
  - business groups
  - environmental groups
- council
- registered Aboriginal Party.

The group has shared the community's views and ideas, provided local knowledge and experience, and raised project awareness to assist the principal consultant's work when undertaking investigations.

Nominations were invited through the project website and promoted through council's networks. Nominations closed in July 2016, and the group was appointed in August 2016. Terms of Reference for the Public Engagement Group were jointly signed-off at the group's first meeting.

The Public Engagement Group held six meetings over 2016 to 2019. Throughout the engagement with the Public Engagement Group, it was noted that the bypass was considered as inevitable and that being involved in the EES was an opportunity for the community to advocate for the most beneficial community outcomes.

7.3 SUMMARY OF CONSULTATION ACTIVITIES

Table 7.1, taken from the Consultation Plan (September 2019), summarises past consultation undertaken prior to the Ministerial decision for the EES, and activities completed as part of the EES investigations at the time of writing. The EES and SIA technical representatives were involved in public information sessions and stakeholder meetings to ensure integration and consideration of feedback into this social impact assessment and other technical reports.

Table 7.1 Summary of past consultation and EES consultation activities

PREVIOUS CONSULTATION	EES CONSULTATION (TO SEPTEMBER 2019)
2011: Investigations to identify tie-in points — Discussion with Pyrenees Shire Council and targeted stakeholders — Public information session, attended by almost 100 people 2014: Project objectives — Targeted stakeholder workshop — Commence workshops and meetings government agencies, technical stakeholders, Project partners (ongoing)	2016: Draft Scoping Requirements — Stakeholders and the community are invited to make a submission to DELWP during the public exhibition period led by DELWP — Public information session, attended by more than 70 people — Discussions with Pyrenees Shire Council — First meeting of the Public Engagement Group — Distribution of eNews, community newsletters, and letters to landowners within the study area — Door knocks of businesses in the Beaufort town centre — Five submissions received to the draft Scoping Requirements

PREVIOUS CONSULTATION	EES CONSULTATION (TO SEPTEMBER 2019)
2014: Issues and opportunities — Commence meetings with landowners, residents, businesses in the study area (ongoing) — Commence site investigations 2015: Funding announcement and update — Public information session attended by more than 150 people — Commence distribution of emails, letters to landowners, newsletters, website updates — Commence project enquiry email address and phone number — Attendance at Western Highway duplication consultation events. 2016: Western Highway updates — Attendance at five public information sessions about the Western Highway duplication — Attendance at four public information sessions about Ararat bypass planning.	2017: Draft bypass alignment options — Two public community/feedback sessions, attended by approximately 150 people — Launch of the Beaufort bypass online consultation hub 'EngageVicRoads' — Discussion with Pyrenees Shire Council and targeted stakeholders — Targeted discussions with more than 20 affected landowners (ongoing) — Meetings with the Public Engagement Group — Distribution of eNews, community newsletters, and letters to landowners within the study area — Door knocks of businesses in the Beaufort town centre. 2018: Refined bypass alignment options — Three public community/feedback sessions attended by approximately 150 people — Update of EngageVicRoads with new maps and alignment option information — Discussions with Pyrenees Shire Council and stakeholders — Continuation of discussions with more than 30 affected landowners — Meetings with the Public Engagement Group — Business door knocks, community newsletter, fact sheet and flyer mail outs, eNews and media releases. Mid 2019: Project update Preferred alignment (C2) and next steps — May 2019 drop in sessions — Two drop-in sessions to update community on project status and upcoming consultation held on 5 and 9 August — Online engagement including web update, landowner letter dated 10 July, Facebook campaign 26 July to 10 August — Phone-calls and one on one meetings with landowner held between 10 July and 26 July 2019 regarding bypass preferred option C2 — Stakeholder briefings – Technical Reference Group, Pyrenees Shire Council, Public Engagement Group, Wathaurung Aboriginal Corporation (now Wadawurrung Traditional Owners Aboriginal Corporation) — Promotional activities/collateral Animation/fly through – preferred option. 2019: Targeted consultation — One-on-one meetings with landowners directly affected by land acquisition — Meetings with key stakeholders including Registered Aboriginal Party, Pyrenees Shire Council and Public Engagement Group — Distribution of project email, letters to landowners, newsletters, website update and media release — Three community information sessions attended by more than 150 people.

In addition to the program of public consultation and communications, meetings with stakeholders have been ongoing throughout the EES investigations including meetings with directly impacted residents, Pyrenees Shire Council, regional and central offices of DELWP, agencies and referral authorities, community groups and interest groups.

Engagement will continue during the EES public exhibition and public hearing, when stakeholders will have the opportunity to review technical reports and the EES documentation and provide comment.

7.4 CONSULTATION OUTCOMES

The following sections summarise the feedback collected through EES engagement activities regarding the bypass project and the central themes for this assessment: displacement and severance, access and connectivity, and amenity and community wellbeing.

The feedback has helped to inform project design and understand potential impacts and opportunities to mitigate, manage or minimise adverse impacts. Community feedback has also been responded to within other relevant EES Technical Reports

An aggregate and qualitative approach to the review of feedback provided by the community has been used to inform this section of the report. This presents a summary of relevant issues raised and does not seek to impose weighting or priority to issues.

7.4.1 COMMUNITY SENTIMENT

Residents and businesses in Beaufort and surrounding areas were aware of the project through previous investigations from the broader Western Highway upgrade program and in particular the tie-in points provided at each end of the township. Many community members and stakeholders within Beaufort have expressed concerns regarding the proposed bypass due to their experiences of the previous project and works within the Western Highway corridor. Legacy issues include construction impacts, ongoing maintenance, timeframes and the perception issues around the removal of trees.

However, there is a general sense, particularly expressed during the later stages of EES investigations, that the community is keen for some certainty with regards to timeframes, location and design of the bypass so that they can factor this into plans for their properties and businesses. ‘Just get on with it’ was a frequent message from local residents during consultation activities.

Overall, there is support for the bypass, a willingness or acceptance that the project would proceed eventually. While the community noted the environmental impacts, many accepted that something is needed to address the issues of safety and congestion within the township, and that this would result in change.

Although some sections of the community were resistant to change, others, such as the Public Engagement Group, noted that the bypass was inevitable and that being involved in the EES was an opportunity for the community to advocate for the most beneficial community outcomes.

The strongest opposition towards the bypass came from some directly affected landowners and environmental interest groups seeking to minimise vegetation and habitat loss. Some of these prominent groups have also been actively opposed to the wider Western Highway upgrade projects.

7.4.2 DISPLACEMENT AND SEVERANCE

Residents and landowners with properties within the study area were predominantly concerned about the impacts of acquisition of their homes, businesses and properties. Some properties will be more directly impacted than others. While concerns about acquisition related most frequently to displacement and financial hardship as a result of losing houses and agricultural land, some impacted residents and landowners expressed distress at being displaced from homes, lifestyles and communities to which they had a strong attachment. Some affected residents were concerned that they would face social isolation if they were forced to relocate or were unable to find alternate accommodation within their community.

Some residents also expressed concern that if acquisition did not result in a total buy out changes to the local environment would impact on their current amenity and quality of life.

Throughout the consultation program RRV met with directly affected landowners to provide information about impacts to their properties and to discuss the acquisition process and compensation, or to investigate opportunities to modify alignment options to reduce impacts.

In some instances, property owners voluntarily approached RRV to be considered for acquisition where dwellings are near the alignment option. A number of property owners suggested that alignments be amended to increase impacts as full acquisition would be preferable to living immediately adjacent to the bypass alignment.

In the later stages of engagement, a group of residents from the north of the study area emerged as the Main Lead Road Action Group. Comprising directly affected and nearby residents with properties on Main Lead Road, this group expressed concern about loss of land and changes to the local environment.

7.4.2.1 ACCESS AND CONNECTIVITY

The issue of local access and connectivity was prominent through all stages of consultation. Access issues focussed predominantly on ensuring that appropriate access points were maintained for private properties and that convenient access to the Beaufort township was maintained for the local community and visitors.

In particular, residents reiterated that maintaining access to the main north-south roads for local and regional residents and businesses is very important, including Main Lead Road, Back Raglan Road, Racecourse Road, Martins Lane and Smiths Lane. As well as ensuring regional and local access for private vehicles, freight and school buses, access to private properties must also make provision for movement of agricultural machinery and seasonal fluctuation in traffic movement.

Maintaining access for emergency services throughout construction and operation was frequently raised as an issue of importance.

In addition to vehicle transport, the anticipated improvements to pedestrian safety and access in the town centre were broadly recognised by stakeholders and the Beaufort community as a beneficial outcome of diverting trucks and traffic from the town centre. Some participants also noted opportunities to enhance cycling connectivity along King Street (Main Lead Road) and the Camp Hill recreational trail network.

Participants were specifically asked to provide feedback on how they used Beaufort-Lexton Road to inform the design of the proposed bypass interchange. There was broad support for allowing provision for a full diamond interchange to be developed as part of the bypass or staged as demand dictates. Residents in the east of the study area and townships to the north east, such as Waterloo and Lexton, reiterated the importance of this road as their primary access into Beaufort. Residents to the north west and north east of Beaufort noted that they often used alternate routes to feed onto the Western Highway if their journey did not require them to pass through Beaufort, the proposed bypass would not require any changes to these behaviours. Residents to the north east of Beaufort may find their options improved as the creation of the Beaufort-Lexton intersection treatment will provide an additional option.

Some participants indicated that a bypass would not change their behaviour with respect to visiting Beaufort for daily retail, local services and community networks.

