

# West Gate Tunnel Project

## Report of Dr Pallavi Mandke

### 1 Introduction

My firm **GHD Pty Ltd (GHD)** prepared the technical report titled **West Gate Tunnel Project - Social Impact Assessment** which is included as Technical Report **L** to the Environment Effects Statement (**EES**) for the West Gate Tunnel Project (**Project**)

The role that I had in preparing the Technical Report was initially **internal technical reviewer and then co-author** (during which an external technical reviewer was engaged). Other significant contributors to the Technical Report and their expertise are set out as follows:

- Lauren Harding - Senior Social Sustainability Consultant, GHD.
- Agata Chmielewski – (at the time of report preparation) Director and Social Planner, Capire Consulting Group Pty Ltd.
- Kim Jordan - (at the time of report preparation) Principal Consultant Stakeholder Engagement and Planning and Approvals, GHD.

I adopt the Technical Report, in combination with this document, as my written expert evidence for the purposes of the West Gate Tunnel Project Inquiry and Advisory Committee's review of the EES, draft planning scheme amendment and works approval application.

### 2 Qualifications and experience

Appendix A contains a statement setting out my qualifications and experience, and the other matters raised by Planning Panels Victoria 'Guide to Expert Evidence'.

A copy of my curriculum vitae is provided in Appendix B.

### 3 Further work since preparation of the Technical Report

Since the Technical Report was finalised, I have not undertaken any further work in relation to the matters addressed in the Technical Report relevant to the Project.

### 4. Overview of the social benefits and impact assessment

The social impacts assessment for the EES was undertaken as per the scoping requirements for the EES, which specified the evaluation objectives for social effects “to minimise adverse effects on the social fabric of the community, including with regard to community cohesion, access to community services and facilities, business functionality, changes to land use, public safety and access to infrastructure”.

Changes to land use and access to infrastructure are addressed in the land use impact assessment. Changes to business functionality are addressed in the business impact assessment. Impacts on public safety are addressed in EES chapters 1 to 9.

It should also be noted that while the social effects assessed in the social impact assessment focussed on understanding and minimising impacts on social fabric, cohesion and access to community services and facilities at a local level, the project rationale describes overall benefits for Victoria and the transport assessment details benefits, particularly for the communities west of Melbourne, which would have better access and improved travel times to the city.

Overall social benefits to communities delivered by the project are briefly mentioned below, and social impacts as raised in the submissions are addressed in section 5 of this report.

The WGTP would reduce peak period travel time across the city's primary western road corridor, with travel time savings of between eight and 15 minutes for inbound trips to the central city from the Princes Freeway/M80 interchange, and between eight and 20 minutes for outbound trips. This reduction would deliver a social benefit by decreasing time spent travelling, therefore potentially increasing travellers' leisure time and/or time spent with family and friends. Additionally, the reduction in travel times on the western road corridor would improve access to jobs, education and services and connectivity for active travel for people living in the city's west. These benefits are also expected to be delivered at the regional level for some residents.

Journey reliability would also improve due to predicted decreased traffic volumes on the West Gate Bridge, Shepard Bridge, Hopetoun Bridge and Lynchs Bridge. Decreased traffic on local roads is expected to benefit residents in the inner western suburbs, potentially resulting in improved access to local services and facilities (parks, shops, schools and recreation facilities). Decreased truck traffic in the inner west is also expected to improve the amenity of many several residential roads in terms of safety, improved air quality, and reduced noise.

During the operational phase the project would result in fewer crashes on the transport network due to a better-configured and managed freeway-standard road providing improved public safety. It is estimated that vehicle crashes would reduce in the study area by approximately 16 per cent when compared to the 2031 no project case – estimated to reduce from 517 to 436 crashes per year. Other public safety benefits include separation of active transport modes from on road traffic, including the 2.5 kilometre grade separated 'veloway' on Footscray Road, grade separate crossings at Dynon Road and Footscray Road, and a new bridge over Whitehall Street.

