Proposed Bulla Bypass and Melbourne Airport Link

Expert Witness Statement: Social Impact Assessment

Expert of VicRoads

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02 March 2015

JACOBS
Proposed Bulla Bypass and Melbourne Airport Link

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Jacobs Group (Australia) Pty Limited
ABN 37 001 024 095
Level 12, 452 Flinders Street
P.O. Box 312, Flinders Lane
Melbourne, VIC 8009
T +61 3 8668 3000
F +61 7 8668 3001
www.jacobs.com

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Document history and status

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<th>By</th>
<th>Review</th>
<th>Approved</th>
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<td>Draft</td>
<td>O.Boushel</td>
<td>P.Heath</td>
<td>O.Boushel</td>
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Important note about your report

The sole purpose of this report and the associated services performed by Jacobs is to review the Melbourne Airport Link to OMR and Bulla Bypass Planning Study Detailed Social Impact Assessment in light of responses received in accordance with the scope of services set out in the contract between Jacobs and the Client. That scope of services, as described in this report, was developed with the Client.

In preparing this report, Jacobs has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, Jacobs has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

Jacobs derived the data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re-evaluation of the data, findings, observations and conclusions expressed in this report. Jacobs has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by Jacobs for use of any part of this report in any other context.

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Expert Witness Statement: Social Impact Assessment

1. Introduction

<table>
<thead>
<tr>
<th>NAME</th>
<th>OWEN BOUSHEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Level 12, 452 Flinders Street, Melbourne</td>
</tr>
<tr>
<td>DATE</td>
<td>01 March 2015</td>
</tr>
<tr>
<td>PLANNING PANEL</td>
<td>Amendment C190 Hume Planning Scheme</td>
</tr>
<tr>
<td>SUBJECT</td>
<td>EXPERT WITNESS STATEMENT / SOCIAL IMPACT ASSESSMENT REVIEW FOR THE PANEL HEARING ON THE PROPOSED BULLA BYPASS AND MELBOURNE AIRPORT LINK, VICTORIA</td>
</tr>
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</table>

2. Area of expertise

(a) I hold a Bachelor of Arts / Sociology from Monash University and a Master of Applied Social Research from Monash University.

(b) I am a Senior Social Scientist at Jacobs Group Pty Limited (Australia). Over the past seven years I have led social impact assessments of linear projects in the transport, extractive, power and water sectors. My most recent social impact assessments include:
   - Princes Highway Duplication – Winchelsea to Colac.
   - Bulla Bypass and Melbourne Airport Link (MAL).
   - Springvale Road Grade Separation Business Case.
   - Northern Extension of the Mornington Peninsula Freeway.
   - Airport Drive and Steele Creek.
   - Arrow LNG Plant.
   - Woori, Taroom and Baralaba Coal Mines.
   - Surat Gas Pipeline.
   - Avalon Airport Rail Link.

(c) My qualifications and experience are detailed in Appendix B.

3. Scope

3.1 Instructions

I was engaged by VicRoads to review the Detailed Social Impact Assessment for the Bulla Bypass and MAL Planning Study in light of submissions received. I was also instructed to review and respond to the 15 submissions received on the project where they covered issues of relevance to the Social Impact Assessment. These instructions were received in writing on 13 February 2015.

I was also requested to provide further detail on the following subjects:
   - How the impacts of property acquisition were considered
   - How impacts on private and public land can differ

See Appendix A for the letter detailing these instructions.
3.2 History with the project

I led the detailed assessment, undertaking all of the primary and secondary research, made the assessment and developed the mitigation strategies. Prior to issue to VicRoads, the report was reviewed by Bridget Cramphorn, a social impact assessment practitioner with over thirty years of experience assessing transport projects across Victoria. Bridget reviewed the report and confirmed that the method used was appropriate and the findings were sound.

3.3 Reports reviewed to prepare statement

In preparing this statement I reviewed the following reports:

- Melbourne Airport Link to OMR and Bulla Bypass Planning Study, Land Use Issues, Final, 2 August 2013.
- Bulla Bypass / Melbourne Airport Link Planning Study Ultimate Options Strategic Transport Modelling, Final 22 August, 2013
- Bulla Bypass and Melbourne Airport Link Planning Study Regional Economy Assessment, September 2013
- Submissions received during the public exhibition of the study, from 20 November 2014 to 19 December 2014, relating to the Proposed Bulla Bypass / Melbourne Airport Link to Outer Metropolitan Ring Project.