7.4.3 COMMUNITY WELLBEING

Concerns relating to the future of Beaufort as a local service and retail centre were frequently raised by residents and businesses. Historically, Beaufort has operated as a highway town, and residents and businesses expressed similar concerns regarding the viability of the town if passing traffic was removed from the town centre. Overall, the prospect of significant change resulting from the bypass was concerning for many within the community, with some participants sharing their fears that the town would suffer economic impacts after the construction of the project. This was a concern should a service centre be built on the new bypass. Further discussion of the potential economic impacts of the project are addressed in detail in the EES Appendix I: *Regional economy impact assessment* (Ethos Urban 2021).

Some community feedback suggested that bypass alignments closer to town would encourage more people to visit the town as they would not have to divert as far from their path and the town would still be visible on approach. Having clear signage to promote the town was also frequently raised to retain visitor traffic.

However, some residents and local businesses saw opportunities for improvement through enhancing amenity in the township and promoting other attractions in Beaufort such as historical and recreational sites.

Changes to Beaufort's rural and landscape character were raised as a concern. This was a concern for residents within the study area rather than urban area of Beaufort, with Residents within the study area expressing concern about light, noise and dust during both construction and operation. These residents asked that noise barriers and landscaping be considered to reduce noise and visual impacts on private properties near the alignment options, as well as the new houses in the north of the township.

Some community members and residents felt that a bypass further from town would have the least impact on township amenity, and local character, particularly regarding protecting the appearance of Camp Hill from the township. See the EES Appendix F: *Landscape and visual impact assessmen*t (Aspect Studios 2021) for further information.

Environmental concerns were prevalent among some particularly vocal groups. They noted that alignment options pass through private and public bushland that is home to an array of native plants and animals and sought to minimise the loss of large old trees. Impacts on native animals and habitat should be reduced and the design should consider ways to protect wildlife corridors.

7.4.4 OBSERVATIONS

The consultation program for this EES commenced in December 2016, with the latest round of consultation occurring in late 2019.

At the time of writing it was observed that attendance at consultation sessions had remained relatively consistent, suggesting a steady level of community interest. However, the amount of written feedback provided has declined and conversations have become more practical or considered. This indicates that concern experienced at the project outset has dissipated and may demonstrate broader acceptance of the project outcome and reduced opposition. Overall, conversations have become increasingly constructive over time, focussing on specific designs and construction method. This indicates growing community capacity to understand the project, its implications, and opportunities to enhance outcomes and mitigate adverse impacts.

Despite this general trend, focussed discussions have intensified with directly affected landowners and community interest groups. Ongoing detailed consultation is focussed predominantly on the major issues of the EES process, acquisition, impacts to individual properties and environmental impacts, including vegetation loss and protection of threatened or endangered species.

8 IMPACT ASSESSMENT – FOUR ALIGNMENT OPTIONS

This section outlines the potential social impacts of all four alignment options. Impacts have been assessed by their change relative to the existing social conditions.

Impacts have been assessed by their change relative to the existing social conditions. The social impacts in this section are described as to whether they are direct or indirect, predication of degree of magnitude, extent and duration of impact and the sensitivity level of the individual and community.

8.1 DISPLACEMENT OF RESIDENTS

For this assessment, displacement or dislocation of residents has been defined as existing residents or property owners who can no longer remain in their homes or use their land due to property acquisition and will forced to relocate. Property owners affected by acquisition may also experience further dislocation or isolation if they are unable to relocate to a similar property within their existing area, community or network.

All options require acquisition of private land. The specific acquisition areas will be defined during the detailed design, however each alignment would require acquisition of at least 145 ha of private land. In most instances, acquisition is partial and will not result in the loss of entire properties, however, partial acquisition may cause land use impacts and can affect operation of farming or agricultural land. Options A0 and A1 are longer alignments and therefore require more land acquisition in total. Options C0 and C2 require less acquisition of land overall.

All alignment options will have a direct permanent displacement of between three to five dwellings. Directly impacted dwellings are defined as those within 250 metres of the corridor.

- Option A0 is anticipated to directly impact three dwellings
- Option A1 is anticipated to directly impact four dwellings
- Option C0 is anticipated to directly impact five dwellings
- Option C2 is anticipated to directly impact four dwellings.

One dwelling on the northern side of the eastern tie in point will be affected by all options. However, while this dwelling is in the alignment corridors, it is unlikely that it will be permanently impacted as the current alignment designs do not significantly alter the existing highway alignment at this point. Discussions with the property owners indicate that voluntary sale is not required.

Whilst the magnitude of property acquisition for each of the alignments is considered low given the relatively small number of directly impacted dwellings, the potential social impact to the affected residents is high resulting in an overall medium level of impact. All alignment options are likely to impact on affected people's way of life and the requirement to relocate from their homes may cause adverse wellbeing impacts, particularly if they are long term residents, strong established ties and strong emotional connections to their properties.

8.2 SEVERANCE AND ACCESSIBILITY IMPACTS TO PROPERTIES

For this assessment, severance has been defined as:

> *'Separation of people from facilities, services and social networks they wish to use within their community because of changes in comfort and attractiveness of areas; and/or people changing travel patterns due to the physical, traffic flow and/or psychological barriers created by transport projects.'*[8]'

Severance can be experienced at both the individual household level and at a community level and may result from physical changes such as physical barriers, or changes to established behaviours and travel patterns which are perceived to change ease or convenience.

8.2.1 HOUSEHOLD AND PROPERTY ACCESS

All bypass alignment options will alter movement throughout the study area to some degree. While alignments avoid impacts to property access points, and public roads and paths where possible, it is likely that all options will affect existing private access and circulation, particularly in larger, agricultural land holdings. Standard performance requirements stipulate that all legal ingress/egress must be maintained throughout construction and operation. However, while access is maintained, it is noted that specific access points may be altered.

The magnitude of severance impact caused by alternated access is considered low for all options due to the small number of properties impacted and the legal requirement to maintain access and therefore reducing severance.

8.2.2 FARMING AND AGRICULTURAL LAND

All project options sever a large agricultural landholding between the western interchange and Back Raglan Road. The A Options sever a large agricultural landholding between the Camp Hill State Forest and Beaufort-Lexton Road, and the A Options and C2 Option sever a large agricultural landholding between Beaufort-Lexton Road and Racecourse Road, which includes irrigation pivots associated with reuse of recycled wastewater. The C0 Option severs a moderately sized agricultural landholding to the south of Racecourse Road.

The potential impacts on adjacent agricultural land use are from land severance of lots into isolated sections and potential need for duplication of facilities, less efficient movement of stock and vehicles. This can have direct social impacts to way of life and community wellbeing. The magnitude and sensitivity of impact to agricultural land is considered to be at a medium level for each of the alignments.

[8] Marsh et al, 2012

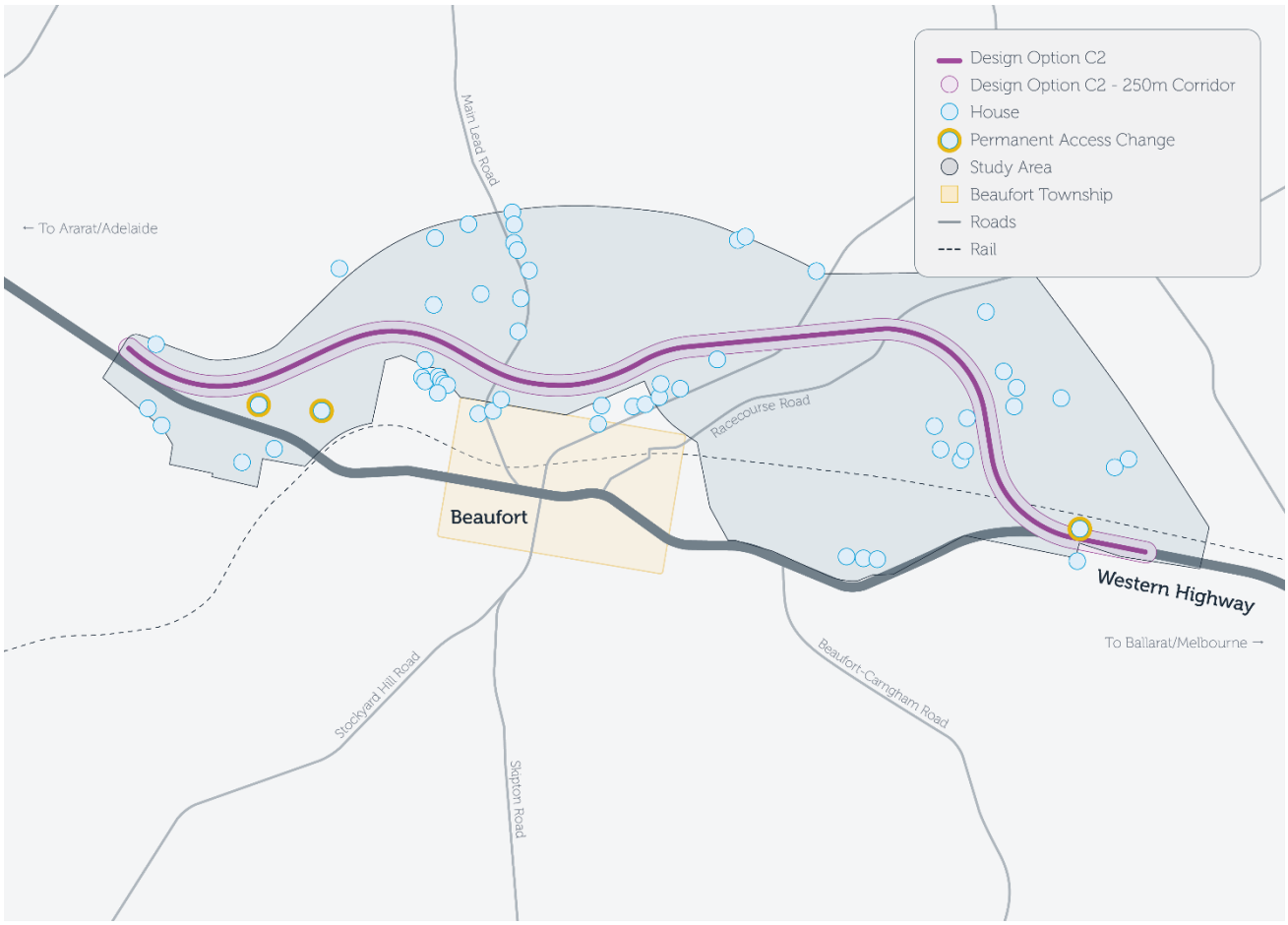

Figure 8.1 Properties likely experience disruption or alteration to private access

8.2.3 COMMUNITY ACCESS

Access along all existing major roads will be retained. All alignment options include overpasses at Back Raglan Road, Main Lead Road, Beaufort-Lexton Road and Racecourse Road. A full diamond interchange will also allow access onto or off the bypass at Beaufort-Lexton Road.

