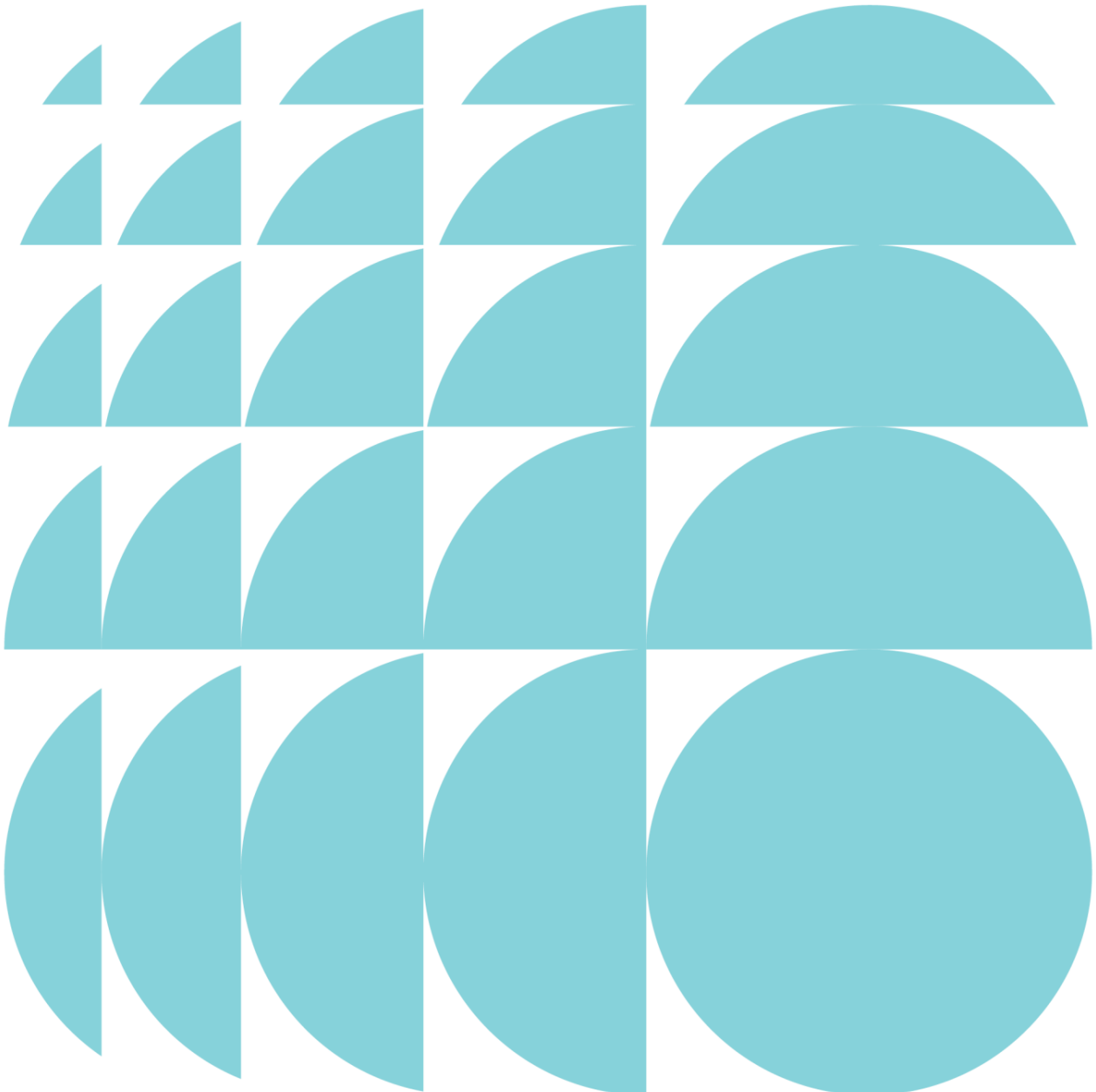


**John C Henshall, B Com (Econ), Grad
Dip TRP, M Soc Sci (Plg & Environ),
MPIA (Life Member)**

Review of Melbourne Airport Planning Controls
– Implications for Land at Attwood

December 2020



Expert Witness: John C Henshall

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1 Introduction

Professional Details

- 1.1 My name is John Charles Henshall and I am a Director (Economics) at Ethos Urban, located at Level 8, 30 Collins Street, Melbourne. Formerly, I was Founding Partner at Essential Economics Pty Ltd, now merged with Ethos Urban as of 1 December 2018.
- 1.2 I hold the degree of Bachelor of Commerce (Economics) and the Post-Graduate Diploma of Town & Regional Planning, both from the University of Melbourne, and Master of Social Science (Planning & Environment) from RMIT University. I am a Life Fellow of the Planning Institute of Australia. A copy of my CV is provided at Attachment A.