3.4 Process and methodology

I undertook the following tasks in preparing this expert witness statement:

- Met with Andrew Sherman, of Russell Kennedy Lawyers, and VicRoads to discuss the project.
- Reviewed background information including project details, Environmental Planning Report, and Social Impact Assessment report.
- Reviewed the 15 submissions and responded where they dealt with social issues.
- Preparation of this expert witness statement.

4. Review of the Melbourne Airport Link to OMR and Bulla Bypass Planning Study, Detailed Social Impact Assessment

This statement is based upon the Melbourne Airport Link to OMR and Bulla Bypass Planning Study Detailed Social Impact Assessment Final Report dated 6 August 2013 (Social Impact Assessment).

I submitted the final assessment to VicRoads on the 6 August 2013. This expert witness statement and evidence is based on that report, project amendment documentation and submissions.

4.1 Project summary

The Social Impact Assessment considered one alignment of the Melbourne Airport Link (MAL) and five possible alignments for the Bulla Bypass. The MAL was planned to extend from the end of the Tullamarine Freeway to an interchange with the proposed OMR. The Bulla Bypass would be connected to this link via an interchange at Somerton Road. Sunbury Road would be connected via an underpass near Oaklands Road.
The Social Impact Assessment considered five possible alignments for the Bulla Bypass, namely BB1 North, BB1 South, BB2, BB3 and BB5.

4.2 Report methodology

The social impact assessment method used in the Detailed Social Impact Assessment Final Report (report) is consistent with the industry standard for transport projects in Victoria including that proposed by the International Association of Impact Assessment (2013) and the Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978.

The assessment used a number of tools and techniques and was informed by a significant amount of primary research. This primary research was sourced through several site visits, interviews with several stakeholders and focus groups and in-house visits with 21 landholders. Other potentially impacted landholders were provided with the opportunity to participate in the study but declined.

The assessment utilised an Objectives Based Evaluation Matrix (OBEM) which assessed the social impacts and benefits of each alignment against overarching social objectives, criteria and key factors. The advantage of an OBEM is it enables impacts to be compared across all studies and allows a proponent to consider all factors when selecting the most appropriate alignment.

4.3 Report findings

4.3.1 Overall

The Detailed Social Impact Assessment Final Report found that the Melbourne Airport Link and all alignment options for the Bulla Bypass would result in improvements in regional connectivity for Sunbury residents through the provision of better transport links to key areas of employment in around Melbourne Airport and the northern suburbs more generally. It also concluded that both projects will improve or maintain access to educational and health services in the northern suburbs of Melbourne for Sunbury residents, who generally lack local access to high level medical and tertiary education facilities.

Using the OBEM, the MAL was found to perform moderately well in minimising social impacts on the existing community. However, the report identified impacts requiring management, in particular the acquisition of up to five privately-owned residential dwellings and changes in access to Woodlands Historic Park and Living Legends.

The Social Impact Assessment noted the preferred alignments for the Bulla Bypass, namely BB1 North, BB2 and BB5, would perform moderately well in minimising social impacts. They would result in less amenity impacts than the other options and less land use changes on the boundaries of several properties on Somerton Road between Greens Street to the northern edge of Woodlands Historic Park compared to the other options. These options also avoid the acquisition of any privately-owned residential dwellings.

BB1 South and BB3 were not preferred options for the Bulla Bypass as they were rated Poor in minimising social impacts. They were expected to generate greater social impacts associated with property acquisition and had potential to generate greater land use changes and amenity impacts compared to BB1 North, BB2 and BB5. The table below provides a summary of these findings.
Table 1 Summary of Bulla Bypass and Melbourne Airport Link Assessments

<table>
<thead>
<tr>
<th></th>
<th>Objective 1: Facilitate access to social and economic opportunities for the current and future Sunbury and Bulla communities.</th>
<th>Objective 2: Reduce social impacts on the existing community associated with the project and current travel patterns.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BB1 South</td>
<td>Very Well</td>
<td>Poor</td>
</tr>
<tr>
<td>BB1 North</td>
<td>Very Well</td>
<td>Moderately Well</td>
</tr>
<tr>
<td>BB2</td>
<td>Very Well</td>
<td>Moderately Well</td>
</tr>
<tr>
<td>BB3</td>
<td>Very Well</td>
<td>Poor</td>
</tr>
<tr>
<td>BB5</td>
<td>Very Well</td>
<td>Moderately Well</td>
</tr>
<tr>
<td>Melbourne Airport Link</td>
<td>Well</td>
<td>Moderately Well</td>
</tr>
</tbody>
</table>

4.3.2 Property acquisition

Impacts on private property owners and occupiers was a key social consideration alongside impacts on local connectivity, impacts to social infrastructure, impacts to valued community assets and safety. The assessment weighted these impacts equally when considering each alignment. In the case of the Bulla Bypass, impacts on private property owners became the key differentiator between the options.