The EES Appendix M: *Traffic and transport impact assessment* (WSP 2021) identified that there is no difference in levels of accessibility between the four alignment options. All alignment options have the same interchange locations and the implementation of any of the options will have a positive impact on the Beaufort traffic network and improve crossing conditions by allowing the implementation of future pedestrian and cyclist improvements.

As such, the alignments are not considered to have a significant impact in terms of severance between communities to the north or south of the alignments and this is considered to have an overall low impact.

All of the alignments will promote the sustainable growth of Beaufort and surrounding areas by improving travel efficiency, access, connectivity, safety and capacity of the transport network. The project will improve connections between Beaufort and surrounding towns, as well as the connection between Melbourne and Adelaide, a key trade route for both states and nationally as a significant freight route.

8.3 IMPACTS ON AND ACCESS TO EXISTING AND PLANNED COMMUNITY FACILITIES

As discussed in Section 6.2, the bulk of community facilities and all essential services are concentrated in the Beaufort township and will not be directly impacted by any of the alignment options. See Figure 8.2 below for the location of community facilities in relation to the study area.

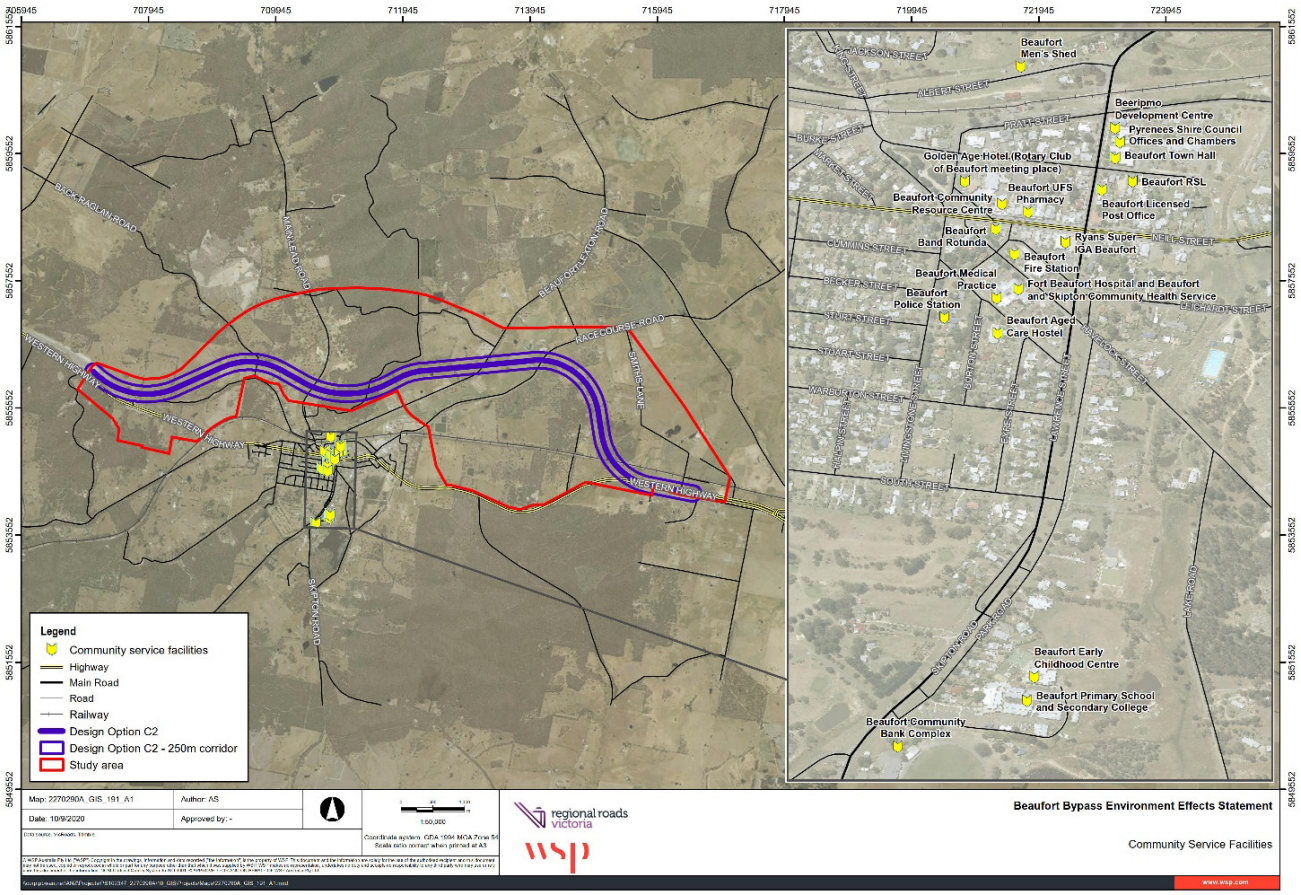

Figure 8.2 Community facilities in the Beaufort area

Option C0 is adjacent to the Bluelight Motorcycle Club and shooting club. Should these facilities remain in their current location, the use of the gun club and trotting track may be impacted by traffic noises and vibrations generated by the road alignment.

Both C options impact land occupied by the currently disused trotting track, noting that the current designs do not appear to impact the alignment of the trotting track.

These sites are shown as a blue triangle (Bluelight Motorcycle Club) and yellow triangle (disused trotting track) in Figure 8.3 below.

The local Rotary Club operate a Driver Reviver service over the Easter long weekend. This service currently uses a public space access off the existing highway alignment inside the bypass route. The Driver Reviver stop serviced over 1,500 vehicles in 2018. It is likely that the service will lose a significant amount of passing traffic operating in its current location following the construction of a bypass.

Camp Hill Recreation Reserve and nearby King Street are identified in the existing pedestrian and cycle network noting that there is no formal infrastructure such as dedicated bicycle or pedestrian paths in this area.