Many residents alongside the project corridor would benefit from the improved noise environment resulting from design features. The WGTP would incorporate the relocation and/or upgrade of existing noise barrier and the provision of new barrier in some locations. For many residents, particularly those along the West Gate Freeway, this would result in reduced noise levels. It would also provide long-term protection from increased traffic noise for locations close to the freeway.

Residents along the project corridor are expected to benefit from the provision of new public open space, improvements to existing public open space, and the landscaping and tree planting program. A total of nine hectares of new public open space would be delivered including:

- new 3.0 hectare park between the West Gate Freeway and the Precinct 15 site (Altona North / South Kingsville), to the south of the westbound southern tunnel portal
- A new 1.7 hectare park north of the West Gate Bridge, south of Stony Creek and east of Williamstown railway line in Yarraville
- A new 2.8 hectare park and wetland in Whitehall Street, Footscray
- A new 1.4 hectare park on rehabilitated railway land on the western bank of Moonee Ponds Creek, with a new shared use bridge over the creek.

These improvements would benefit the local community particularly due to an existing lack of public open space in the broader inner west area. This may have flow on benefits for community health by providing opportunities for physical activity.

The project would also provide over 14 kilometres of new and upgraded walking and cycling connections, and provide safer connections. New or upgraded road, pedestrian and cycling infrastructure would potentially deliver social benefits through:

- Enhancing community accessibility and connectivity

- Increasing opportunities for active travel
- Improving travel times for cyclists and pedestrians.

These improvements would benefit commuter cyclists by completing missing links to the city, as well as recreational cyclists, encouraging active transport and active lifestyle.

Pedestrians and cyclists are also expected to benefit from new pedestrian bridges across Stony Creek and the West Gate Freeway which will be compliant with the Disability Discrimination Act. The new bridges along the West Gate Freeway will replace existing bridges and may therefore enhance access between the north and south of these areas for community members who rely on accessible infrastructure.

The project is also expected to deliver significant employment benefits, creating approximately 6,000 jobs across its design construction and operation phases.

## 5 Written Submissions

### 5.1 Submissions Received

I have read the public submissions to the EES, that were allocated to me as potentially containing comments that are relevant to the Social Impact Assessment Technical Report and to my area of expertise. These include the following submissions, assorted by social themes as provided to me.

Themes	Submission numbers
Concerns about impact on community facilities, sporting clubs, recreational facilities, open spaces	6, 10, 17, 95, 103, 106, 114, 115, 116, 123, 161, 167, 169, 203, 228, 231, 273, 278, 286, 311, 315, 326, 334, 336, 339, 342, 343, 344, 345, 346, 348, 349, 350, 352, 353, 354, 357, 378, 391, 399, 419, 425, 427, 430, 434, 439, 441, 450, 458, 475, 478, 499
Concerns about long-term protection and maintenance of new public open space, suitability and appropriateness of new public open spaces and proposal for new public open space	10, 17, 106, 158, 162, 167, 184, 197, 203, 206, 208, 217, 230, 283, 286, 312, 326, 336, 337, 340, 343, 344, 345, 346, 349, 351, 354, 371, 372, 378, 411, 434, 441, 444, 446, 467, 495
Concerns about loss of connectivity and access by project design and by disruption to shared use trails during construction, concerns about loss of connectivity and access within the project area and neighbouring areas	6, 14, 16, 17, 18, 19, 20, 22, 40, 66, 74, 95, 114, 115, 116, 139, 140, 148, 149, 151, 165, 170, 182, 183, 184, 208, 221, 225, 227, 263, 272, 281, 283, 303, 310, 318, 326, 339, 361, 370, 378, 403, 422, 434, 438, 444, 460
General concern that the project would impact on the amenity of the community	18, 74, 114, 115, 116, 117, 148, 151, 156, 169, 175, 182, 183, 184, 190, 192, 199, 213, 214, 221, 226, 227, 230, 262, 263, 266, 270, 275, 281, 310, 314, 326, 336, 338, 339, 340, 342, 343, 346, 351, 352, 353, 361, 371, 374, 377, 378, 380, 383, 387, 391, 402, 406, 409, 414, 422, 425, 426, 427, 430, 436, 441, 442, 443, 444, 448, 450, 454, 462, 467, 469, 470, 480, 481, 482, 483, 484, 485, 486, 488, 490, 491, 492, 493, 494

