

MORDIALLOC BYPASS EXPERT WITNESS STATEMENT

PREPARED BY MADELEINE BISITS OF SPIIRE AUSTRALIA PTY LTD FOR
RUSSELL KENNEDY LAWYERS PTY LTD
FEBRUARY 2019

This report has been prepared by the office of Spiire:
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Prepared for: Russell Kennedy Lawyers Pty Ltd on behalf of City of Kingston

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1. NAME AND ADDRESS

My name and address details are:

Madeleine Daniela Bisits
Principal Landscape Architecture
Spiire Geelong
Level 2 | 10 Moorabool Street
Geelong VIC 3220

2. QUALIFICATIONS AND EXPERIENCE

My qualifications, affiliations, and employment history are presented in the following sections. A copy of my Curriculum Vitae is presented in **Appendix A**.

2.1 QUALIFICATIONS

- ▶ Bachelor of Applied Science Horticulture (Hons), Melbourne University (Burnley Campus), 2002

2.2 PROFESSIONAL AFFILIATIONS

- ▶ Registered Landscape Architect (AILA) – Member number: 1654

2.3 EMPLOYMENT HISTORY

Period	Employer	Role
2018 - current	Spiire Australia Pty Ltd	Principal Landscape Architecture
2016-2018	AECOM Australia Pty Ltd	Associate Director – Team Lead Design + Planning VIC
2010-2016	Hobsons Bay City Council	Co-ordinator City Design
2008-2010	Brimbank City Council	Senior Landscape Architect
2005-2008	Loggo	Owner/Director Environmental Consultancy
2003-2005	Moonee Ponds Creek Co-ordination Committee	Strategic Planner + Landscape Architect
2002-2003	Hume City Council	Open Space Strategic Planner

Period	Employer	Role
2000-2002	Michael Smith Landscape Architect and Associates	Landscape Architect

2.4 EXPERIENCE AND EXPERTISE

I am a qualified horticulturist and have been a practicing landscape architect in a range of professional settings for 19 years. I am a registered landscape architect (Member 1654) with Australian Institute of Landscape Architecture.

In addition to roles in a not-for-profit organisation and private practice, I have ten year's experience in Local Government, during which time I held roles as Landscape Architect, Senior Landscape Architect, and Co-ordinator of City Design. As part of these roles it was my responsibility to direct public realm design outcomes and advocate on behalf of Council for strategic design outcomes relating to infrastructure projects including; Western Distributor, Level Crossing Removals, NBN roll-out and Melbourne Water main sewer works.

In the past 3 years I have held management and technical director roles, leading teams of landscape architects, urban designers and planners, specifically as Team Lead Planning and Design Victoria with AECOM in Melbourne (2016-2018) and in my current position as Principal Landscape Architecture with Spiire in Geelong (August 2018- current).

Over the past 19 years I have worked on a broad range of design projects including; masterplans for reserves and precincts, urban design guidelines, project management and design management of complex public realm improvement projects, detailed design and construction documentation, contract administration and superintendency for parks, plazas, shopping centre upgrades, play spaces, shared paths and trails, conservation reserves, coastal areas, wayfinding and interpretation and sporting reserves in the north, west and south-west of Melbourne and greater Geelong. I have also directed and prepared strategies such as open space strategies and public art strategies.

Of particular relevance to my expert statement is work I have undertaken on the:

- ▶ Development of Hobsons Bay City Council's Principles for Level Crossing Removals
- ▶ Development of Hobsons Bay City Council's formal position and technical response to the Western Distributor Project
- ▶ Preparation and input to the development of Urban Design Guidelines and options development for the Level Crossing Removal Authority (LXRA) as a member of the Joint Venture Urban Design Team.

2.5 ASSISTANCE

I am the sole author of this expert statement, however I was assisted by Travis Steventon in the preparation of the **City of Kingston Mordialloc Bypass Priority Project Outcomes' report December 2018 (The Spiire Report)** - Refer Appendix 2.

3. INSTRUCTIONS

I have been commissioned by Russell Kennedy Lawyers on behalf of the City of Kingston to provide evidence in relation to the Mordialloc Bypass Project Environment Effects Statement to the appointed Inquiry and Advisory Committee.

The scope of my expert statement was instructed in writing as:

- ▶ A description of the work undertaken by Spiire Australia Pty Ltd to date for City of Kingston regarding the Mordialloc Bypass Project.
- ▶ Provision of a summary of the key points and outcomes identified in the Spiire Report
- ▶ Attendance and presentation in relation to the above at the Hearing.

It should be noted that my role has been limited to the preparation of the Spiire Report and provision of this statement with the intent to provide an overview of the Spiire Report to the Hearing panel.

4. CONFLICTS OF INTEREST

To the best of my knowledge, I have no conflicts of interest or other business relationships relevant to this statement.