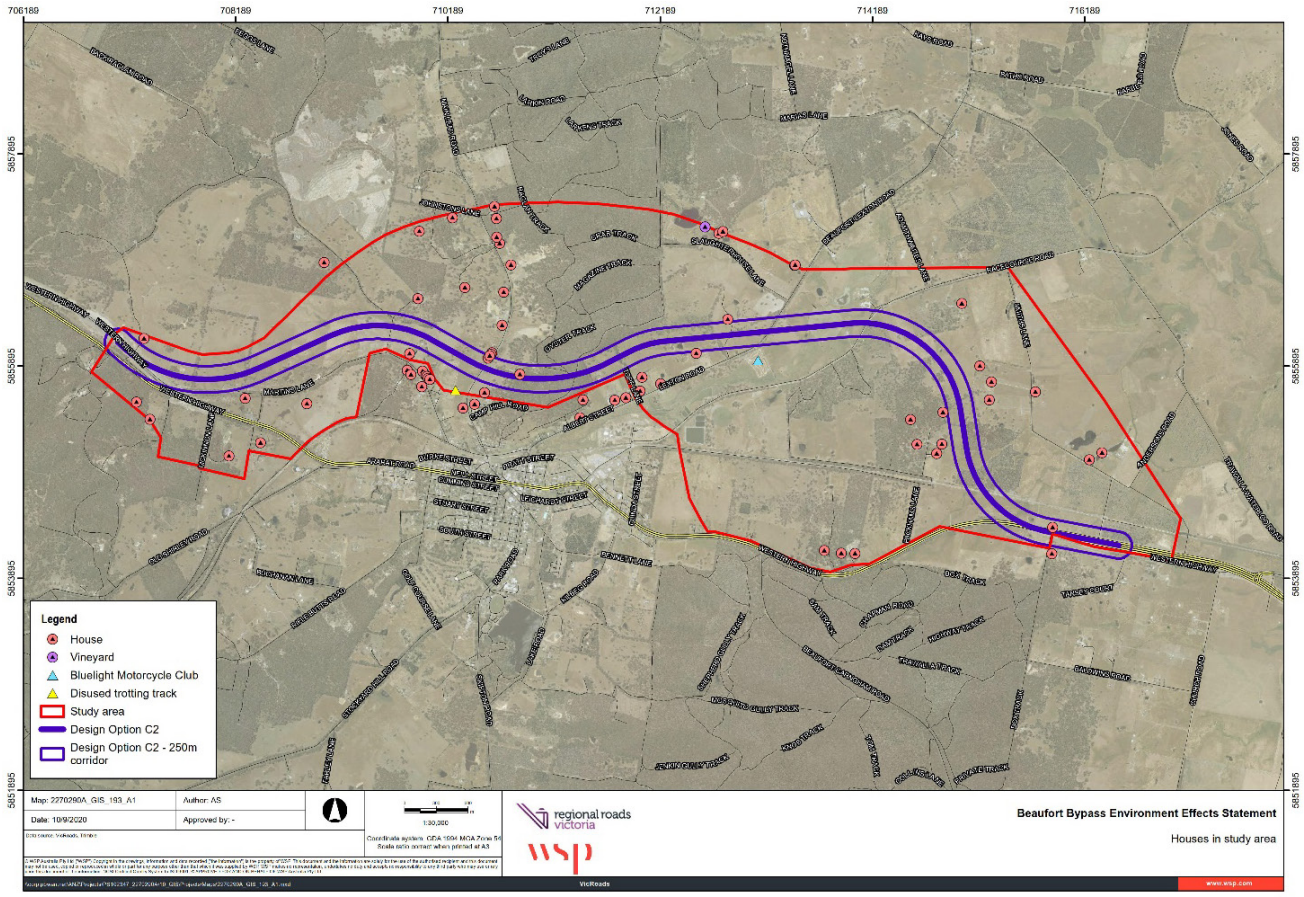

Figure 8.3 Community facilities directly impacted

No alignments directly impact these routes and paths. However, the C options will sever the informal tracks and connections between the existing network and the crown land north of Camp Hill. Without mitigation to address access this will result in containment of recreational activities to the southern section of Camp Hill, without additional effort on behalf of a person using the area.

While both A options will also impose a barrier across currently accessible crown land, this is considered a lesser impact given that recreational and community activity, including pedestrian and cycle paths, is likely to be more concentrated in the south of Camp Hill.

8.4 COMMUNITY AMENITY AND WELLBEING IMPACTS

Through consultation, and on review of relevant policy and strategic documents, it is evident that the rural features of Beaufort, including its undeveloped land, privacy and quietness, is highly valued by residents and visitors. All alignments pass by rural dwellings. All alignments are likely to generate noise and visual amenity impacts as a result of loss of existing vegetation and visibility of new road infrastructure during both construction and operation. During operation, residential dwellings close to the alignments would experience major changes and direct impacts to the visual landscape character of the new bypass and infrastructure which would affect the quite rural and naturalistic environmental amenity of the existing condition. This is likely to have high adverse impact to the health, wellbeing and lifestyle of residents in the study area without the implementation of mitigations. The nature and scale of such impacts are addressed in detail in EES Appendix B: *Air quality impact assessment* (Consulting Environmental Engineers 2021), EES Appendix F: *Landscape and visual impact assessment* (Aspect Studios 2021) and EES Appendix J: *Noise and vibration impact assessment* (WSP 2021) forming part of this EES.

All alignments would have direct improvements to the community amenity within the township of Beaufort once the bypass is operational through the reduction of noise, air and visual amenity improvements associated with the reduction of through traffic and heavy vehicles. This is considered to have a high positive impact to community wellbeing, amenity and improve cohesion within the town.

The loss of vegetation and impacts on fauna were issues of high sensitivity for the community. Ecological impacts are investigated through a separate technical assessment as part of this EES. Regardless of its biodiversity value, the protection of vegetation and fauna was generally considered important by stakeholders and the community.

No culturally significant trees were identified through this assessment.

It is noted that the extended timeframe and options assessment process has generated some uncertainty and distress for some directly affected households and landowners. RRV publicly announced in July 2019 that its preferred alignment is C2 and, consequently, engagement has been undertaken with the directly affected landowners.

8.5 IMPACTS TO BEAUFORT SOCIAL FABRIC

The Pyrenees Shire Municipal Strategic Statement (MSS) states: "*The cultural and economic fabric of the Pyrenees shire is primarily focussed on rural values. The various townships within the Shire function mainly as rural service centres…"* For this report, the term "social fabric" encompasses numerous complex and interrelated factors, including behavioural issues, cultural and social networks or relationships amongst Beaufort community members. The social fabric is underpinned by people's beliefs and sentiments, including a sense of belonging and identification with a social unit, in this case, the Beaufort community.

Based on the literature review in Section 6.6, rural communities are relatively adaptable to large-scale changes caused by infrastructure developments such as bypasses. Over time and due to these developments, rural communities may experience changes in their sense of identity comfort and social cohesion. There is a risk that during construction of the bypass, the Beaufort community sense of contentment and social cohesion may decline, but depending on mitigation measures implemented, this may evolve into a greater sense of acceptance, community pride, restoration of their social networks and identity. All of the alignments are considered to have a low overall impact to social fabric.

8.6 IMPACTS TO CULTURALLY SIGNIFICANT TREES

Alignments A0, A1 and C2 intersect an identified Aboriginal cultural heritage place consisting of a scarred tree. Impacts to Aboriginal cultural heritage will be managed appropriately within the framework of an approved Cultural Heritage Management Plan (CHMP) 13830 for the project, in consultation with the Registered Aboriginal Party (Wadawurrung Traditional Owners Aboriginal Corporation).

Impacts to the scarred tree are further discussed in the EES Appendix A: *Aboriginal cultural heritage impact assessment* (Archaeology at Tardis 2021). The social sensitivity of impacting this cultural heritage place is considered high however the magnitude is very low, therefore the overall level of social impact is considered low to medium for alignments A0, A1 and C2.

9 OPTIONS ASSESSMENT AND PREFERRED ALIGNMENT SELECTION

The options assessment completed for the project assessed alignment options A0, A1, C0 and C2 against the customised set of criteria summarised in Section 4.4. The results of the options assessment and sensitivity testing are detailed in Table 9.1. As well as the score for each alignment under each scenario, a colour coding has been applied to rank the performance of the options under each scenario as follows:

- best performing alignment option: Green
- second performing alignment option: Yellow
- third performing alignment option: Orange
- worst performing alignment option: Red.

Table 9.1 Combined alignment option scenario scoring

SCENARIO	ALIGNMENT A0	ALIGNMENT A1	ALIGNMENT C0	ALIGNMENT C2
Scenario 1	128	123	126	111
Scenario 2	18	22	20	27
Scenario 3	45.85	44.89	50.01	43.95
Scenario 4	81.03	77.59	93.98	74.12
Scenario 5	24.16	22.70	27.03	19.44
Scenario 6	47.74	42.69	56.16	35.49
Sensitivity Scenario 1	-6	-3	-5	9
Sensitivity Scenario 2	-3	2	-4	11
Sensitivity Scenario 3	-11	-6	-9	5

The alignment scoring scenarios outlined in Table 9.1 show that the best performing option is the C2 Alignment, while the worst performing options are the A0 and C0 Alignments. The primary drivers for this outcome were due to the C2 alignment having:

- the lowest amount of total native vegetation clearance
- the least impact on threatened vegetation communities identified under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and *Flora and Fauna Guarantee Act 1988* (FFG Act)
- the least impact on wildlife corridors, particularly the core habitat areas
- the lowest amount of native vegetation with high conditions to be removed by Ecological Vegetation Class (EVC) Conservation Status
- the lowest potential impacts on known or registered sites of Aboriginal and historic heritage significance. The smallest number of dwellings within 100 m, 200 m and 300 m of the alignment corridor.

Further detail on the options assessment process is provided in the EES Attachment IV*: Options assessment*.

10 IMPACT ASSESSMENT – PREFERRED ALIGNMENT

Drawing from the Scoping Requirements, the following section assesses potential social impacts of the preferred C2 alignment. Impacts have been assessed by their change relative to the existing social conditions. The social impacts in this section are described as whether they are direct or indirect, and identify the degree of magnitude, extent and duration of impact and sensitivity level of the individual and community. The assessment considers potential impacts and benefits to the Beaufort community, which includes the Beaufort population and identified vulnerable members within the population. Assessment of impacts has determined negligible differentiation between potential impacts to the Beaufort population and vulnerable populations within it.

This considers the number of individual impacts from the C2 alignment, as well as the distribution of impacts across the study area, and their likely consequences to the existing behaviour and social fabric both locally and across the region.

10.1 DISPLACEMENT OF RESIDENTS

A total of 22 private landholders are expected to be permanently impacted by the preferred alignment, covering a total of 47 private lots. One dwelling has been identified as being directly impacted by this alignment and occupants will be permanently displaced. A high level of impact will result to the wellbeing of the residents directly impacted. Whilst the magnitude of property displacement is low given the single directly impacted dwelling, the potential social impact to affected residents and landowners is high resulting in an overall medium level of impact.

The partial acquisition of land may result in major changes to the lives of those affected and may adversely affect their wellbeing, particularly those with a strong connection to their properties. The degree of sensitivity of property acquisition is considered high given the potential stress that land acquisition can have on individuals and families. The overall residual impacts are considered moderate once the properties are acquired. RRV is in ongoing consultation with the directly affected landowners.

RRV has had similar discussions with a further six landowners who have voluntarily approached RRV to be considered for acquisition. These dwellings are inside or near the preferred alignment corridor, and are likely to experience significant impacts from noise, visual or air quality change, or are facing substantial land acquisition. For these landowners, full acquisition is preferable, and some landowners are seeking increased impacts to trigger full acquisition. While these property owners have voluntarily approached RRV for acquisition, the displacement of these households is considered an indirect result from the bypass.