### 5.2 Summary of Issues Raised and Comments and Responses

The issues raised in the submissions relevant to my area of expertise, are categorised in themes listed in section 5.1. The above submissions generally raise issues that have already been addressed in the

Technical Report and do not affect the findings and opinions expressed in the Technical Report. However a summary of key issues raised or comments made that require a more comprehensive response are set out in the table below. The approach to responses and comments provided in this section is in accordance with the scope and methodology of the Social Impact Assessment Technical Report.

<b>Specific key issues raised in submissions</b>	<b>Comments and response</b>
<p><b>Concerns about impact on community facilities, sporting clubs, recreational facilities, open spaces</b></p> <p>Overall, submissions related to this theme have raised concerns about impacts of construction and operation of the project on the following key community facilities, sporting clubs, recreational facilities, and open spaces including: The Avenue Reserve; Lynch Road Reserve; Donald McLean Reserve; WLJ Crofts Reserve; Westgate Golf Course; Precinct 15 urban renewal site; Hyde Street Reserve; Stony Creek Reserve; Yarraville Soccer Club; Yarraville State Primary School; Emma McLean Kindergarten; Docklands Primary School.</p> <p>Potential impacts on the functionality and usage of these facilities relate to loss of land, changes to amenity (noise, air quality and visual), and disrupted access via roads and shared paths. The full impacts on sports clubs and other user groups, infrastructure and facilities is not yet clear and further detail is sought.</p> <p>Increase in the number of trucks and traffic safety issues along access routes and shared paths near community facilities, such as traffic impacts on Williamstown Road, Millers Road, Blackshaws Road, Hudsons Road, High Street, Mason Street and Kororoit Creek Road (east of Millers Road), and Grieve Parade to Melbourne/Williamstown Road. Concerns about the impact of increased truck traffic on users of community facilities located along or close to these roads.</p> <p>Impacts of potentially reduced use of sporting and recreational facilities on the viability of the facilities, and the resulting impact on sporting clubs and the general community. Impacts on social cohesion due to potential for reduced attendance and social interactions at these facilities.</p>	<p>As stated in the Social Impact Assessment Technical Report, these impacts are primarily identified and assessed in the relevant technical reports developed as part of the EES. A list of these reports is provided on page 27 of the Social Impact Assessment Technical Report and are also referred to in specific sections where the impacts and mitigation measures are discussed.</p> <p>The social impacts on these facilities have been adequately identified and assessed in the Social Impact Assessment Technical Report in conjunction with the specific EPRs that assist in mitigating these impacts, including ongoing consultation with owners, managers and users of these facilities.</p>
<p><b>Concerns about long-term protection and maintenance of new public open space, suitability and appropriateness of new public open spaces and proposal for new public open space</b></p>	
<p>Precinct 15 -The proposed open space south of the southern westbound tunnel portal serves as a service</p>	<p>The Social Impact Assessment did not assess the suitability of locations for the proposed new open</p>