Area of Expertise

- 1.3 My areas of expertise are in urban and regional economics, and in strategic land use planning and development. I have worked in this field since 1974. In particular, an area of my professional activity involves undertaking assessments of the likely economic impact of infrastructure and other projects and planning controls on land use, land development, and local and regional economies. Projects include assessments of potential economic impacts on employment land supply and demand, industrial and commercial activities, and activity centres and the like.

Instructions

- 1.4 I have been instructed in this matter by Rasco Pty Ltd, owners of land located at 450 Mickleham Road, Attwood, in the City of Hume.
- 1.5 My instructions in this matter are as follows:
 - (a) To provide a summary of findings from previous assessments I undertook for the client in 2011 and 2014 (when I was Director at Essential Economics Pty Ltd);
 - (b) To provide an update of key economic considerations of relevance to this matter, namely, ongoing population and labour force growth, expansion in employment demand, and continuing suitability of the subject land for employment purposes.
 - (c) To prepare an expert report that highlights the economic considerations of relevance to the review of Melbourne Airport Planning Controls; and
 - (d) To appear at the hearing of the Advisory Committee in an expert witness capacity.
- 1.6 In preparing this statement:
 - (a) I present as a witness giving evidence in this proceeding as an expert, where I have a duty to assist the Advisory Committee and that this duty overrides any obligation that I may have to any party to the proceeding or to any person who is liable for my fee or expenses in this matter;
 - (b) I have neither received nor accepted any instructions to adopt or reject any particular opinion in preparing this report; and
 - (c) I have made all the enquiries which 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 Advisory Committee.

Expert Witness: John C Henshall

Preparation

- 1.7 I have reviewed the material I have previously prepared which is associated with the subject land located at 450 Mickleham Road, Attwood, in regard to:
- location of the subject land and its locational attributes;
 - indicators of Need for employment land in the City of Hume; and
 - economic benefits of the subject land as a place of employment.
- 1.8 I have provided a summary review of recent trends in key factors that influence the demand for employment land in the municipality as at 2020, namely
- current and forecast population growth to 2041,
 - current and forecast labour force growth to 2041,
 - expansion in employment demand to 2041; and
 - continuing suitability of the subject for employment purposes.

Declaration

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



John C Henshall

Director, Economics

Ethos Urban

22 December 2020

2 Summary of Findings from Essential Economics Report, 2014

In this Section I provide a summary of key findings from the report prepared for the client (Rasco Pty Ltd) by Essential Economics Pty Ltd in 2014. I was the principal author of the report, "**Mickleham Road, Attwood – Employment and Economic Benefits of Proposed Land Development**". Rasco Pty Ltd are the owners of land located at 450 Mickleham Road and which forms part of the subject land.

Background to the 2014 Report

- 2.1 In 2014 Hume City Council released a new strategic plan for the Hume Corridor, including Attwood, entitled "**Hume Corridor Integrated Growth Area Plan (HIGAP) Spatial Strategy**" (Hume City Council, October 2014). The Essential Economics Pty Ltd was prepared as a submission for consideration by Council in regard to the new Strategy and the implementation of that Strategy.
- 2.2 The Objective of the 2014 report was to identify the employment and other economic benefits associated with the development of the subject land, including the site owned by Rasco Pty Ltd, for employment purposes. Key findings from the report follow.