10.2 SEVERANCE AND ACCESSIBILITY IMPACTS TO PROPERTIES

10.2.1 HOUSEHOLD AND PROPERTY ACCESS

The preferred alignment will result in direct impact to movements throughout the study area to some degree. An assessment of existing property access points for residential dwellings along the preferred alignment to the local road network identified three private properties that will be impacted by permanent access changes to the local road network (discussed in detail within EES Appendix G: *Planning and land use impact assessment* (WSP 2021) and EES Appendix M: *Traffic and transport impact assessment* (WSP 2021)). Standard performance requirements stipulate that all legal ingress/egress must be maintained throughout construction and operation. However, while access is maintained, it is noted that specific access points may be altered. The assessment of household and property access impact is considered to be at a low level of magnitude and significance.

It is anticipated that indirect impact and alteration to property access will be high during construction (up to two years). These impacts are temporary and would be mitigated by the provision of alternative access during the construction period.

10.2.2 FARMING AND AGRICULTURAL SEVERANCE

Partial land acquisition required for the preferred alignment severs large agricultural landholdings between the western interchange and Back Raglan Road, and between Beaufort-Lexton Road and Racecourse Road, which includes land used for irrigation associated with the reuse of recycled wastewater. Land severance will result in the creation of additional subminimal lots within the Beaufort Environs Restructure Area, however, severance associated with the preferred alignment is still considered to have the least direct impact on more productive agricultural land.

Potential impacts on adjacent agricultural land are also from land severance of lots into isolated sections and potential need for duplication of facilities, less efficient movement of stock and vehicles. In addition to land acquisition, some farm infrastructures (such as sheds/dams) and some dwellings are located within the construction footprint and would therefore need to be demolished/removed or relocated. The overall severance impact to agricultural land is considered to be low.

10.2.3 COMMUNITY ACCESS

Access along all existing major roads will be retained on the preferred C2 alignment. The alignment will include an overpass at Back Raglan Road, Main Lead Road, Beaufort-Lexton Road and Racecourse Road. A full diamond interchange will also allow access onto or off the bypass at Beaufort-Lexton Road.

The EES Appendix M: *Traffic and transport impact assessment* (WSP 2021) identified that with the implementation of an interchange at Beaufort-Lexton Road, it is likely that traffic volumes would increase on this road. There is also a possibility that traffic from Back Raglan Road and Main Lead Road could transfer to Beaufort-Lexton Road to access the bypass rather than continuing along Havelock Street and Neill Street. The shift of traffic onto Beaufort-Lexton Road could lead to increases in traffic on Albert Street or Willoby Street. However, with the implementation of the bypass, the *Traffic and Transport Assessment* has shown a reduction in east-west traffic through the Beaufort town centre.

The *Traffic and Transport Assessment* identified that the project will have a positive impact on the Beaufort traffic network and improve crossing conditions by allowing the implementation of future pedestrian and cyclist improvements.

As such, the preferred C2 alignment is not considered to have a significant impact in terms of severance between communities to the north or south of the corridor and the level of impact is considered low.

10.3 IMPACTS ON AND ACCESS TO EXISTING AND PLANNED COMMUNITY FACILITIES

As discussed in Section 6.2, the bulk of community facilities and all essential services are concentrated in the Beaufort township and will not be directly impacted by the preferred C2 alignment. See Figure 8.2 for the location of community facilities in relation to the study area.

The C2 alignment will impact land occupied by the currently disused trotting track (see Figure 8.3).

The local Rotary Club operate a Driver Reviver service over the Easter long weekend. This service currently uses a public space access off the existing highway alignment inside the bypass route. The Driver Reviver stop serviced over 1,500 vehicles in 2018. It is likely that the service will lose a significant amount of passing traffic operating in its current location following the construction of a bypass.

Camp Hill Recreation Reserve and nearby King Street are identified in the existing pedestrian and cycle network noting that there is no formal infrastructure such as dedicated bicycle or pedestrian paths in this area.

The preferred alignment for the bypass will sever the informal tracks and connections between the existing network and the crown land north of Camp Hill. Without mitigation to address access this will result in containment of recreational activities to the southern section of Camp Hill, without additional effort on behalf of a person using the area.

Overall, the construction of a bypass is expected to have a high positive impact on pedestrian access and safety in the town centre and major activity areas through the reduction in traffic travelling along the main street The use of community facilities and infrastructure is mostly reliant on community usage and it is anticipated that usage levels would not be adversely impacted by the reduction of through-traffic. Opportunities, however, could be explored by RRV in consultation with Council and other relevant agencies to enhance community infrastructure to increase usage and promote visitors and passing trade to the town.

Given that all major north-south access routes between Beaufort and townships to the north be retained, it is not expected that regional access to Beaufort will be adversely impacted during operation. However, it is likely that indirect impacts from construction works, particularly during the construction of the Beaufort-Lexton Road interchange will result in temporary or sporadic disruptions along these routes. Disruptions or diversions along Beaufort-Lexton Road during construction may temporarily disrupt school bus services or pick-up/drop-off points without proper management during the construction phase. Impacts to access to community facilities and services is considered to have a low to medium level of impact given the temporary nature and ability to mitigate through traffic management effectively.

10.3.1 COMMUNITY ACTIVITIES

Beaufort holds several community activities including annual festivals and regular local events held in the township as outlined in Section 6. During construction, there is potential for an indirect medium level of disruption impact to community activities and events in relation to temporary traffic access changes, increase construction traffic and amenity impacts including noise, dust and visual. The magnitude of this impact however can be mitigated and reduced through scheduling disruptive construction activities to avoid the timing of major events and school holiday periods. Consultation and working with organisers and business to maintain access and implementing measures to control and reduce the potential amenity impacts would also reduce and manage potential disruption impacts.

10.4 COMMUNITY AMENITY AND WELLBEING IMPACTS

10.4.1 AMENITY

Through consultation, and on review of relevant policy and strategic documents, it is evident that the rural features of Beaufort, including its undeveloped land, privacy and quietness, are highly valued by residents and visitors.

The preferred C2 alignment is likely to impact on the health and wellbeing of residents located within 500 metres of the alignment due to increases in changed visual amenity and noise from the current condition, without the implementation of mitigations. There are be a total of 66 dwellings within the 500 m of the alignment. There are five dwellings located within 100 metres, nine dwellings located within 101 to 250 metres and 52 dwellings located between 251 and 500 metres. The nature and scale of these impacts are addressed in the relevant technical investigations forming part of this EES including the Landscape and Visual Assessment and Noise Assessment. The magnitude of these impacts can be reduced through providing noise mitigation such as noise walls, earth moulding and vegetation as well as opportunities to work with the community to co-design urban design and landscaping for the visible infrastructure such as bridges.

The loss of vegetation and impacts on fauna were issues of high sensitivity for the community. Ecological impacts are investigated through a separate technical assessment as part of this EES. Regardless of its biodiversity value, the protection of vegetation and fauna was generally considered important by stakeholders and the community and any significant loss of vegetation will be considered high in sensitivity.

The magnitude of impacts associated with amenity noise, visual and ecological values is considered to be moderate and the sensitively is high therefore the overall significance of the operational amenity is considered a medium impact.

Indirect community amenity impacts are likely to be temporary and experienced during the construction phase and may include dust, vibration, noise and temporary access changes. The magnitude of amenity impacts during construction is considered low, however the sensitively is high resulting in an overall medium level of impact.

10.4.2 CULTURAL HERITAGE

The C2 alignment will impact an identified Aboriginal cultural heritage place consisting of a scarred tree. Impacts to Aboriginal cultural heritage will be managed appropriately within the framework of an approved Cultural Heritage Management Plan (CHMP) 13830 for the project, in consultation with the Registered Aboriginal Party (Wadawurrung Traditional Owners Aboriginal Corporation). Impacts to the scarred tree are further discussed in the EES Appendix A: *Aboriginal cultural heritage impact assessment* (Archaeology at Tardis 2021).

No other culturally significant trees were identified through the social impact assessment.

10.4.3 EMPLOYMENT

EES Appendix I: *Regional economy impact assessment* (Ethos Urban 2021) discusses potential impacts to businesses reliant on passing highway trade. Employment loss as an indirect result of the bypass can cause financial hardship and be a contributor to several health and wellbeing impacts which could lead to housing issues, family tensions and breakdowns and mental stress. However EES Appendix I: *Regional economy impact assessment* (Ethos Urban 2021) also discusses a number of employment opportunities including increased demand for local civil construction services and uplift in local trade attributed to the construction workforce during the construction period of the project. The social impact from the potential short term employment impacts is moderate. Specific economic impacts are rated and mitigation are further detailed in EES Appendix I: *Regional economy impact assessment*, Ethos Urban 2021).

10.4.4 TIMING

It is noted that the extended timeframe and options assessment process has generated some uncertainty and distress for some directly affected households. In June 2019, RRV publicly announced the preferred C2 alignment and engagement has been undertaken with directly affected landowners. With land acquisition discussions initiated and ongoing communication between RRV and directly affected residents and property owners about timing, this is considered to be a medium level of impact significance.

10.5 IMPACTS TO BEAUFORT SOCIAL FABRIC

The Pyrenees Shire Municipal Strategic Statement (MSS) states: "*The cultural and economic fabric of the Pyrenees shire is primarily focussed on rural values. The various townships within the Shire function mainly as rural service centres…"* For this report, the term "social fabric" encompasses numerous complex and interrelated factors, including behavioural issues, cultural and social networks or relationships amongst Beaufort community members. The social fabric is underpinned by people's beliefs and sentiments, including a sense of belonging and identification with a social unit, in this case, the Beaufort community.