Specific key issues raised in submissions	Comments and response
<p>or maintenance area for the WGT and the portal. This is not a preferred location for public open space due to noise, air quality and visual amenity.</p> <p>It is proposed that a play space would be included within this open space area which would be approximately 300m from the existing Edwards Reserve in South Kingsville. Edwards Reserve play space is a destination play space managed and maintained by Council and subsequently another playground is not justified within close proximity.</p> <p>There is further opportunity to strengthen the link between the proposed open space and Edwards Reserve through the establishment of a shared path along the railway reserve.</p> <p>As the open space would effectively serve as a buffer to the Freeway, the proposed open space will not count as part of the open space contribution required for Precinct 15's development. Given the land will be significantly impacted by the Freeway (i.e. noise, visual effects), open space within the Precinct 15 land should be located at strategic locations that will best serve the future community for specific functional purposes.</p>	<p>space delivered as part of the project as these were included as part of the project design. It is recommended that during detailed design phase the Project consult with each relevant Council about the location, design, use, features, future ownership and management of proposed public open space delivered by the Project. It is recommended that this process also investigates pedestrian and cyclist links to and within the public open spaces.</p> <p>The Social Impact Assessment did not assess the location of open space within the Precinct 15 development as it was not within the scope of the Social Impact Assessment or the Project.</p>
<p>The Project would convert some of the existing privately owned land along Simcock Avenue to public open space with links to the Stony Creek Reserve and to Scienceworks Museum and the Coastal Trail.</p> <p>An opportunity exists through the Project for the improvement and ongoing management of surplus/remnant land along the Freeway corridor (proposed and existing) and this should be determined in consultation with Hobsons Bay City Council.</p>	<p>The Social Impact Assessment did not assess the suitability of locations for the proposed new open space delivered as part of the project. However the Social Impact Assessment did assess the social impact resulting from the provision of additional public open space, and found it would be a social benefit, particularly given there is an existing low provision of public open space in inner west suburbs.</p>
<p>The impact of the Project on the open space, recreation and biological functions of Moonee Ponds Creek (current and planned conditions) has not been adequately assessed or mitigated.</p> <p>Mooney Ponds Creek Open space – new open space suggested is low quality and additional cost for council to manage. The impacts on open space (new and existing), including amenity, aesthetic qualities of the open space, recreational and ecological functions, as a result of increased traffic and the introduction of an elevated roadway have not been adequately assessed.</p>	<p>The scope of the Social Impact Assessment was to assess the social impact on users of existing public open space directly or indirectly affected by the project. This assessment relied on the impacts on public open space identified in relevant technical studies including: Noise and vibration (surface), Air quality, Landscape and visual assessments, Ecology and Land use planning.</p> <p>The Social Impact Assessment did not assess the suitability of locations for the proposed new open space delivered as part of the project. However the Social Impact Assessment did assess the social</p>

Specific key issues raised in submissions	Comments and response
<p>The provision of 1.4 hectares of open space on the western bank of Moonee Ponds Creek is not considered an appropriate mitigation for the ecological impact or loss of existing or future opportunities that result from the Project. The delivery of this open space should be a commitment as part of the Project, not subject to future negotiations. Issues relating to land ownership, land management, accessibility, safety, amenity and open space needs further assessment.</p>	<p>impact resulting from the provision of additional public open space, and found it would be a social benefit, particularly given there is an existing low provision of public open space in inner west suburbs.</p> <p>The Social Impact Assessment assessed the potential social impacts on users of Moonee Ponds Creek linear open space resulting from potential amenity impacts identified in technical studies. These were the potential visual and ecological impacts during operation, based on the findings of the Visual and Landscape and Ecology Technical Reports respectively. It was found that some recreational users of the Moonee Ponds Creek may choose not to use the open space resulting from these impacts, which may be a minor social impact.</p> <p>It is recommended that during detailed design phase the Project consult with each relevant Council about the location, design, use, features, future ownership and management of proposed public open space delivered by the Project.</p>
<p>Development of proposed new open spaces, new trails and pathways by the Project to be supported with land rezoning, land use, land requirement, land availability considerations.</p>	<p>Noted.</p>
<p><b>Concerns about loss of connectivity and access by project design and by disruption to shared use trails during construction, concerns about loss of connectivity and access within the project area and neighbouring areas.</b></p>	<p></p>
<p>There are numerous implications from the West Gate Tunnel EES design for Precinct 15. In summary these relate to inadequate traffic access to the Freeway, the connectivity for pedestrians and cyclists to access the Federation Trail, public open space, sound attenuation and potential health impacts to new residents. Council requests an additional north south connection under the Freeway to provide local access catering for vehicles, buses, pedestrians and cyclists.</p>	<p>The assessment of social impacts on future residents or community facilities within Precinct 15 was not within the scope of the Social Impact Assessment.</p> <p>As discussed in the Social Impact Assessment, the Land use and planning impact assessment identifies that opportunities for future pedestrian/vehicle connections between Precinct 15 in Altona North and the Bradmill Precinct in West Yarraville should be maintained as part of the proposal. This would have social benefits for existing and future residents accessing new community facilities. EPR LP3 would require that the project would not preclude the possibility of a future road connection between the two precincts.</p>