Subject Land

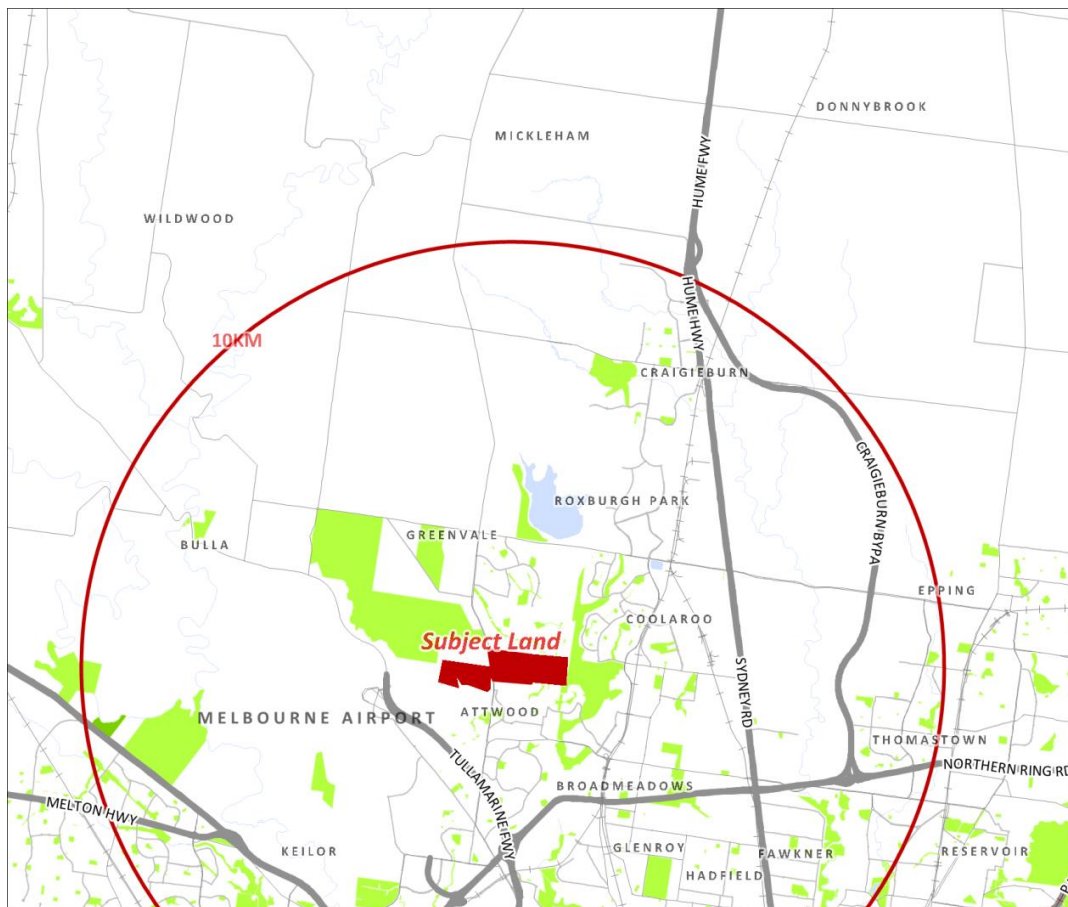
- 2.3 The subject land is located to the immediate east and west of Mickleham Road, Attwood, with the eastern boundary of the land abutting the proposed Aitken Boulevard and the south-western boundary abutting the Moonee Ponds Creek.
- 2.4 In total, the subject land involves approximately 235ha and comprises eleven land holdings. Land located to the east of Mickleham Road involves 153ha, while land to the west involves 82ha. Land in the ownership of Rasco Pty Ltd is situated to the east and involves 71ha or 46% of the total of the subject land on this eastern side of Mickleham Road.
- 2.5 The subject land in total (east and west of Mickleham Road) is located in the Green Wedge Zone in the Hume Planning Scheme and is also located within the Melbourne Airport environs and this includes part of the eastern flight path. Figure 1 on the following page shows the locational context of the subject site.

Locational Attributes

The subject site enjoys a number of locational attributes which support its development for employment purposes, including at least the following:

- 2.6 The land is of sufficient size to cater for a number of employment-generating activities (as identified in the report).
- 2.7 The site enjoys excellent accessibility in this north-western part of metropolitan Melbourne, having regard for the links between the site and Mickleham Road, Tullamarine Freeway, Western Ring Road, Calder Freeway and City Link, and having regard for the planned future Aitken Boulevard (at the eastern edge of the subject land) which – as the future E14 arterial – will link the subject site and environs with Craigieburn in Melbourne's outer northern region.
- 2.8 The south-eastern edge of the subject site (abutting the future Aitken Boulevard) is located just 2km from the Broadmeadows Town Hall in the Broadmeadows Central Activities Centre (CAC). The CAC is designated as one of Melbourne's regional centres where significant commercial and residential development is occurring and this development is planned to continue well into the future.