During construction, the community may experience a temporary influx of population through the construction workforce that may temporarily alter socio-demographic make-up and social fabric of the community. With consideration of the established community, Beaufort has a high proportion of middle aged and elderly residents, and a correspondingly low proportion of children and residents of young working age. There is a risk that during construction of the bypass, the Beaufort community's sense of contentment and social cohesion may decline, however, depending on mitigation measures implemented, this may evolve into a greater sense of acceptance, community pride, restoration of their social networks and identity. Sensitivity to these temporary changes is a medium level impact with the magnitude of impact rated low due to the temporary duration of impact resulting in overall medium level of impact significance. Based on the literature review outlined in Section 6.6, rural communities are relatively adaptable to large-scale changes caused by infrastructure developments such as bypasses. Over time and due to these developments, rural communities may experience changes in their sense of identity comfort and social cohesion. The Beaufort township currently has a strong identity being a rural service centre as well as a highway rest stop for passing visitors who travel through the township.

The Beaufort township will have an opportunity to redefine its vision and promote itself as a destination for visitors to stop, have an increased focus on the local tourism market and transition from a highway stop over town. This will be a significant change to the township's identity and transitioning its local economy to focus on tourism activities will be one way to managing negative impacts of the bypass.

In terms of the local community amenity, the diversion of east-west traffic movements from the Beaufort town centre will improve safety outcomes and increase amenity, particularly with creating greater opportunity for active transport. Reduced traffic flow through the township can have a positive impact on Beaufort's social fabric as this reduces air and noise pollution, enhances road safety and improves pedestrian access and safety in the town centre. Similarly, reduced traffic through the main streets creates opportunities to develop social spaces, which would positively impact the resident's sense of community and a sense of pride. Improved, safer and more attractive streets create opportunities to increase social interaction and strengthen community networks.

It is anticipated that the project would promote social and economic inclusion by:

- enhancing accessibility and ease of movement supporting the commercial activities within the local area and the region
- improving freight movement and efficiency resulting in commercial advantages to local industries and the local economy
- reducing travel time barriers to local access.

Additionally, the project would make the Western Highway safer for regional and local traffic and would increase safety for pedestrians and cyclists by reducing freight and through traffic travelling along the Beaufort town centre main street.

While it is anticipated that the Beaufort Bypass will bring positive social impacts to the township, the bypass has the potential to affect some sensitive receptors through the generation of noise and visual amenity impacts in its vicinity. During operation, the visual amenity of some parts of the town may be impacted by the addition of the bypass.

Overall the bypass is considered to have positive impact to the social fabric the community and its overall significance is considered medium level of positive impact.

11 MITIGATION

The following section outlines the suggested mitigation measures to address the impacts identified in Section 10.

Mitigation for the social impacts identified in this assessment focusses heavily on early, consistent and transparent communication with affected stakeholders and communities. A detailed and targeted consultation plan is required to ensure that communications are timely and consistent and meet the needs and requirements of impacted communities. It is also recommended that RRV establish requirements to undertake consistent monitoring and evaluation of the social effects of the bypass at 12 months and five-year intervals in order to evaluate the effectiveness of mitigation measures, monitor and further mitigate any residual impacts and address any new social impacts that have resulted during construction and operation of the bypass.

Suggested mitigation measures have been provided below to reduce the overall impact and to provide guidance in enhancing the benefits of the preferred option. Additional mitigation measures are included in other technical reports that are part of the EES.

Table 11.1 to Table 11.5 below outline the mitigations proposed for the social impacts, following implementations of standard and additional controls.

DISPLACEMENT OF RESIDENTS

Table 11.1 Social impact mitigations – Displacement of residents

IMPACT	PROJECT STAGE	MITIGATION	RESPONSIBILITY
Land acquisition and displacement	— Detailed Design	Where possible, through detailed design, the project should minimise acquisition, and stay close to existing property boundaries as far as practicable. Investigate opportunities to modify alignment to reduce impacts.	RRV/Appointed contractor
Land acquisition and property access	— Detailed Design	RRV would continue to meet with affected property owners to understand access requirements, identify opportunities to mitigate impacts through design and to discuss the acquisition process and compensation or trade off.	RRV

SEVERANCE AND ACCESSIBILITY

Table 11.2 Social impact mitigations – Severance and accessibility

IMPACT	PROJECT STAGE	MITIGATION	RESPONSIBILITY
Property access	— Detailed Design — Construction — Operation	Where practicable, existing access points would be retained. Where this is not possible, RRV would work with property owners and residents to provide alternate access points which minimise changes to the internal circulation and use of properties and providing access from the same public road. This would include the investigation of service roads where practical.	RRV/Appointed contractor
Property access	— Construction	A construction management plan would include detours and alternate access for properties impacted by access changes during construction.	RRV/Appointed contractor
Property access	— Detailed Design — Pre-construction	A comprehensive communication and engagement plan would include ongoing and focussed consultation with impacted residents and occupiers to ensure that they are notified of alterations and changes well ahead of time.	RRV
Community access	— Detailed design — Pre-construction — Construction — Operation	RRV would engage with school bus route operators to ensure that disruptions or alterations are identified and communicated well in advance and that bus routes can continue to operate throughout construction and operation stages.	RRV

COMMUNITY FACILITIES

Table 11.3 Social impact mitigations – Impacts on and access to existing and planned community facilities

IMPACT	PROJECT STAGE	MITIGATION	RESPONSIBILITY
Community access	— Detailed Design — Pre-construction — Construction — Operation	RRV would engage with Council, the community and relevant agencies and support as practicable to promote initiatives to prepare the residents and traders for the changes anticipated from the bypass. Some actions could include: signage at interchanges, establishing local and regional partnerships oriented to promote Beaufort as a rural destination, increasing promotional programs to advertise the local assets, actively seeking opportunities for main street redesigns to create more pedestrian-friendly environments, organising community events/festivals to position Beaufort as a vibrant town.	RRV
Future project planning	— Detailed Design — Pre-construction — Construction — Operation	RRV would engage with Council, the community and other relevant agencies to ensure stakeholders can plan early for the bypass by preparing business disruption plans and assist in supporting redevelopment activities such as main street beautification programs, public space improvements, planting and improved footpaths and providing new parking facilities.	RRV
Access to recreational facilities	— Detailed Design	The project to retain and investigate opportunities to improve recreational and informal public access on Camp Hill including maintenance of existing unused fire trucks. RRV would continue to liaise with DELWP regarding opportunities to retain access between Camp Hill Recreation Reserve and the Camp Hill State Forest to the north.	RRV/Appointed contractor
Construction access disruption to social infrastructure	— Construction	A construction management plan would include detours and alternate access routes for any planned temporary or permanent changes to access.	RRV/Appointed contractor
Disruption to community events and festivals	— Construction	A construction management plan would seek to avoid disruptions during morning and afternoon peak times and time periods where connections between township may experience higher traffic movement such as school holiday periods, harvest seasons and during major regional events. Continued consultation with operators to proactively identify further mitigation of construction activities to reduce any adverse impact on community events and festivals.	RRV/Appointed contractor

IMPACT	PROJECT STAGE	MITIGATION	RESPONSIBILITY
Disruption to affected facilities	— Detailed Design — Preconstruction	RRV will continue to engage with potentially affected facilities to understand specific requirements, current usage, how impacts will affect operations and identify opportunities to mitigate impacts through design or trade off.	RRV/Appointed contractor
Disruption to affected facilities	— Preconstruction — Construction	RRV would provide regular updates to affected facilities for circulation to their members to notify them of planned disruptions.	RRV/Appointed contractor
Disruption to existing community activities	— Preconstruction — Construction	Should any disruptions temporarily affect existing community uses, RRV would work with operators to find alternative locations for activities and events to maintain community interaction and social networks supported through these groups.	RRV/Appointed contractor
Disruption to school bus route	— Preconstruction — Construction	RRV would engage with school bus route operators and school communities to ensure that disruptions or alterations are identified and communicated well in advance and that bus routes can continue to operate throughout construction and operation stages.	RRV/Appointed contractor
Relocation of the Rotary Club Driver Reviver	— Detailed Design — Construction — Operation	RRV would liaise with the Rotary Club to understand requirements and to identify an appropriate location, outside of the bypass area, for the Driver Reviver service to operate following construction.	RRV/Appointed contractor
Reduction in through traffic	— Detailed Design — Construction — Operation	RRV would engage with Council and local businesses and prepare business disruption plans to support the local economy(1), including appropriate signage on the new route indicating the local traders' services in the town and in partnership with Council, potential main street improvements to create more pedestrian-friendly environments in the Beaufort Town Centre.	RRV/Appointed contractor

(1) See the EES Appendix I: *Regional economy impact assessment* (Ethos Urban 2021).