Specific key issues raised in submissions	Comments and response
<p>Submissions have raised concerns about cyclist and pedestrian safety and accessibility at a number of locations due to crossings with roads and freeways, narrow proximity to roads with heavy traffic, quality of the pathways/trails across the project area, and increased truck traffic. Risks associated with personal safety of users of the veloway as a result of a deficient design, which lacks passive surveillance and limited exit points have also been raised in the submissions.</p> <p>A number of recommendations to improve connectivity and quality of shared paths and roads, and safety of cyclists and pedestrians across the Project area have been made in the submissions.</p>	<p>The Social Impact Assessment has assessed potential safety, amenity and accessibility impacts on pedestrians and cyclists resulting from increased traffic particularly heavy vehicle traffic, both during construction and operation.</p> <p>The EES has examined a number of new connections and upgrades for shared paths and trails proposed as part of the project.</p> <p>Further recommendations relevant to improving connectivity, design and safety of roads and shared paths (particularly the veloway) made in the submissions will be jointly considered and responded to by relevant technical experts including transport and the overall project design.</p>
<p><b>General concern that the project would impact on the amenity of the community</b></p>	
<p>Overall submissions related to this theme have raised concerns about the impacts of the project on the amenity of the residents/communities, open spaces and community facilities and businesses located near the project. A number of recommendations have also been made in the submissions such as provision of noise attenuation measures at various locations.</p> <p>Concerns have been raised about noise, visual and air quality amenity impacts of the elevated section of freeway running from Dudley Street towards Footscray Road and Dynon Road connection and Wurundjeri Way extension on the overall area, especially Moonee Ponds Creek and future E-Gate.</p> <p>Concerns have been raised about noise and air quality impacts on residents adjacent to the project in West Melbourne. Concerns have been raised about increase in construction and traffic noise and poor visual amenity for the multiple existing residents of Hyde Street (between Francis Street and the West Gate Freeway) and apartment owners abutting Dynon Road.</p>	<p>Amenity is defined as the overall quality of the built form and natural environment affecting the level of human enjoyment. In this assessment amenity includes landscape and visual amenity, noise levels, air quality, light and traffic levels. The assessment of impacts on amenity undertaken in the Social Impact Assessment relies on the findings of the following technical studies prepared for the EES– Noise and vibration (surface), Air quality, Landscape and visual, and Transport. Based on this process, and the social impact risk matrix and consequence rating applied, the Social Impact Assessment has adequately assessed potential amenity impacts on residential areas and community facilities located near the project.</p> <p>Recommendations regarding provision of noise attenuation measures at various locations, traffic management measures and screening to minimise visual impact which are in addition to the project EPRs will be considered by relevant technical experts and the Project.</p>
<p><b>Additional themes/issues</b></p>	
<p><b>Community cohesion</b> - New EPR suggested for contractor to establish a Community Involvement and Participation Plan that assists building social interaction, connectedness and cohesiveness throughout the construction period which could</p>	<p>Recommended for consideration by the Project.</p>