The report also considered the impacts the MAL would have on private property owners and occupiers.

When assessing impacts on private property owners and occupiers the following factors were considered:

- Changes in amenity for residents and places of employment
- Disruption to current land uses/severance of properties
- Property acquisition / dislocation/direct impacts on residents
- Changes in access.

Where any project option was found to impact on these it was accorded a poor or very poor dependent on the severity of the impact. Consistent with the findings of the social impact assessment, most of the issues raised in relation to the Bulla Bypass and MAL in the submissions relate to disruption to current land uses, property acquisition, impact on residents and changes in access.

4.3.3 Private vs public land

The relative impacts on private and public land are determined by the likelihood, severity and extent of each. Impacts on private land can be quite personal and have a significant impact specific to a household depending on their circumstances. While these impacts can be severe, they can also be very localised.

Public land utilised for parks, however, is often a valued place to both the local and wider community as it provides recreational facilities to both.

Woodlands Historic Park, adjoining the eastern edge of Oaklands Road, supports a number of activities including nature walks, picnics, viewing historic sites, off road cycling and, unlike most other parks, horse riding. It also has valued historic, environmental and visual values. The proximity of the airport to the park, combined with the mixture of facilities and attractions available mean it attracts locals, people from the wider region and interstate / international visitors.

Any further placement of project components into the park would need to consider the impact this would have on it as:
Expert Witness Statement: Social Impact Assessment

- a valued place; and
- social infrastructure (recreational facility with a local, regional and national catchment.

5. Review of submissions

Public exhibition of the Planning Scheme Amendment C190 to the Hume Planning Scheme was held from 20 November 2014 to 19 December 2014. The exhibition included the Social Impact Assessment report. A total of 15 submissions were received during the exhibition period.

The following table summarises the issues raised of relevance to the Social Impact Assessment.

Table 2 Issued raised in submissions of relevance to the Social Impact Assessment

<table>
<thead>
<tr>
<th>Submission</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Impact on access to local employment</td>
</tr>
<tr>
<td>4, 14, 15</td>
<td>Social infrastructure</td>
</tr>
<tr>
<td>4, 8, 9, 14</td>
<td>Impacts to valued community assets</td>
</tr>
<tr>
<td>4</td>
<td>Local connectivity</td>
</tr>
<tr>
<td>6, 8, 9, 15</td>
<td>Impacts to private property owners and occupiers</td>
</tr>
<tr>
<td>6</td>
<td>Impacts of acquisition (emotional attachment, impact to lifestyle, local connections)</td>
</tr>
<tr>
<td>1, 2, 7, 10, 11, 12, 13</td>
<td>N/A</td>
</tr>
</tbody>
</table>

The following table details the social issues raised in each submission and my response.