Figure 1: Subject Land at Attwood – Regional Location



Prepared by Essential Economics with Sensis Information on MapInfo

- 2.9 The site is situated in a generally central position in relation to the City of Hume, which is one of Melbourne’s largest growth areas. In 2013, the City of Hume had a resident population totalling 183,260 persons, second in size only to the City of Casey with 275,120 persons (id Consulting, 2013). The City of Hume will accommodate an estimated 291,280 persons by 2031, according to id Consulting, and this population growth will generate significant demand for employment, as later described.
- 2.10 The land (in a straight-line distance) is located approximately 3km to the east of Melbourne Airport and approximately 3km to the north of the existing industrial and commercial area at Tullamarine and which also includes activities associated with the airport. Potential development of synergies between these areas and activities will be important in the future in terms of contributing to job growth.
- 2.11 Although the Hume municipality has considerable areas of commercial and industrial land, as shown in the DTPLI’s Urban Development Program, virtually all of this land is located in an area that extends along the Hume Highway corridor from Campbellfield to Merrifield in the far north, with only smaller areas (including the Melbourne Airport Industrial Node and Broadmeadows Central Activities Centre) in the southern parts of the municipality. The subject land is therefore a potentially significant economic node in this part of the Hume municipality.

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- 2.12 In summary, the subject land represents an excellent opportunity (allowing for planning, environmental and other considerations to be positively addressed) to bring into production a large area of vacant and undeveloped land for the purpose of employment uses that also respect the airport flight path considerations. Significant economic and employment benefits would be anticipated to flow from such use and development, as identified in the report.

Population and Labour Force Growth

- 2.13 Continuing population growth in the City of Hume is forecast, with resident numbers increasing from 188,600 in 2014 to reach 291,280 by 2031 (based on 2014 published data). This represents a net increase of almost 103,000 residents over the period to 2031.
- 2.14 This population growth will be expected to lead to an increase of approximately 49,000 new entrants into the resident labour force. Jobs will need to be generated for these new residents, and also noting that in 2014 unemployment in Hume involves at least 7,830 persons or 8.9% of the labour force (metropolitan average is 6.0%).
- 2.15 If unemployment was to be fully eliminated (which is most unlikely), the total number of new jobs required to meet the needs of the Hume labour force in 2031 would be in the order of 56,830 jobs (49,000 new entrants plus 7,830 existing unemployed).
- 2.16 A further consideration is that approximately 65% of all jobs in Hume are occupied by non-residents who travel to work in Hume from adjoining and other municipalities (and from non-metropolitan places like Mitchell Shire).
- 2.17 Thus, Hume has a significant role as an employment centre for many of workers originating from Hume and from other parts of Melbourne and beyond. This employment demand will generate requirements for land that can be developed for a wide range of activities. This is the regional employment context within which the rezoning proposal needs to be considered.

Commercial and Industrial Land Availability

- 2.18 Virtually all of the land zoned for commercial and industrial activities in Hume is located in the northern part of the municipality at Merrifield, and with a smaller stock available in the Airport Industrial Node further to the south of the subject site. Land that does exist in the Airport Industrial Node and at nearby Broadmeadows Activity Centre is largely occupied. Moreover, that land does not enjoy the greenfields advantages associated with the subject land and does not enjoy the potential exposure the subject land has (and will have) to the main road network.
- 2.19 Importantly, development of the subject land for employment purposes would provide an opportunity for 'balanced' land supply in a geographic sense, thus providing more employment development opportunities in the southern parts of the municipality than would otherwise be the case in terms of land availability. This outcome is also particularly important in consideration of the shortage of freehold land supply in the environs of Melbourne Airport.