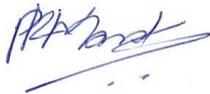
Specific key issues raised in submissions	Comments and response
include running community events, festivals, sponsorships of local sporting clubs, and the establishment of community support grants. A community grant program should operate during construction of the Project to fund community support activities and small capital works targeting community, sporting and recreation facilities as defined in the social impact assessment.	
<b>Local procurement</b> Include EPRs that the Project encourage local procurement where possible and provide local employment and skills training opportunities, especially for communities in Western Melbourne and support pathways to employment and jobs growth for local industry.	Recommended for consideration by the Project.
The Project does not meet the evaluation objective due to failure to undertake a cumulative social impact assessment. Further examination is required to describe the full impact and lived experience of those communities most affected throughout the various phases of the Project and to facilitate public comprehension of the Project.	EES documents include project description, urban design, project map book and impact assessment chapters and technical reports to provide information about the project. Based on the project description the social impact assessment has identified, described and assessed the social impacts as far as possible, with regard to long construction timeframes of the project. Social cumulative impacts were assessed to the extent possible line with the overall EES approach, refer to Section 9 of the social impact assessment report.

## 6. Response to IAC Questions and Further Information Request

There are no specific questions or further information requests in the IAC Questions and Further Information Request.

### Declaration

I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Inquiry and Advisory Committee.



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Signed

Date: 01/08/2017

## Appendix A Matters Raised by PPV Guide to Expert Evidence

- (a) the name and address of the expert;

**Dr Pallavi Mandke**

**145 Ann Street, Brisbane QLD 4000**

- (b) the expert's qualifications and experience;

**PhD in International Social Development, University of Queensland, 2007.**

**Pallavi is a principal social sustainability consultant specialising in social impact assessments and management, community infrastructure needs assessment, stakeholder engagement, community development, poverty reduction, capacity building and multi-criteria analysis. Pallavi has over 20 years of experience across a number of industries, including transport infrastructure, mining, oil and gas, pipeline/cable network, community infrastructure, housing developments and tourism.**

**Having worked on a number of social impact assessment and management projects in Victoria, New South Wales, Queensland, Western Australia and the Northern Territory, Pallavi has in-depth understanding of local and state level community development policies, challenges and complexities in community development and community expectations for a social license to operate.**

**This experience coupled with her strong academic and research background puts Pallavi in a unique position to lead and manage projects in a manner and develop tailored methodologies to deliver complex multi-disciplinary projects.**

**Refer to Appendix B for CV.**

- (c) a statement identifying the expert's area of expertise to make the report;

**My area of expertise is Social Impact Assessment.**

**Refer to Appendix B for CV.**

- (d) a statement identifying all other significant contributors to the report and where necessary outlining their expertise;

**Lauren Harding - Senior Social Sustainability Consultant, GHD**

**Lauren is a senior social sustainability consultant with almost ten years experience preparing social impact assessments, social infrastructure assessments, and strategic social plans. She is skilled in social research including demographic analysis and stakeholder engagement to understand community needs. Lauren has experience working with multidisciplinary teams to ensure social issues are understood and considered within projects.**

**Lauren has worked on a variety of social impact assessments for transport infrastructure, resources, and urban renewal projects in New South Wales, Victoria, and Western Australia.**

- (e) all instructions that define the scope of the report (original and supplementary and whether in writing or oral);

- **Scope of work and instructions were provided by Clayton Utz in their letter of instructions dated 6 July, 2017 and face to face meeting with the Barristers at Clayton Utz and emails, identifying the following tasks:**
  - **Review public submissions categorised as containing issues relevant to social impact assessment.**
  - **Review the Social Impact Assessment report prepared as part of the EES and identify whether there are any changes to the conclusions of the report arising out of the issues raised by the submissions or as a consequence of any other relevant matter.**
  - **Prepare an expert report that responds to submissions relevant to the social impact assessment, address changes to conclusions of the social impact assessment if required, other matters.**
  - **Review relevant background planning and research documents.**
  - **Review the IAC's Preliminary Matters and Further Information Request, and provide a response where relevant.**
- **Guide to Expert Evidence, Planning Panels Victoria.**

