

## Introduction

Kilcoy located within the Somerset Region – considered a Peri-Urban area

Definition: Peri-Urban

**(i)** In general, the term Peri-Urban refers to areas beyond the metropolitan fringe, at the interface between city and country but within the economic and social catchment of a large metropolitan area. **(ii)** Peri-urban areas are not just the fringe areas in-between cities and countryside but a new multi-functional territory characterised (at that point in time) by a lower population density where growth is anticipated as new nodes emerge and grow **(iii)** Queensland's peri-urban areas all recorded strong growth (2006-2016), ranging from 1.8% per annum in Scenic Rim to 2.5% per annum in Somerset Regional Council. The settlement pattern in Somerset is dispersed but skewed towards the southern part, where there are a number of smaller towns that have good transport links into Brisbane and Ipswich in particular. This means it is attractive to those seeking a semi-rural lifestyle within commuting distance of a state capital. Scenic Rim also has a dispersed settlement pattern with one mid-sized centre (Beaudesert) but is well located with respect to commuting into Brisbane and the Gold Coast.

## Assumptions:

- The Qld State Govt determined that the Kilcoy Bypass was required in (c.) 2007. (ref a)
- The Somerset Regional Council acknowledges that the Bypass will be crucial in ensuring the social and environmental fabric of Kilcoy. (ref b)
- The need for a Bypass is scheduled for impact in the Somerset Regional Council's Economic Development Plan – Planning Scheme v3 (ref c).
- The QLD Govt support programs for small business (d)
- The CEO of KPC requested (July 2018) Chamber of Commerce advocacy support. In order for KPC development success, transport systems, business and community support are essential. **(iv)**
- The Somerset Regional Council has agreed "That the principals of beautification for central business districts of all the towns within Somerset be further developed." **(v)**

## Historical:

### Media Statements

#### **a) Minister for Transport and Main Roads The Honourable Paul Lucas**

Thursday, June 21, 2007

Bypass plans clear the air in Kilcoy

Plans for a proposed bypass, which would remove livestock trucks from the centre of Kilcoy, are now on display for public comment.

Minister for Transport and Main Roads, Paul Lucas, said the proposed Kilcoy bypass has the support of the local council and would enhance the town's country charm.

"The D'Aguilar Highway bypass will clear the air and leave Kilcoy smelling sweeter by driving trucks bound for the local abattoir out of the centre of town.

"\$20 million has been allocated to move forward on the planning and detailed investigation of the bypass.

"We want to get it right – that's why I'm encouraging the community to get involved and let us know what they think of the plans.

"More than 5,500 vehicles snake through Kilcoy everyday. (v1) the bypass will reduce traffic in the centre of town and many of the odours associated with transporting livestock."

Mr Lucas said the proposed bypass would involve the construction of a new interchange on the D'Aguilar Highway west of Saleyard Road and a new two-lane bypass and bridge connecting the interchange to Hope Street.

"It would also deliver an upgrade of the Mary Street intersection and improve flood immunity on the highway.

"The total cost of the project will hinge on community views on the exact route of the bypass but work could start in late 2010 and is expected to take twelve months to complete.

"I'd like to thank the council and member for Nanango, Dorothy Pratt, for their input and assistance with the bypass project," Mr Lucas said.

The proposed bypass designs can be viewed at the Kilcoy Memorial Hall and Kilcoy Cultural Centre until Saturday 23 June.

Plans can also be seen on line at [www.mainroads.qld.gov.au](http://www.mainroads.qld.gov.au)

Media Contact: Darren Roberts 3237 1947

## **b) Council still lobbying for Valley Highway upgrade**

27th Aug 2015 5:00 AM

SOMERSET Regional Council will continue to campaign for the completion of upgrades to the Brisbane Valley Highway as part of its involvement with Council of Mayors.

Somerset Mayor Graeme Lehmann said it was important to keep the highway on the agenda.

"We need to support south east Queensland's growth by investing in infrastructure in these key growth corridors," Cr Lehmann said.