Market Interest

- 2.20 The popularity of the Hume municipality (as well as Brimbank and Wyndham municipalities) for new and expanding businesses in Melbourne's northern and western regions highlights the positive outlook for the further development of the subject land for commercial and industrial development. The availability of the subject land would provide a significant contribution in the creation of new employment prospects in the existing urban parts of the Hume municipality. Availability of the subject land for employment development would also bring an element of price competition into the commercial/industrial land market, inducing development into this part of Hume and in the municipality in general.

Employment

- 2.21 The subject land, with its gross area of 235ha, offers an excellent opportunity for development for employment purposes, particularly noting the locational and other attributes which the land enjoys. With an area of 660,000m² in potential floorspace, the land could accommodate in the range of approximately 6,000 to 7,000 jobs on the basis of an average provision of between 95m²/job and 110m²/job. These figures are typical averages for greenfields development for industrial and commercial purposes. Allowing for around 6,500 on-site jobs, a further 10,600 jobs would be created in Hume and in the surrounding areas and further afield in the metropolitan, State and national economies as a result of the employment multiplier, bringing total direct and indirect employment associated with the subject land to 17,100 jobs.
- 2.22 With respect to the Rasco land (71ha gross area), this land would potentially support an estimated 1,950 direct on-site jobs and a further 1,460 indirect (or flow-on) jobs. These estimates are based on the pro rata allocation of jobs estimated for the overall subject site, as shown in the above paragraph.
- 2.23 These new jobs (especially the direct jobs, plus a share of the indirect jobs) would be important in assisting Hume in meeting expanding demands for employment, as well as helping to address existing high levels of unemployment.
- 2.24 Significant levels of employment would also be generated in association with the development and servicing of the land, and with the construction of buildings (possibly involving 660,000m²). Building construction would involve the creation of 220 construction jobs per year over the 15-year development period as direct on-site jobs, with a further 440 jobs per year supported off-site through the employment multiplier effect (i.e. jobs created by with suppliers, etc).

Attwood Connector

- 2.25 Development of the subject land would enable the Attwood Connector road to be constructed ahead of time, noting that this development would otherwise take place perhaps 15 years hence (as noted in Council's HIGAP Strategy). This important connector road would provide an east-west link, also linking with Melbourne Airport, and also providing improved access between activity centres and new land development opportunities in this generally southern part of the municipality.

Other Benefits

- 2.26 Economic benefits will include the generation of incomes for local residents and the resultant flow of retail and other spending throughout the economy, including a share of spending focussed on retail and other businesses located in the nearby Broadmeadows Central Activity Centre and in smaller activity centres in Hume (and elsewhere for those living beyond Hume). The direct jobs, alone, would generate an estimated \$320 million in wages per year. Other benefits include new investment in site development and servicing and in the construction of buildings and amenities, and an expansion of the City's property rate base.

Conclusion

- 2.27 The subject land represents an excellent opportunity (allowing for planning, environmental and other considerations to be positively addressed) to bring into production a large area of vacant and undeveloped land for the purpose of employment uses. Significant economic and employment benefits would flow from the use and development of the subject land if it is

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appropriately re-zoned for these purposes. Specific locational attributes support this economic advantage, especially the land's accessibility to metropolitan Melbourne and the Melbourne International Airport via main road links; the availability of such a large area of undeveloped land (235 ha); and the anticipated continuing demand for land for employment purposes, especially in this north-western part of metropolitan Melbourne.

- 2.28 In Section 4 of my Statement I indicate that the economic and employment assessments prepared in 2014, as they relate to the subject land, remain relevant at 2020 and as forecast to 2041.

3 Summary of Findings from Essential Economics Report, 2011

In this Section I provide a summary of key findings from the report prepared for the client (Rasco Pty Ltd) by Essential Economics Pty Ltd in 2011. I was the principal author of the report, "**Logical Inclusions Advisory Committee North Growth Area**". Rasco Pty Ltd are the owners of land located at 450 Mickleham Road and which forms part of the subject land.