Table 3 Response to social issues raised in submissions

<table>
<thead>
<tr>
<th>No.</th>
<th>Criteria</th>
<th>Social issues raised</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Impact on access to local employment</td>
<td>This submission proposes an amendment to the Bulla Bypass noting that the proposed configuration of BB5 will impact on the viability of their future plans for an animal boarding facility and associated car park and “would eliminate future jobs and economic activity which would directly benefit the Bulla and Sunbury areas”.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The BB5 alignment will not impact directly on the property or stop the proposed business operation from proceeding. However, it would make vehicular access to the property less convenient compared to the current alignment. At the time of the assessment there was at least one other cattery operating in Bulla. Should the proposed business be of a similar scale to the existing operations in the area it is unlikely this would make a significant change to local employment opportunities or result in any change to the original assessment rating of ‘Poor’ recorded in the Social Impact Assessment for BB5.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Social infrastructure Impacts to valued community assets Local connectivity</td>
<td>The submission notes the importance of the Bulla Bypass and Melbourne Airport Link in facilitating safe and sustainable growth in Sunbury, unlocking employment sites and managing access to the Airport.</td>
<td>The Social Impact Assessment also notes the Melbourne Airport Link and Bulla Bypass will improve regional connectivity for Sunbury residents through the provision of better transport links to key areas of employment in and around Melbourne Airport and the northern suburbs more generally. Sunbury, more so than other growth areas is particularly sensitive to changes in external employment opportunities as it is unable to provide sufficient internal employment opportunities to its current and future</td>
</tr>
<tr>
<td>No.</td>
<td>Criteria</td>
<td>Social issues raised</td>
<td>Response</td>
</tr>
<tr>
<td>-----</td>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<tr>
<td></td>
<td></td>
<td>This submission also notes that 80 St Johns Road will lose access once the MAL is constructed. The submission notes the partial acquisition of the Woodlands Historic Park would result in approximately 2,100m² of Public Conservation and Recreation Zoned land being isolated from the balance of the park.</td>
<td>residents. It is recommended that VicRoads provide alternative access to 80 St Johns Road in consultation with the owner to avoid severing access. The social impact assessment notes that the partial acquisition of Woodlands Park will impact on access to the Living Legends facility, with visitors required to travel via a longer route to access the facility. It also notes that the loss of passing traffic for Living Legends may adversely impact on its viability into the future and threaten a facility valued by the wider community. As such the performance of the MAL remains unchanged at Very Well for impacts on Social Infrastructure, Very Poor for impacts on valued community assets and Moderately Well for local connectivity.</td>
</tr>
<tr>
<td>6, 8</td>
<td>Impacts to private property owners and occupiers</td>
<td>These submissions oppose the MAL as it will require the acquisition of their properties in Oaklands Road. Both submissions note they have lived on their properties for an extended period of time. In the case of submission 6, it also notes that moving would impact on the family’s lifestyle and their connection to the wider community.</td>
<td>The Social Impact Assessment recognised the impact that acquisition would have on these properties and rated the performance of the MAL as Very Poor against this criterion. Compounding this impact is the unique effect of the airport and related overlay. The combination of the amenity impacts from commercial aircraft flying overhead and planning controls means that many residents are able to enjoy a rural lifestyle in proximity to the city as long as they can accept the amenity impact associated with being under the flight path of a busy international airport. As such it will be more difficult for the submitters to find an alternative property with an acceptable amenity trade-off such as aircraft noise, at a similar price in proximity to Melbourne. To avoid the impact on this and other dwellings on Oaklands Road, I previously recommended that VicRoads consider shifting the alignment south to the northern edge of the Woodland Historic Park to avoid the impact. It was not recommended to move the alignment east due to the presence of Woodlands Historic Park. Any movement of the alignment east would likely have a large impact on the western extent of the park which is used by local, regional and interstate visitors amplifying the extent of this impact. This would result in an amenity impact on this valued place, but also likely impact on some of the formed paths on the western edge of the park which are regularly used by park visitors increasing the extent of the impact. As such the performance of the MAL remains unchanged at Very Poor for Impacts to private property owners and occupiers.</td>
</tr>
<tr>
<td>9</td>
<td>Impacts to private property</td>
<td>This submission requests that the Bulla Bypass be moved south to avoid</td>
<td>In the Social Impact Assessment I recommended that VicRoads consider shifting the alignment south to the northern edge of the Woodland Historic Park to avoid</td>
</tr>
</tbody>
</table>
6. Conclusion

The Bulla Bypass and MAL will improve regional connectivity for Sunbury residents improving transport links to key areas of employment in around Melbourne Airport and the northern suburbs more generally. They will also improve or maintain access to educational and health services in the northern suburbs of Melbourne for Sunbury residents, who generally lack local access to high level medical and tertiary education facilities. This is a significant benefit for the 31,000 people already living in Sunbury and the approximately 23,000 additional residents projected to move into Sunbury by 2031.

The projects will have social impacts in the form of acquisition, amenity impacts, impacts on Woodlands Historic Park and land use change. VicRoads has adopted the mitigation measures proposed in the social impact assessment.
assessment where feasible and changed the design of both the Bulla Bypass and MAL to reduce these impacts further.

It is, however, not recommended to move the MAL alignment east to avoid private property impacts due to the presence of Woodlands Historic Park. Any movement of the alignment east would likely have a large impact on the western extent of the park. The park is used by local, regional and interstate visitors amplifying the extent of this impact. This would result in an amenity impact on this valued place and also some of the formed paths on the western edge of the park which are regularly used by park visitors increasing the extent of the impact.

7. Statement of report

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.
Appendix A. Letter of engagement

13 February 2015

BY EMAIL: Owen.Boushel@jacobs.com

Mr Owen Boushel
Senior Social Scientist
Jacobs

Dear Owen

Amendment C198 to the Hume Planning Scheme
Proposed Bulla Bypass and Melbourne Airport Link

We seek your assistance on behalf of VicRoads in relation to the pending Panel Hearing in respect of the proposed planning scheme amendment.