### **Related Items**

*"As well as upgrading the entire length of the Brisbane Valley Highway, Council will also confirm its support for the Timber Bridge Replacement Program **and lobby for the Kilcoy bypass to be listed for future consideration by the state and federal governments.**"*

# Somerset represented at government conference in Canberra

**Published:** July 1st 2019

SOMERSET Mayor Graeme Lehmann represented the region as part of a delegation at the Australian Local Government Association (ALGA) National General Assembly in Canberra last month, lobbying for two major projects including the Kilcoy Bypass.

More than 880 representatives from councils across Australia converged on the capital for the nation's largest local government conference.

Cr Lehmann said council's two motions were passed at the conference and would now proceed to the ALGA board for confirmation and action.

"Council moved motions to restore Financial Assistance Grants funding to at least one per cent of total Commonwealth taxation revenue, and to continue the Bridge Renewal Program," Cr Lehmann said.

"While in Canberra council also lobbied for two key projects – the Kilcoy Bypass and increased support for livestock haulage and effluent control.

"The bypass is a vitally important piece of missing infrastructure for the Somerset region.

"It will support population growth, increased freight from producers and pastoralists, and will meet community expectations about the safety, amenity and reliability of Somerset roads and transport.

"Further advocacy is required, and council remains committed to the Kilcoy Bypass."

## c) Somerset Region planning Scheme – V3

### **3.6.5 Element— Town identity—Kilcoy Analysis of Important Factors**

*The heart of the Kilcoy town centre, focused on William Street and Mary Street provides the foundation of a particularly successful and strong identity for the town; notably, the generous, tree-lined road reserve of William Street, from Kilcoy Creek corridor to the Butler Monument at the top of the hill, is the strongest element of this image.*

*The central facilities of the town, including the primary and secondary schools and the hospital, are located in a reasonably compact pattern around this centre, contributing to the strength and cohesion.*

*The proposed D'Aguiar Highway bypass alignment provides an obvious direction for future growth of the town centre to the south-east, as far as Hope Street, but this needs to be managed in an orderly way so that the cohesion of the town centre is not undermined. This opportunity provides ample area for expansion in a fashion that can build rather than diminish the identity of the town and commercial development should not be permitted beyond the Kilcoy Identity Focus shown on **Strategic Framework Map 3E—Town Identity—Kilcoy.***

**Guidelines for Future Development of Town Identity**

All new commercial development in Kilcoy should be located in the existing Centre zone and the area to its east and south, as far as Hope Street.

The existing character of William Street must be conserved and enhanced by new development.

Built form and land use within the town centre generates an active and pedestrian-oriented frontage to William Street and Mary Street (D'Aguilar Highway) within the central area of the town. Car-oriented uses such as service stations are discouraged in this central area as they do not reinforce a coherent and active streetscape.

**Map Reference: Strategic Framework Map 3E—Town Identity—Kilcoy**

#### 3.6.5.1 Specific outcomes

(a) New commercial development in Kilcoy is located in the Centre zone on **Strategic Framework Map 3E—Town Identity—Kilcoy** and the area located in the *Kilcoy Identity Focus* to its east and south, as far as Hope Street;

(b) The existing character of William Street is conserved and enhanced by new development which is complementary in scale and character;

(c) Development that abuts *Important Street Frontages* on **Strategic Framework Map 3E—Town Identity—Kilcoy** addresses, activates and enhances the street environment;

(d) Built form and land use generates an active and pedestrian-oriented frontage to the land within the Centre zone identified on **Strategic Framework Map 3E—Town identity—Kilcoy**. New car-oriented uses that do not reinforce a coherent and active streetscape, such as service stations, are discouraged in the Centre zone; and

(e) In general, any new development in the *Kilcoy Image Management Area* on **Strategic Framework Map 3E—Town Identity—Kilcoy** is either residential or open space in character, except for well-landscaped industrial development on the eastern town approaches where located in an Industry zone. However, a service station developed in a spacious setting may also be acceptable.