- 3.1 In 2011, the subject land was the subject of review by the Logical Inclusions Advisory Committee. At time, the land-owners (including Rasco Pty Ltd) sought to have the land brought within the Urban Growth Boundary, having regard for the view that the land would meet the several requirements for such inclusion. These requirements specified that such land should be located within a growth area municipality, be adjacent to the existing Urban Growth Boundary, and be proposed for residential or employment development. The Logical Inclusions Committee concluded that the subject land should be the subject of further investigation.
- 3.2 Conclusions reached in the 2011 report – and which were subsequently confirmed in the 2014 report, as noted in Section 2 above – covered the following areas:
- **Locational attributes** of the subject land
 - **Population and labour force growth**, contributing to a need to increase the availability of jobs in the municipality.
 - **Commercial and industrial land availability**, indicating that virtually all land zoned for such purposes in Hume was located to the far north at Merrifield, and with only a smaller stock available at the Airport Industrial Node further to the south of the subject land which was largely occupied. This situation prevails at the present time in 2020.
 - **Market interest** at the time was reflected in the popularity of Hume (and also Brimbank and Wyndham) as locations for new and expanding businesses in Melbourne's northern and western regions, thus adding support for development of the subject land at that time. This situation prevails to today.
 - **Employment potential** at the subject land was identified as significant in view of the area of land involved (235ha) and its locational attributes. A potential for some 6,500 jobs on the subject land was identified, plus a further 3,250 jobs in the local and wider economy due to the employment multiplier (or flow-on) effect.
 - **Other benefits** associated with development of the subject site were also highlighted, including growth in local spending due to the increase in local jobs and incomes, growth in servicing roles and jobs, and an expansion in the municipality's rate base and annual income.
- 3.3 As noted, these findings from the 2011 assessment were subsequently confirmed in my 2014 report. And, as indicated in Section 4 following, my Statement – based on information prepared for the City of Hume by id.Consulting – indicates that continuing growth in population, labour force and demand for jobs is forecast to continue to 2041.

4 Summary of Situation at 2020

In this Section I provide a summary of recent trends in key factors that influence the demand for employment land in the City of Hume as at 2020 and forecast to 2041, namely:

- current and forecast population growth,
- current and forecast labour force growth,
- expansion in employment demand; and
- continuing suitability of the subject land for employment purposes, having regard for its important locational attributes.

This information is sourced from the City of Hume data base prepared for the municipality by id.Consulting, with forecasts to 2041.

Current and Forecast Growth in Resident Population

- 4.1 In 2020, the resident population in the City of Hume is estimated at 241,020 persons. In the period since my report in 2014, the municipality's population has increased by +52,420 persons or +28%. This growth is equivalent to an average annual increase over the period of +4.2%. Over the same period, metropolitan Melbourne recorded an average annual increase in population of +2.5% (and from a larger base, of course).
- 4.2 By 2041, the resident population in the City of Hume is forecast to reach 372,630 persons, according to forecasts prepared for Hume City Council by id.Consultants. This growth represents an average annual increase on +2.1%.
- 4.3 Clearly, the City of Hume is expected to experience continuing growth in its resident population numbers, with an additional +131,610 persons over the period 2020 to 2041.

Expansion in Employment Demand

- 4.4 With continuing growth in resident population numbers, the City of Hume will experience continuing growth in its resident labour force. Assuming the labour force participation rate at the 2016 Census continues (approximately 42%), the resident labour force would be expected to increase from 80,985 persons in 2016 to 156,500 persons by 2041. Thus, over the period 2020 to 2041 the resident labour force in the City of Hume would be expected to increase by +75,515 persons, an increase of +93% over the period.
- 4.5 This forecast growth in resident labour force to 2041 will place significant pressure on Hume City Council to ensure that sufficient employment opportunities are available for the growth in residents seeking work.
- 4.6 The current lack of a sufficient number of jobs in the Hume municipality is reflected in the ABS Census data showing that in 2016 the majority of Hume's resident labour force (55.3% or 44,785 persons) travel outside the municipality for work.
- 4.7 A further observation is that at the 2016 Census a substantial 64% (or 57,230 persons) of all workers in the Hume municipality were recorded as living outside the City of Hume, thus highlighting that Hume is a significant employment location (not withstanding that a high proportion of the resident labour force work outside the municipality, as noted above). At the 2016 Census, all jobs located in the City of Hume totalled 89,460 jobs.