COMMUNITY AMENITY AND WELLBEING

Table 11.4 Social impact mitigations – Community amenity and wellbeing impacts

IMPACT	PROJECT STAGE	MITIGATION	RESPONSIBILITY
Visual amenity impacts	— Detailed Design	RRV to include landscaping improvements for the project to address and reduce potential visual amenity impacts and enhancement of benefits in consultation with affected landowners within 500 metres of the alignment.	RRV/Appointed contractor
Community wellbeing impacts associated with uncertainty	— Detailed Design	A comprehensive communication and engagement plan would be prepared to provide ongoing community updates and provide a point of contact for the local community.	RRV
Noise and visual amenity impacts	— Detailed Design — Construction — Operation	The project would reduce impact on community values through reducing loss of vegetation and habitat and providing appropriate mitigation, such as noise attenuation and visual screening for affected properties. Ongoing consultation with key stakeholders and the community during the design phase to identify opportunities to co-design visible infrastructure associated with the bypass such as bridges to improve amenity impacts.	RRV/Appointed contractor
Improved amenity of Beaufort township	— Detailed Design — Construction — Operation	RRV would investigate opportunities to partner with council, local businesses and community organisations to promote the Beaufort township through events or attractions, leveraging the anticipated improvements to township character through reduction in freight and through traffic as well as assist in changed identity from a highway stop over to a destination.	RRV/Appointed contractor
Employment	— Preconstruction	In accordance with the percentage targets declared by the Minister for Industry Support and Recovery under the *Local Jobs First Act 2003*, Construction Contractors will develop local procurement strategies to ensure economic benefits are realised during the construction phase.	Appointed contractor

SOCIAL FABRIC

Table 11.5 Social impact mitigations – Social fabric

IMPACT	PROJECT STAGE	MITIGATION	RESPONSIBILITY
Community values	— Construction	The construction management plans required for any preferred bypass alignment would ensure reduced impacts on community values through reducing loss of vegetation and habitat and providing appropriate mitigation, such as noise attenuation and visual screening for affected properties.	RRV/Appointed contractor
Community Identity	— Pre-construction	During pre-construction stages, RRV in partnership with Council will identify potential resourcing, capacity building and funding options to support Council with implementation of transitional initiatives to reposition Beaufort from a highway town to a bypassed town to assist its economic and social recovery post Bypass. Transitional initiatives identified for Beaufort will be aligned with the *Pyrenees Economic Development Strategy – February 2020* and include, but not limited to: — attracting new and diverse businesses and employment opportunities to Beaufort — planning and design projects to be implemented in support of new and existing business and employment opportunities and population growth within the township — identifying the critical population mass required to enhance the social and economic sustainability of Beaufort — branding and promotion including appropriate signage — public realm and amenity improvements — identify infrastructure improvements that support tourism, investment and the liveability of Beaufort.	RRV/Appointed Contractor/Council

11.1 MITIGATION ADOPTED IN THE LITERATURE REVIEW

The literature review of the bypass case studies in Section 6.6 indicates commonly implemented mitigation measures to address bypass impacts included:

- increased focus on fostering pre- and post-bypass cooperative and proactive planning arrangements between a community to be bypassed, Government and road authorities, to manage change in a post-bypass environment
- community based initiatives oriented to increase business signage and promoting tourism and economic development
- regular and ongoing engagement with property owners affected by property acquisition, property owners affected by access issues and other key stakeholders regarding construction impacts and management of those impacts
- implementing traffic management and construction plans to reduce construction impacts and provide safe access for pedestrians and road users
- regular and ongoing engagement with councils and the community to prepare for the change anticipated from a bypass
- increased marketing and increased focus on the local market rather than highway trade
- develop revitalisation and beautification programs and undertake collaborative strategies to promote the towns as touristic destinations
- engaging industry bodies and local businesses to develop local and regional markets
- undertake initiatives to promote local businesses, increase advertising, promote diversification of industries, adjust local businesses to cater to local and regional markets
- actions of local government to facilitate economic adjustments, including the provision of utilities and other city services to new business locations at interchanges to improve longer-term economic performance
- funding community economic, redevelopment plans and business assistance and training programs
- establishing requirements to undertake consistent monitoring of the effects of the bypass at 12 months and five-year intervals.

These findings are consistent with the recommendations and mitigation measures made within this report.

12 RESIDUAL IMPACTS

The social impacts identified for the preferred alignment will be largely managed through implementation of standard controls and the application of mitigation measures in Section 11.

12.1 DISPLACEMENT OF RESIDENTS

The residual impacts relevant to displacement of residents would be alleviated though ongoing and proactive consultation with landholders and the implementation of the acquisition process. The degree of sensitivity of property acquisition is considered high for the project given the potential stress that land acquisition can have on individuals and families. The overall residual impacts are still considered moderate once the properties are acquired given the scale of social change to be experienced. It is acknowledged that a change of this scale will also generate community-wide social change and that this may cause distress to some residents, particularly those who have lived in the area for a long time or were drawn to the area for specific elements of local character and amenity.

12.2 SEVERANCE AND ACCESSIBILITY

Construction activities would be temporary in nature and therefore the residual risk rating would be low in managing temporary changes in access with appropriate mitigation in place. However, as outlined in Section 11, RRV will continue to consult closely with Council and affected stakeholders and landowners to manage impacts and monitor construction progress.

RRV will continue to consult landowners to understand access requirements, identify opportunities to mitigate impacts through design and to discuss the acquisition process and compensation or trade off. Effective engagement and addressing access and severance issues during detailed design would ensure would result in a low residual risk rating.

12.3 ACCESS TO EXISTING AND PLANNED COMMUNITY FACILITIES

The preferred alignment will continue to be refined during detailed design to avoid dwellings, adverse impact to access, avoid places of importance and ecologically important communities while also addressing key access routes. RRV will monitor and manage social impacts during construction and operation. The residual risk rating is considered low.

12.4 COMMUNITY AMENITY AND WELLBEING

Community amenity and wellbeing is considered to remain at a medium residual level given the magnitude of social change and high level of sensitivity to the changes to amenity to residents within 500 meters of the alignment. Modifications and alternatives will need to be looked at closely during the detailed design phase of the project to further mitigate this impact.

Amenity will be significantly improved within the town centre creating high positive level benefits to the community such as increased safety, reduced noise and improved air quality as well as great active travel connections. It is recommended that RRV monitor and evaluate the effects of removing through-traffic in town on community amenity and wellbeing.

12.5 SOCIAL FABRIC

Engagement with the community, Council and relevant agencies would also occur to identify opportunities to manage social change of the reduction of through-traffic on the main street including investigating opportunities to enhance social infrastructure, develop revitalisation and beautification programs and undertake collaborative strategies to promote Beaufort as touristic or stopping destination along the Western Highway.

Although the preferred alignment may generate impacts on valued aspects of Beaufort and the surrounding areas, the alignment has been amended and revised throughout the EES in response to the findings of technical investigations and community feedback.

Impacts on community values will be more evident during the construction and post-construction of the bypass. It is recommended that evaluation of social impacts is monitored to manage any residual impact.

13 CONCLUSION

This assessment has been undertaken in response to the Beaufort Bypass EES Scoping Requirements which stipulates the following objective:

> *To minimise and manage adverse effects on the well-being of the local community, including potential impacts on cohesion and severance of community access to services, facilities and infrastructure.*

This assessment considered change from the existing situation (no bypass) established through preliminary review and found that the most significant adverse impacts on local community arise from acquisition and impacts to valued attributes of the local environment within the study area.

It is anticipated that the bypass would enhance community amenity of the wider Beaufort community and visitors by improving pedestrian access and safety in the town centre and major activity areas by reducing freight and through traffic travelling along the main street.

The bypass is consistent with Council's plans and programs, as well as Council's priorities to provide infrastructure that encourages active living and that is safe and accessible by all. Furthermore, the bypass would help address issues identified in the *Pyrenees Shire Beaufort Walkability Plan 2016* such as the lack of accessible crossover points along the Western Highway, particularly in the Beaufort Township near places of community significance such as the Library and Information Centre. It would also support the *Pyrenees Shire Healthy and Well Plan 2017-2021,* one of the priorities in which is to "*Provide public spaces and infrastructure that encourages active living and that is safe and accessible by all".*

Following the implementation of standard controls and the application of mitigation measures, the residual impacts related to severance and accessibility (including access to existing and planning community facilities) would be low. However, given the scale of social change associated with the displacement of residents and the high level of sensitivity to changes to amenity for nearby residents, the overall residual impacts from displacement and to community amenity and wellbeing from the project are considered to be moderate. Opportunities to manage social change resulting from the reduction of through-traffic on the main street would be identified through engagement with the local community, Council and relevant agencies. It is recommended that evaluation of social impacts is monitored to manage any residual impact to the Beaufort social fabric.

14 LIMITATIONS

This Report is provided by WSP Australia Pty Limited (*WSP*) for Regional Roads Victoria (*Client*) in response to specific instructions from the Client and in accordance with WSP's proposal dated 2 September 2020 and agreement with the Client dated 10 September 2020 (*Agreement*).

14.1 PERMITTED PURPOSE

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Except as otherwise stated in the Report and to the extent that statements, opinions, facts, conclusion and / or recommendations in the Report (*Conclusions*) are based in whole or in part on information provided by the Client and other parties identified in the report (*Information)*, those Conclusions are based on assumptions by WSP of the reliability, adequacy, accuracy and completeness of the Information and have not been verified. WSP accepts no responsibility for the Information.