## d) Advancing Small Business QLD Strategy 2016-2020

Our vision

Queensland is the place for small businesses to **start, grow** and **employ**

By 2020, our vision for the Queensland small business landscape will result in:

- more small businesses opening with a plan for success
- increased business survival due to a better start and an increased focus on growing strongly in the first four years
- more jobs for Queenslanders
- more medium-size businesses
- business owners working smarter not harder
- more globally connected small to medium-sized businesses
- small businesses as stronger contributors to regional economies
- simplification of government compliance and streamlined processes
- improved connectivity between small businesses, stakeholders and the Queensland Government

### Advocate

A champion for small business

Knowledge and data hub

## Enable

- Make it easier to do business
- Regional activation
- Connect business, stakeholders and government

## Empower

- Smarter small business
- Starting small business
- Stronger small business
- Growing small business

Ref:

(i) <https://blog.id.com.au/2017/population/what-is-a-peri-urban-area-and-how-are-they-changing/> [Simone - Myth Buster](#) · August 15, 2017

(ii) Study – Professor Mike Hefferan. USC Jan 2014  
<http://research.usc.edu.au/vital/access/manager/Repository/usc:12068>

(iii) <https://blog.id.com.au/2017/population/what-is-a-peri-urban-area-and-how-are-they-changing/> [Simone - Myth Buster](#) · August 15, 2017

iv) Minutes 27.7.2018 Kilcoy Chamber of Commerce

(v) Minutes 14.8.2018 – Somerset Regional Council Tourism Advisory Committee – Agenda item carried.

(v1) September 2018 7,800 daily vehicles RDAIWM

## QUICK STATS EXPOSE OF BYPASS IMPACTS FROM MONITORING STUDIES:

Australasian Transport Research Forum 2017 Proceedings Nov 2017

### **Table 9 - Australian Bypass Case Studies Population Road Authority Approach Highways Toowoomba, QLD**

111,000 QDTMR A2 Warrego Highway passing through East-West;

*An Investigation into the Need for Highway Bypass Development*

J.L. Gaffney, J.M. Bunker, L.A. Dawes

Australasian Transport Research Forum 2017 Proceedings

27 – 29 November 2017, Auckland, New Zealand

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A39 Gore Highway approach from the Southwest; and A3 New England Highway passing through North-South.

**Gympie, QLD** 21,000 QDTMR A1 Bruce Highway passing North-South.

**Tugun, QLD** 6,000 QDTMR M1 Pacific Motorway passing North-South.

**Beaudesert, QLD** 6,000 QDTMR A13 Mt. Lindesay Highway passing from North-South.

**Hume Highway, NSW** Varies NSW RMS M31 Hume Highway passing several regional centres, typically North-South.

**Pacific Motorway, NSW** Varies NSW RMS M1 Pacific Motorway passing several regional centres, typically North-South.

**Brighton, TAS** 3,500 TDSG National Highway 1, Midland Highway passing North-South.

**Vasse, WA** 1,700 DMRWA State Route 10, Busselton Bypass passing East-West.7 – 29 November 2017

Whilst there is variation in the size, location, road authority, population and regional structure between all case studies listed in Table 9, the objectives for bypass development consistently aligned, which were identified as:

- Increased road capacity resulting in reduced congestion for both local traffic and through traffic;
- Reduction in heavy vehicles through CBDs resulting in reduced noise, fumes, dust and vibrations to local residents and businesses;
- Improvement in freight efficiency by avoiding lower speed limits, signalised intersections, pedestrian crossings and other intersections;
- Improved safety for local pedestrians and cyclists by removing larger volumes of traffic from local areas;
- Improved road safety by separating traffic with different movements into local traffic and through traffic; and flood immunity to applicable locations.

## 6 Conclusion

The literature review of bypass developments and associated transport planning reveals the effects of bypass routes to regional centres to be beneficial. Additionally, the literature review indicated that bypass developments have a positive impact to regional centre network safety and social disturbance.

## REFERENCED POINTS FROM THE KEMPSEY POST BYPASS IMPACTS MONITORING STUDY

Introduction:

The study undertaken, is very relevant in its findings to the nature and expectations of the impacts on any Kilcoy Bypass. Excerpts from the study are highlighted for review. The full study (50 p) is available from the Kilcoy Chamber of Commerce or online.