Expert Witness: John C Henshall

Continuing Suitability of the Subject Land for Employment Purposes

- 4.8 In view of the forecast growth in resident population and resident labour force numbers, it will be important for the City of Hume to ensure that sufficient locally-based employment opportunities are available.
- 4.9 In this context, I note that the subject land located in Mickleham Road, Attwood continues to offer significant opportunities to accommodate new jobs for the local labour force and for those from further afield seeking job opportunities.
- 4.10 In 2018/19, a significant 57% of employment (or 69,460 jobs) in the City of Hume was in business sectors that would typically seek employment land (for industrial/commercial purposes) on which to develop their businesses. These sectors include Manufacturing (19.6% of jobs in 2018/19), Transport, postal and warehousing (19.5%), Construction (12.9%), Wholesale trade (3.7%), and Electricity, gas, water and waste services (1.3%). This information is sourced from the National Institute of Economic and Industry Research, 2019 and published by id.Consulting for the Hume City Council. This situation again emphasises the importance of the subject land in accommodating a share of future growth in jobs in the City of Hume.
- 4.11 A further consideration is that the proposed Suburban Rail Loop (SRL) will operate from Cheltenham in Melbourne's South-East to Wyndham Vale in the West. Importantly, in this context, the Broadmeadows station is designated as one of three regional superhub interchanges on the SRL, with this site located just 1km from the subject land. The subject land is therefore well-placed to provide business location and employment opportunities for those in the workforce who are expected to travel to Broadmeadows and the north in general for employment.
- 4.12 COVID-19 is expected to have a limiting effect on growth in resident and labour force numbers in the City of Hume (and beyond), but such effects are likely to be minimal by 2041.

Expert Witness: John C Henshall

5 Conclusion

- 5.1 The economic assessments undertaken by my office in 2011 and 2014, as summarised in this Statement, demonstrate the importance of the subject land as a highly suitable location for businesses and employment.
- 5.2 From my overview of current conditions in 2020 and forecast to 2041 in terms of continuing growth in resident labour force numbers, I conclude that the subject land will perform a significant role in accommodating economic and employment growth in the City of Hume over coming years. This conclusion is reinforced by reference to:
- the locational attributes of the subject land,
 - the extensive area of land potentially available for employment purposes, and
 - the proposed development of the Suburban Rail Loop and the expanded role of the nearby Broadmeadows railway station in the context of the SRL and the subject land.
- 5.3 In this overall context, I conclude that the subject land located in Mickleham Road, Attwood, is well-placed as a future location for employment purposes, with the land accommodating a share of future employment growth in the City of Hume over coming years.

ATTACHMENT A: John C Henshall CV

John Henshall

Director, Economics — B Com (Econ),
Grad Dip TRP, M Soc Sci (Plg & Environ),
PIA (Life Fellow)



John has qualifications in Economics and Town and Regional Planning from the University of Melbourne, and a Master of Social Science from RMIT University. He is a Life Fellow of the Planning Institute of Australia and a Fellow of the Victorian Planning and Environmental Law Association.

John has worked as an economist/planner with organisations in industry, government and consulting. His experience covers projects in urban and regional economic development and land use planning; industry sector analysis; retail, commercial and industrial location and development; residential supply and demand; tourism strategies and projects; and appearing as expert witness at planning tribunals and panels.

John also has considerable experience in economic and development planning projects in Asia, including housing, sites and services, urban and village improvements, poverty alleviation programs, and project review and evaluation. His overseas work has involved projects funded by AusAID, the World Bank, UNCHS/UNDP and the Asian Development Bank, as well as projects for municipal and regional development authorities and private sector clients.

John has worked abroad in Indonesia, Malaysia, Vietnam, China, The Philippines, Pakistan and Bangladesh, and in the UK, the USA and NZ.

PAST POSITIONS:

- **Founding Director:** Essential Economics, 1997–2018.
- **Partner:** Henshall Hansen Associates, 1986–1997.
- **Principal,** John Henshall & Associates, 1981–1986.

- **Regional Economist:** Ministry of Public Works, Jakarta, 1979–1980.
- **Economist/Planner:** Meldrum Burrows & Partners, Architects/Planners, 1975–1979.
- **Economist and Planning Officer:** Melbourne and Metropolitan Board of Works, 1974–1975.
- **Economist:** KA Read Pty Ltd, Planners and Surveyors, 1974.
- **Economic and Market Researcher:** Research Services Limited, London, UK, 1972–1973.
- **Economic and Market Researcher:** Alcoa of Australia, 1969–1972.