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APPENDIX A

RISK REGISTER

Project	Beaufort Bypass	**Lead**	WSP
Description	EES Environmental Risk Register	**Last Updated**	Oct-19

				Impact Pathway													
Risk No.	**Alignment Option**	**Discipline**	**Project Phase**	**Project Activity / Aspect**	**Primary Environmental Impact**	**Secondary Environmental Impact (if applicable) (further details provided in column V)**	**Description of risk and impact**	**Standard Controls (i.e. VicRoads Contract Specification e.g. Section 177, Section 720, Section 750; EPA Environmental Guidelines for Major Construction Sites and other relevant industry standards) (please detail)**	**Consequence**	**Likelihood**	**Risk Rating**	**Additional Controls (recommended to further reduce risk)**	**Consequence**	**Likelihood**	**Risk Rating**
S1a	A0	Social	Initial	Design	Compulsory land acquisition		Permanent full or partial acquisition of residential or lifestyle properties	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Design to consider standard performance measures. Design to minimise degree of land acquisition. Engage with affected properties early and throughout including early engagement with RRV property services.	Moderate	Almost Certain	High	Engage independent expert advice to determine the additional reasonable and feasible mitigation measures to minimise impacts Establish dispute resolution protocols	Minor	Almost Certain	Medium
S1b	A1	Social	Initial	Design	Compulsory land acquisition		Permanent full or partial acquisition of residential or lifestyle properties	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Design to consider standard performance measures. Design to minimise degree of land acquisition. Engage with affected properties early and throughout including early engagement with RRV property services.	Moderate	Almost Certain	High	Engage independent expert advice to determine the additional reasonable and feasible mitigation measures to minimise impacts Establish dispute resolution protocols	Minor	Almost Certain	Medium
S1c	C0	Social	Initial	Design	Compulsory land acquisition		Permanent full or partial acquisition of residential or lifestyle properties	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Design to consider standard performance measures. Design to minimise degree of land acquisition. Engage with affected properties early and throughout including early engagement with RRV property services.	Moderate	Almost Certain	High	Engage independent expert advice to determine the additional reasonable and feasible mitigation measures to minimise impacts Establish dispute resolution protocols	Minor	Almost Certain	Medium
S1d	C2	Social	Initial	Design	Compulsory land acquisition		Permanent full or partial acquisition of residential or lifestyle properties	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Design to consider standard performance measures. Design to minimise degree of land acquisition. Engage with affected properties early and throughout including early engagement with RRV property services.	Moderate	Almost Certain	High	Engage independent expert advice to determine the additional reasonable and feasible mitigation measures to minimise impacts Establish dispute resolution protocols	Minor	Almost Certain	Medium
S2a	A0	Social	Initial	Pre-construction activities	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks.	Minor	Unlikely	Low	Not required	Minor	Unlikely	Low
S2b	A1	Social	Initial	Pre-construction activities	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks.	Minor	Unlikely	Low	Not required	Minor	Unlikely	Low
S2c	C0	Social	Initial	Pre-construction activities	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks.	Minor	Unlikely	Low	Not required	Minor	Unlikely	Low
S2d	C2	Social	Initial	Pre-construction activities	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks.	Minor	Unlikely	Low	Not required	Minor	Unlikely	Low

				Impact Pathway					Initial Risk				Residual Risk		
Risk No.	Alignment Option	Discipline	Project Phase	Project Activity / Aspect	Primary Environmental Impact	Secondary Environmental Impact (if applicable) (further details provided in column V)	Description of risk and impact	Standard Controls (i.e. VicRoads Contract Specification e.g. Section 177, Section 720, Section 750; EPA Environmental Guidelines for Major Construction Sites and other relevant industry standards) (please detail)	Consequence	Likelihood	Risk Rating	Additional Controls (recommended to further reduce risk)	Consequence	Likelihood	Risk Rating
S3a	A0	Social	Development	Construction	Changes land use		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks. Temporary loss of existing residential and/or agricultural land.	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation Design to consider standard performance measures. Design to minimise and offset adverse changes were possible. Engage with affected properties early and throughout, demonstrate how feedback was considered in design process. Traffic management plan	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S3b	A1	Social	Development	Construction	Changes land use		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks. Temporary loss of existing residential and/or agricultural land.	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation Design to consider standard performance measures. Design to minimise and offset adverse changes were possible. Engage with affected properties early and throughout, demonstrate how feedback was considered in design process. Traffic management plan	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S3c	C0	Social	Development	Construction	Changes land use		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks. Temporary loss of existing residential and/or agricultural land.	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation Design to consider standard performance measures. Design to minimise and offset adverse changes were possible. Engage with affected properties early and throughout, demonstrate how feedback was considered in design process. Traffic management plan	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S3d	C2	Social	Development	Construction	Changes land use		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks. Temporary loss of existing residential and/or agricultural land.	(not specified in Section 177) Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation Design to consider standard performance measures. Design to minimise and offset adverse changes were possible. Engage with affected properties early and throughout, demonstrate how feedback was considered in design process. Traffic management plan	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S4a	A0	Social	Development	Clearing	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties and stakeholders early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks. Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation	Minor	Likely	Medium	None identified	Minor	Likely	Medium

				Impact Pathway					Initial Risk				Residual Risk		
Risk No.	Alignment Option	Discipline	Project Phase	Project Activity / Aspect	Primary Environmental Impact	Secondary Environmental Impact (if applicable) (further details provided in column V)	Description of risk and impact	Standard Controls (i.e. VicRoads Contract Specification e.g. Section 177, Section 720, Section 750; EPA Environmental Guidelines for Major Construction Sites and other relevant industry standards) (please detail)	Consequence	Likelihood	Risk Rating	Additional Controls (recommended to further reduce risk)	Consequence	Likelihood	Risk Rating
S4b	A1	Social	Development	Clearing	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties and stakeholders early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks. Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S4c	C0	Social	Development	Clearing	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties and stakeholders early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks. Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S4d	C2	Social	Development	Clearing / Earthworks	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Ensure compliance with standard performance measures. Engage with affected properties and stakeholders early and throughout. Implement relevant management plans. Construction management plan controls to minimise changes/alterations to existing road networks, access to open space, facilities, networks. Implement recommendations of SIA. Negotiate appropriate mitigation or compensation in line with RRV protocols and procedures. Negotiate alternative access or temporary accommodation	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S5a	A0	Social	Development	Construction	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Construction works to use standard performance measures. Construction works to minimise and offset adverse changes were possible. Ensure compliance with standard performance measures. Engage with affected properties early and throughout, demonstrate how feedback was considered during construction planning. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S5b	A1	Social	Development	Construction	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Construction works to use standard performance measures. Construction works to minimise and offset adverse changes were possible. Ensure compliance with standard performance measures. Engage with affected properties early and throughout, demonstrate how feedback was considered during construction planning. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S5c	C0	Social	Development	Construction	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Construction works to use standard performance measures. Construction works to minimise and offset adverse changes were possible. Ensure compliance with standard performance measures. Engage with affected properties early and throughout, demonstrate how feedback was considered during construction planning. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium

				Impact Pathway					Initial Risk				Residual Risk		
Risk No.	Alignment Option	Discipline	Project Phase	Project Activity / Aspect	Primary Environmental Impact	Secondary Environmental Impact (if applicable) (further details provided in column V)	Description of risk and impact	Standard Controls (i.e. VicRoads Contract Specification e.g. Section 177, Section 720, Section 750; EPA Environmental Guidelines for Major Construction Sites and other relevant industry standards) (please detail)	Consequence	Likelihood	Risk Rating	Additional Controls (recommended to further reduce risk)	Consequence	Likelihood	Risk Rating
S5d	C2	Social	Development	Construction	Land access issues for local land users		Temporary alteration or severance of existing local movement patterns and access to/from private land. Temporary loss of or change of access to open space, facilities or local networks.	(not specified in Section 177) Construction works to use standard performance measures. Construction works to minimise and offset adverse changes were possible. Ensure compliance with standard performance measures. Engage with affected properties early and throughout, demonstrate how feedback was considered during construction planning. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S6a	A0	Social	Operation/Maintenance	Operation	Land access issues for local land users		Permanent alteration or severance of existing local movement patterns and access to/from private land. Permanent loss of or change of access to open space, facilities or local networks.	Engage with affected properties and stakeholders early and throughout. Implement relevant management plans. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S6b	A1	Social	Operation/Maintenance	Operation	Land access issues for local land users		Permanent alteration or severance of existing local movement patterns and access to/from private land. Permanent loss of or change of access to open space, facilities or local networks.	Engage with affected properties and stakeholders early and throughout. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S6c	C0	Social	Operation/Maintenance	Operation	Land access issues for local land users		Permanent alteration or severance of existing local movement patterns and access to/from private land. Permanent loss of or change of access to open space, facilities or local networks.	Engage with affected properties and stakeholders early and throughout. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S6d	C2	Social	Operation/Maintenance	Operation	Land access issues for local land users		Permanent alteration or severance of existing local movement patterns and access to/from private land. Permanent loss of or change of access to open space, facilities or local networks.	Engage with affected properties and stakeholders early and throughout. Implement relevant traffic and access management plans.	Minor	Likely	Medium	None identified	Minor	Likely	Medium
S7a	A0	Social	Operation/Maintenance	Operation	Visual or physical impact upon key sites		Permanent severance or change of access to or use of places of recognised significance to communities including local and regional residents, workers, businesses, and visitors	Engage with community, affected properties and stakeholders early and throughout. Implement relevant management plans.	Moderate	Rare	Low	Establish Community Grant programs to fund community support activities and small capital works targeting community, supporting and recreation facilities during the construction of the project	Moderate	Rare	Low
S7b	A1	Social	Operation/Maintenance	Operation	Visual or physical impact upon key sites		Permanent severance or change of access to or use of places of recognised significance to communities including local and regional residents, workers, businesses, and visitors	Engage with community, affected properties and stakeholders early and throughout. Implement relevant management plans.	Moderate	Rare	Low	Establish Community Grant programs to fund community support activities and small capital works targeting community, supporting and recreation facilities during the construction of the project	Moderate	Rare	Low
S7c	C0	Social	Operation/Maintenance	Operation	Visual or physical impact upon key sites		Permanent severance or change of access to or use of places of recognised significance to communities including local and regional residents, workers, businesses, and visitors	Engage with community, affected properties and stakeholders early and throughout. Implement relevant management plans.	Moderate	Rare	Low	Establish Community Grant programs to fund community support activities and small capital works targeting community, supporting and recreation facilities during the construction of the project	Moderate	Rare	Low
S7d	C2	Social	Operation/Maintenance	Operation	Visual or physical impact upon key sites		Permanent severance or change of access to or use of places of recognised significance to communities including local and regional residents, workers, businesses, and visitors	Engage with community, affected properties and stakeholders early and throughout. Implement relevant management plans.	Moderate	Rare	Low	Establish Community Grant programs to fund community support activities and small capital works targeting community, supporting and recreation facilities during the construction of the project	Moderate	Rare	Low

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