Executive Summary:

This reference was commissioned by the Kempsey Shire Council in 2017. It documents the findings of a study undertaken to monitor any longer term impacts of opening the Kempsey bypass and likely impacts of mitigation measures on local business. The **principal** findings, which are based on a detailed survey of 124 businesses, are as follows:

- The post bypass study highlights that the bypass triggered change on the main street, predominately in the town centre. None of the 24 businesses that subsequently closed were as a result of the bypass.
- 21 New businesses commenced operations during the years following the bypass.
- Only 8.8% businesses in the survey indicated that they continued to be negatively affected by the bypass. Some of these businesses were in the auto, eateries and accommodation sectors.

- The net effect of the loss of additional jobs was zero, due to the new Highway Service Centre.
- The “affected” businesses continued to make adjustments to their operations. They increased locally based advertising and promotions, diversifying product lines and engaging with social media.
- 91.1% of businesses reported they did not experience any continuing effects of the bypass since 2013. 92 were continuing and 21 were new businesses.
- 67.3% business reported improved turnover. Across the 92 businesses gross turnover had increased 38.9%
- An additional 16.2% increase in total jobs recorded.
- Analysis of data indicated the 38.9% increase in turnover was overwhelmingly associated with increased dependence on local trade, and to the revitalisation of the town centre by the Kempsey Shire Council.
- Businesses made significant adjustments eg embraced social media and internet technology for marketing and sales; included local radio advertising, promotions and local branding. Signage was redone in this process.
- Most of the new businesses commenced operations being social media ready. Focused on local marketing and promotions, customer service experiences and the look and feel of their respective business. The emphasis was making their business a destination for both locals and travellers.
- Turnover figures for the 124 businesses in 2017 were now higher than the total turnover figures in 2012, one year before the opening of the bypass.
- There were no continuing indirect effects of the bypass in the post 2013 survey period. Business reported increased reliance on non-local wholesalers and distributors. Also reported greater reliance on fresh local produce and maintain important linkages with local farmers for continuous supply of produce.
- Businesses indicated that the streetscape revitalisation program had a positive effect on their business.
- All businesses perceived the positive impacts of the streetscape revitalisation which focused on enhanced attractiveness of the town centre, vibrancy and beauty, improved parking for locals and visitors.
- There was overwhelming agreement among the 124 businesses that the service centre had a positive impact on the economy of Kempsey.
- There was a positive attitude directed at Council due to the very proactive measures as regards economic development and job creation. Priorities should now be on a development vision where there are much higher levels of growth in people, industry and jobs. This plan should be widely promoted to attract new industry. ( NB CCIQ, SRBA)
- The post bypass strategies adopted by Council to mitigate against negative impacts of the bypass – streetscape revitalisation and service centre- have been very successful for the local economy and for the shopping experience. Investment in infrastructure to beautify the main street in the town centre has created the necessary conditions for higher dependence on local trade and visitors, and for attracting new retail businesses in the future.
- For the overwhelming majority of business, the bypass is no longer a topic of discussion.

## In Conclusion

The findings of the bypass impacts study(s) suggests that Kilcoy, if given to the same cultural support, Council support, community and business support would yield similar findings. Businesses will close for many reasons regardless of a bypass. The proactive measures taken if adopted, to address Kilcoy's concerns regarding the bypass would expect to mitigate against negative impacts of the bypass.

Meetings and community consultations have taken place several times over many years. The most recent, June 2015 where all the bypass plans were made available for viewing followed up by a meeting in April 2016. Community discussion is very important and key to a successful outcome. There is overwhelming need for the 4.2 ton heavy vehicles to navigate away from our CBD. Our Somerset Regional Council is offering its support behind any endeavour to facilitate further discussion regarding a bypass or as some call it, an alternative route for heavy vehicles.

A whole community effort is needed to address all the concerns relating to a prospective bypass. The Kilcoy Chamber of Commerce and community groups like the Kilcoy district Progress Alliance are working together to facilitate another round of open discussion.

*(Footer:*

*Every effort has been made to include factual evidence regarding studies, discussions, outcomes, plans, or meetings relevant to any effort regarding the Kilcoy Bypass. The comments noted are not those of the Chamber members or committee but an effort by the President 2019 to prepare information for future and ongoing constructive dialogue. )*