5. REPORT: 'CITY OF KINGSTON MORDIALLOC BYPASS PRIORITY PROJECT OUTCOMES'

5.1 BACKGROUND

In 2018 Spiire Australia Pty Ltd was engaged by the City of Kingston to undertake the ***Mordialloc Bypass Peer Review project*** (The Project). The Project involved:

- ▶ A review of technical information prepared or commissioned by VicRoads and the Major Road Projects Authority (MRPA) relating to the planning and design of the Mordialloc Bypass;
- ▶ A review of relevant Council strategic information provided by the City of Kingston; and
- ▶ Preparation of a position paper on behalf of Council for public exhibition and adoption. The position paper is referred to as the '***City of Kingston Mordialloc Bypass Priority Project Outcomes***' report December 2018 (The Spiire Report) – Refer Appendix 2.

5.2 EXPERT'S ROLE

I was appointed Project Director, on behalf of Spiire Australia Pty Ltd, for the *Mordialloc Bypass Peer Review Project*.

As part of the Project I undertook the following:

- ▶ A preliminary review of strategic material and technical information;
- ▶ A site visit and inspection to various locations along the Mordialloc Bypass project area;
- ▶ Convened meetings with Council, VicRoads, and MRPV representatives to clarify my interpretation of the material, advise and assist in the development of a formal position.
- ▶ Authored the '***City of Kingston Mordialloc Bypass Priority Project Outcomes***' report December 2018 – The Spiire Report.

5.3 ASSISTANCE IN THE DEVELOPMENT OF THE REPORT

I was supported by Travis Steventon, Senior Associate Landscape Architecture (Spiire Australia Pty Ltd), who undertook research and review of material, provided summaries and design advice to me and prepared graphic material for the Report.

Paul Marsden, Manager City Strategy and Justin Kelly, Urban and Sustainable Design Advisor at City of Kingston co-ordinated Council's review of the draft report and provided instruction to Spiire Australia Pty Ltd in the refinement of the report for public exhibition and ultimately Council adoption.

5.4 LIMITATION OF EXPERTISE

The Report covers an appraisal of the potential access, connectivity and visual amenity impacts of the Mordialloc Bypass Project from proposed infrastructure and landscape treatments. The Report makes recommendations regarding mitigation measures to address these impacts. The report also recommends a preferred process of engagement with Council to ensure Council's priority outcomes are achieved.

This appraisal and subsequent recommendations are based upon the information made available by MRPV and VicRoads and informed by my professional experience and training as a landscape architect, open space planner, horticulturist and my working knowledge of urban design principles and design approaches.

The Report also identifies other areas of concern for Council that are outside of my area of expertise. The report does not provide an assessment of these impacts or propose mitigation measures. This would be subject to further investigation and advice by others. These include;

- ▶ Noise and air quality impacts to residents and adjacent open space areas;
- ▶ Biodiversity and habitat impacts;
- ▶ Surface and groundwater impacts; and
- ▶ Traffic and transport impacts.

5.5 ASSUMPTIONS MADE IN THE PREPARATION OF THE REPORT

Recommendations made in the Report are limited to an appraisal of Council strategic documents and technical information provided in confidence by VicRoads and the MRPV. This information included;

- ▶ Landscape Reference Design, VicRoads, May 2018
- ▶ Landscape and visual effects reports (Aspect Studios 23.5.2018 and VicRoads 20.7.18)
- ▶ Flora and Fauna Impact Assessment – excerpt 7.4.2 Wildlife Crossing Structures, September 2018
- ▶ Fencing Plan, VicRoads
- ▶ Pedestrian and Cyclist Counts, Matrix Traffic and Transport on behalf of VicRoads, January and February 2018
- ▶ Clarification to Spiire questions regarding wildlife crossings, noisewall, underpass and bridge structures, excerpts from contract performance requirements, MRPV, 1.10.2018
- ▶ MRPV EES Community Reference Group Meeting Minutes, July and May 2018
- ▶ Mordialloc Freeway Typical Cross Sections Issue for Tender REVA, 4.7.2018, VicRoads
- ▶ Fencing heights and location plan, VicRoads

VicRoads/MRPV Reference Design and performance requirements are included in the Tender documents for the Design and Construct contract for the Mordialloc Bypass. This information is considered guidance that does not ensure a specific visual outcome. The Spiire Report is therefore based upon assumptions about the potential outcome.

Details regarding the visual, architectural intent of the noisewalls, pedestrian connections, bridge infrastructure and interfaces to adjacent areas were limited to cross sections in the landscape reference design, verbal descriptions and civil cross sections. In my opinion, this information did not clearly articulate and therefore assure the intended aesthetic outcome. For example; no design principles are articulated to assess the ultimate outcome, fixings and supports, materials and pattern transitions are described for noisewalls without guidance on how level transitions and transitions between materials are managed. Some requirements are considered too broad to ensure an acceptable outcome, for example: description of minimum and preferred dimensions for underpasses that could result in an outcome that contradicts CPTED principles.

As the tender documentation for the design and construction of the Bypass was being prepared at the same time as my review of material, it is possible that information provided to me by VicRoads and the MRPV was later superseded in the final tender issue or following addenda. An assumption was therefore made in the preparation of the report that the ultimate tender documentation is consistent with the information provided at the time of review.