ACTIVITY CENTRES AND RETAILING

- **Fishermans Bend:** Strategic Planning Retail Assessment, for Fishermans Bend Task Force.
- **Leongatha Town Revitalisation Project:** Economic Impact Assessment, for South Gippsland Shire.
- **Downtown Clarksdale:** Action Plan for Revitalisation, for City of Clarksdale and Coahoma County, Mississippi, USA.
- **Maling Road:** Canterbury Placemaking Economic Assessment, for Boroondara City Council.
- **Costco at Docklands:** Economic Impact Assessment, for Costco.
- **Dandenong CBD:** Revitalisation Strategy, for City of Greater Dandenong.
- **Economic Value of Main Streets,** Client: Main Street Australia Ltd.

TOURISM, ARTS AND CULTURE

- **Country Music Performing Arts Centre:** Boyup Brook, WA, with Scenic Spectrums. Client: Boyup Brook Country Music Club.
- **The Falls Music Festivals:** Lorne and Marion Bay, Economic Impact Assessment. Client: Ashlorien Enterprises .
- **Downtown Revitalisation and Delta Blues in Clarksdale, Mississippi:** Lessons for Small Cities and Towns, Palgrave Macmillan 2019.
- **The Stevens Hotel Market Assessment, Clarksdale.** Client: Stevens Hotel Group, Clarksdale, Mississippi, USA.
- **Grampians Peaks Trail:** Master Plan, with Site Office. Client: Parks Victoria.
- **The Twelve Apostles Visitors Centre:** Economic Impact Assessment. Client: Private client, with Hansen Partnership.
- **St Kilda Triangle Site:** Quantitative and Qualitative Research for Potential Arts Facility, with Scenic Spectrums. Client: City of Port Phillip.
- **House of World Culture:** Assessment of Retail Opportunities for Princes Pier, with Village Well for Multicultural Arts Victoria.
- **Great Ocean Road Adventure Park** VCAT Hearing. Client: Great Ocean Road Pty Ltd.

INFRASTRUCTURE

- **Melbourne Airport Rail Link and Sunshine Super Hub:** Economic Impact Assessment. Client: Brimbank City Council.
- **Proposed Traralgon Bypass:** Potential Impacts on Local Businesses. Client: VicRoads.
- **Avalon Airport:** Development Options. Client: Avalon Airport.
- **Amber Aviation Academy:** Economic Assessment, Corowa. Client: Amber Aviation Academy.

ECONOMIC DEVELOPMENT

- **Latrobe:** Economic Development Strategy & Engagement. Client: Latrobe City Council, with Capire.
- **Transforming Geelong:** Economic Status report. Client: Committee for Geelong, Greater Geelong City Council, and Villawood Properties.
- **North Altona:** Residential Construction Jobs Assessment. Client: Oliver Hume.
- **Alexandrina:** Economic Development Strategy. Client: Alexandrina Council.
- **Assessment of Applications** for Interface Growth Funds 2015–2016. Client: Socom and Interface Councils
- **South Gippsland Water Facilities Strategy:** Economic Assessment. Client: South Gippsland Water.
- **Hume Rural Areas Economic Assessment** (HIGAP). Client: Hume City Council.
- **Residential Land Assessments.** Client: Various private and local government clients.
- **Study of Small Towns in Victoria.** Client: Department of Rural Affairs.

STRATEGIC PLANS

- **Avalon Corridor:** Strategy Plan. Client: Greater Geelong City Council, Wyndham City Council and DELWP, with Hansen Partnership.
- **Port Campbell:** Town Centre Strategy Plan. Client: Corangamite Shire Council, with Hansen Partnership.

OTHER

- **VCAT and Planning Panels Victoria:** Expert Witness on behalf of private and public sector clients.
- **Advisory Role to Victorian State Government** on Retailing and Activity Centres. Client: Department of Planning and Community Development .
- **Economics for Planners:** PLANET Course preparation and presentation. Client: DELWP/PIA (annual, since 2008).
- **Trip Adviser:** La Trobe University Study Tour to the Mississippi Delta and Memphis. Client: La Trobe University and Australians Studying Abroad (2016, 2018).