- (f) the identity of the person who carried out any tests or experiments upon which the expert relied in making this report and the qualifications of that person;

**No such work was carried out for the preparation of this report.**

- (g) a statement setting out the key assumptions made in preparing the report;

**This report is prepared on the basis that:**

**All submissions relevant to social impact assessment have been allocated to me and that the thematic categorisation for capturing social issues from the submissions is appropriate.**

**Submissions not allocated to social have not been reviewed for the preparation of this report.**

- (h) a statement setting out any questions falling outside the expert's expertise and also a statement indicating whether the report is incomplete or inaccurate in any respect.

**At this stage of preparation of the Expert Witness Report, other expert witness reports or any updates to the EES technical reports have not been reviewed, therefore it is possible that some conclusions or responses to submissions may be inaccurate if findings and conclusions of other technical studies that have informed the social impact assessment have changed since the preparation of the EES.**

**Appendix B CV**



## Dr. Pallavi Mandke Principal Social Sustainability Consultant and Project Manager



**Qualifications:** PhD in International Social Development, University of Queensland, 2007.

**Relevance to Project:** Pallavi is a principal social sustainability consultant specialising in social impact assessments and management, community infrastructure needs assessment, stakeholder engagement, community development, poverty reduction, capacity building and multi-criteria analysis. Pallavi has over 20 years of experience across a number of industries, including transport infrastructure, mining, oil and gas, pipeline/cable network, community infrastructure, housing developments and tourism.

Having worked on a number of social impact assessment and management projects in Victoria, New South Wales, Queensland, Western Australia and the Northern Territory, Pallavi has in-depth understanding of local and state level community development policies, challenges and complexities in community development and community expectations for a social license to operate.

This experience coupled with her strong academic and research background puts Pallavi in a unique position to lead and manage projects in a manner and develop tailored methodologies to deliver complex multi-disciplinary projects.

Technical Lead  
Western Distributor Authority | Westgate Tunnel Project | Melbourne, Victoria, Australia

Technical reviewer for the social impact assessment being undertaken for the Western Distributor EES. This role involved guiding the social assessment process and reviewing technical reports to ensure they meet the legislative requirements and industry best practice and community expectations. Through part of the process I was also involved as a co-author for the social impact assessment and review role was taken on by others in the team.

Technical Lead  
LXRA | Edithvale and Bonbeach Level Crossings Removal | Melbourne, Queensland, Australia  
Technical lead to develop scope, undertake social impacts assessments and develop Environmental/social performance requirements for the project.

Technical Lead  
TfNSW | Sydney Metro Sydenham to Bankstown | Sydney, NSW, Australia  
Currently preparing the social impact assessment as Technical lead. The work so far has involved preparing a methodology, developing a social baseline, undertaking stakeholder consultation, reviewing relevant technical studies being

prepared for the EIS, describing and assessing impacts and developing mitigation measures.

Technical Lead  
Western Sydney Unit | Western Sydney Airport | Sydney, NSW, Australia  
Technical lead to undertake the social impact assessment and related stakeholder consultations for the proposed Western Sydney Airport. This work has involved understanding the complexities of airport development and community interaction to identify the social area of influence, identify the relevant stakeholder groups, identify existing and potential issues and impacts within the local/regional communities, developing management strategies and supporting and advising the client on topics such as workforce management to maximize local benefits.

Technical Lead  
Transport RMS | Newcastle Inner City Bypass | Newcastle, NSW, Australia  
Technical lead to undertake a social impact assessment and develop a social management plan for the Newcastle inner city bypass. The assessment will involve developing a social baseline for the area, identifying and assessing impacts on the local community and businesses and developing an impact management plan to avoid and minimize impacts.