If you are able to assist, key aspects of our request are as follows:

1. After consideration of the material and this request, please provide a fee estimate to our office. VicRoads has confirmed that it is appropriate for this scope of work to be within the existing contract arrangement.

2. The Panel Hearing is presently scheduled to occur on Wednesday, 11 March 2015, Thursday, 12 March 2015 and Friday, 13 March 2015.

3. Broadly, the scope of work will include:

   3.1 review of the original social impact assessment and relevant amendment documentation;
   
   3.2 review and consideration of the 15 submissions;
   
   3.3 appropriate meetings with VicRoads’ personnel and other parties as required (three two hour meetings are anticipated to be required);
   
   3.4 preparation of written reports (a separate report must be prepared in relation to the confidential submission) in an appropriate form for presentation at the Panel Hearing;
   
   3.5 appearance at the Panel Hearing to present the reports and answer questions from the panel or other interested parties as required.
4 It is most likely you will be required to appear on either the afternoon of 11 March 2015 or the morning of 12 March 2015, as well as on the morning of the 13 March 2015 in relation to the confidential submission.

5 Expert reports are due to be circulated five business days before the Panel Hearing which, with the intervention of the March long weekend, means reports must be completed and circulated by Friday, 27 February 2015.

6 Given the due dates for circulation of reports, we would appreciate provision of a draft report, relatively close to finalised form, by close of business Tuesday, 24 February 2015. Obviously, earlier drafts and discussion can occur before that.

7 We will provide you with a copy of the planning scheme amendment material on disc, plus a copy of all submissions to the panel. Obviously not all submissions, nor all of the amendment material, will be relevant to your reports and you should use your judgment to consider in detail the aspects which are likely to impact your reports and review more superficially other aspects as required.

8 If acceptable to you, we would ask that your reports include:

8.1 Discussion about your original involvement in the project, including, in particular, consideration of various alignments as their respective social impacts in the locality (as appropriate).

8.2 Linking to the above, consideration of individual submitters and their respective social impacts.

Please contact either Andrew Sherman or Will Bartley of this office if you require any further direction or assistance.

Yours faithfully,

RUSSELL KENNEDY

Andrew Sherman
Principal
Appendix B. Qualifications and Experience

OWEN BOUSHEL - SENIOR SOCIAL SCIENTIST

QUALIFICATIONS
Master of Applied Social Research, Monash University 2006
Bachelor of Arts (Sociology), Monash University 2002
Certificate in Public Participation, 2011

EXPERTISE
• Community Engagement
• Monitoring and evaluation of socio-economic impacts and community engagement
• Demographic and socio economic analysis
• Community profiling, assessment and analysis
• Social Impact Assessment
• Social Impact Management Planning
• Survey Research

Summary of Competencies
Owen is an experienced practitioner with specialist skills in community and stakeholder engagement, social research, social impact assessment and social management planning. He has extensive experience undertaking community and stakeholder engagement for projects in the transport, extractive, water and power sectors. He works closely with his clients to develop a targeted approach that is evidenced based, responds to issues of significance and addresses the expectations of influential stakeholders. He has also spent a significant part of his career undertaking social research and social planning to support business cases, environmental studies, planning and construction of capital projects and policy.

Recent Project Experience

Social Impact Assessment
• Princes Highway Duplication – Winchelsea to Colac (VicRoads)
• Bulla Bypass and Melbourne Airport Link (MAL) (VicRoads)
• Springvale Road Grade Separation Business Case (VicRoads)
• Northern Extension of the Mornington Peninsula Freeway (VicRoads)
• Avalon Airport Rail Link (Department of Transport)
• Airport Drive and Steele Creek (Melbourne Airports Corporation)
• Arrow LNG Plant (Arrow Energy)
• Woori Coal Mine (Cockatoo Coal)
• Taroom Coal Mine (Cockatoo Coal)
• Baralaba Coal Mine (Cockatoo Coal)
• Surat Gas Pipeline (Arrow Energy)
• Yallourn CCGT Power station (TruEnergy)
• Stockyard Hill Wind Farm (Origin Energy)
• Dual Gas Power Station (HRL)
• Shaw River Power Station (Santos)
• Macarthur Wind Farm (Meridian Wind)

Community Engagement
• East West Link – Western Section (DTPLI)
• Melbourne Rail Link (DTPLI)
• Cranbourne Pakenham Rail Corridor Project (DEDJTR)
• Ringwood Terminal Station (SP AusNet)
• Heatherton Terminal Station Redevelopment (SP AusNet)
• Rail Upgrades for Geelong Port Project (ARTC)
• Hinze Dam Stage 3 Upgrade (Hinze Dam Alliance)