Technical Lead



# Curriculum Vitae

Transport RMS | Scone Bypass | Scone, NSW, Australia

Technical lead to undertake a comprehensive social impact assessment for a bypass to Scone town for the New England Highway. Social impacts included impacts to sports and recreational facilities, impacts to key industries in the region (equine and agriculture) and impacts on highway dependent small businesses.

Techniques involving desktop research, stakeholder consultation and discussions with other technical specialists were used to assess impacts and design mitigation measures.

Technical Lead

Santos | Social Impact Assessment Narrabri CSG Project | Narrabri, NSW, Australia

Technical lead to undertake a social impact assessment and develop appropriate management strategies for the gas field component of the project. The work has involved developing a tailored scope and methodology for the SIA taking into account legacy social issues from the regional communities, Secretary's Environmental Requirements and impacts associated with affected landholders as well as wider regional communities. Over 25 face to face and telephone stakeholder meetings were undertaken with groups representing the local and state government agencies, community groups, industry groups and service providers to develop a thorough understanding of the impacts and develop suitable management strategies

Technical Lead

Hancock Prospecting Pty Ltd | Terminal 3 Abbot Point Port IDAS Approvals | Brisbane, Queensland, Australia

Technical lead to undertake a social impact assessment for the Abbot Point Port development of T3 for an Integrated Development Assessment System Approvals.

Project Manager

QR National | Goonyella Coal Rail System Expansion | Strategic Social Impact

Assessment and Management Plan |

Mackay, Queensland, Australia

Technical lead to undertake a strategic social impact assessment including developing a social baseline, stakeholder engagement for impact identification and impact management planning for the Goonyella Rail System. It also involved educating and advising the client on addressing social issues.

Technical Lead

TMR | Emu Park Boating Facility Social Impact Assessment | Emu Park, Queensland, Australia

The social impact assessment for a boating facility at Emu Park included developing a tailored methodology to identify impacts on the local community, local businesses and local/regional boating community. The work involved undertaking face to face consultation with key stakeholders, conducting open days for general community and commissioning a business survey for local businesses to gather information to identify and assesses impacts and prepare defensible set of recommendations.

Technical Lead

Rio Tinto Argyle Diamonds Limited | Mine Closure Social and Economic Impact Assessment | Western Australia

Pallavi is currently, managing and leading the social and economic impact assessment for the pre-feasibility mine closure planning study. The purpose of the study is to identify and describe direct and indirect social and economic impacts of mine closure on the East Kimberley region as a whole but more specifically on particular stakeholder groups and to identify future economic and social sustainability opportunities for the region. The study methodology has so far involved review of all existing information, preparation and implementation of a robust stakeholder and community consultation plan with a two weeks' intensive face to face consultation program which concluded last week and development of an economic input-output model to assess the impacts on local and regional businesses.

Technical Reviewer



# Curriculum Vitae

Arafura Resources Limited | Nolans Rare Earth Project Social Impact Assessment  
| Alice Springs, Northern Territory  
The technical review of the social impact assessment report was conducted to satisfy the NT EPA Economic and Social Impact Guidelines and confirm that the impact assessment was undertaken under industry best practice frameworks. The focus of the review was to ensure that generic social impacts of mining activities on Indigenous communities formed the contextual framework, and were clearly differentiated from the actual impacts of the proposed project activities on the local communities.

Project Manager and Technical Lead  
TNG Limited | Social Impact Assessment  
| Alice Spring, Northern Territory  
Technical lead to undertake the social impact assessment of a magnetite ore mine in Northern Territory, Australia. The work has involved identifying the social area of influence for the mine related work, developing a social baseline of the small remote community located near the mine site and identifying and management impacts of the mine on to the local community. The process involved briefing and training stakeholder consultation teams to discuss and identify social issues with stakeholders and reviewing consultation inputs to develop the social impact assessment.