6. SUMMARY OF REPORT RECOMMENDATIONS

The Spiire Report outlines the outcomes that Council would like to see as a result of the Mordialloc Bypass Project. The report considers and addresses feedback received during a public exhibition period in October 2018 and was adopted by Council in December 2018.

6 Priority Outcomes are identified in the report with accompanying design criteria and guidelines. These are summarised below and further explained at Appendix 2.

1. **Outcome 1: The development design tells a clear story about place; a region invested in an environmentally progressive future.** The report outlines ways in which the design response for the Bypass can strengthen Council's endorsed identity for the region, including highlighting the environmental assets of the region, creation and protection of habitat and ecological diversity, and a demonstration of support for innovation and progressive strategies that build resilience, for example; installation of a 'purple pipeline' as part of the project to ensure water security for current and future open space.
2. **Outcome 2: Links and journeys are well used: integrated, direct, accessible, legible, attractive and safe.** The report outlines that the current design does not incorporate some important local connections or provide high quality walking and cycling connections. Proposed design criteria include: widening the shared use path, consideration of safety through design along narrow sections and interfaces with noisewalls, and slowing treatments. As a priority, Council requests that a pedestrian overpass is provided at the Dingley Bypass, the underpass is widened to a minimum of 6 metres, a direct connection is achieved at Bowen Parkway and additional connections are provided at Aspendale Gardens.
3. **Outcome 3: Important community connections are maintained and future strategic connections are allowed for.** Council requests that an additional connection is incorporated at Chadwick Reserve across the freeway and that future connectivity is allowed for.
4. **Outcome 4: Effective short and long term visual screening.** The Report outlines the potential importance of high quality interfaces at both residential/ pedestrian and motorist interfaces to provide attractive and useable environments prior to the long-term establishment of screening vegetation.

5. **Outcome 5: High quality, visually recessive bridge structures.** The Report identifies the potential visual impact of bridge structures, particularly at the Waterways Wetlands and calls for high quality outcomes that set a benchmark in bridge design and make a sensitive and positive contribution to the area.
6. **Outcome 6: The sensitive interfaces of Braeside Park, Dingley Village, Aspendale Gardens and Waterways communities are well managed in the design response.** The Report calls for noise mitigation treatments to the interface of Braeside Park to protect recreation amenity and environmental values of this significant conservation reserve. Mitigation of construction impacts to waterways and vegetation is requested and consideration of noisewall placement and design where it comes close to adjacent residences and the shared use path.

In addition, Council proposes that an appropriate engagement forum is established as part of the project to enable Council and other key stakeholders to review information and provide feedback.

7. SUMMARY OF OPINIONS

I have formed the following opinions based on my experience as a practicing landscape architect and horticulturist and my experience over the past 19 years leading and working with urban designers, planners and engineers on infrastructure projects and in advocacy and strategic roles in Local Government.

It is my opinion that the Project Performance requirements for the Mordialloc Bypass Project, as made available to me:

- ▶ Make a sound attempt at ensuring a considered landscape design outcome, including plant selection and design, buffer treatments, and habitat connectivity;
- ▶ Do not provide guidance that will lead to a coherent character for landscape and urban design elements that is consistent with Council's aspirations, specifically; the tender requirements do not identify design principles to direct the outcome, do not require consideration of local character or identity in the design response, do not celebrate the locally iconic landscapes of Braeside Park and adjacent wetlands and do not incorporate innovative design or public art treatments that could assist in achieving this.
- ▶ Do not provide firm and clear parameters and criteria that will ensure quality outcomes for underpass, bridge and noisewall structures that mitigate impacts to sensitive interfaces and enhance local character; specifically; tender requirements outline bare minimum standards for underpass design and bridge structures and provide no guidance on the intended design character and quality. Requirements for noisewall structures consider both sides of the walls and give consideration to fixing details and vertical arrangement of panels, however the longitudinal realisation of level and material transitions and associated visual impact do not appear to have been considered.
- ▶ Do not include best practice requirements for provision and design of pedestrian and cycling connections. A number of outcomes proposed by VicRoads/MRPV are considered to present a deterrent to pedestrians and cyclists, specifically; indirect connections, signalised crossings at freeway interchanges instead of grade separated outcomes, creation of environments that do not adhere to CPTED principles (eg: long narrow corridors).
- ▶ Omit the provision of important connections for pedestrians and cyclists that will impact negatively on the liveability of surrounding residential areas and workplaces now and in the future. In line with the research that substantiates the key directions in *Plan Melbourne* for establishing a '20 minute city', it is considered best practice to create permeable and legible neighbourhoods that encourage sustainable transport use, active communities, social cohesion and mitigate a sense of isolation. It is my opinion that community connections along the Bypass between residences and workplaces must be retained, whether currently informal or formal eg: Chadwick Park to Woodlands Estate, and that any new path networks must integrate with existing pathways and not

prohibit the installation of future connections. If these outcomes are not achieved, I believe the development cannot be considered a truly integrated outcome and may pose a detrimental impact to the health and wellbeing of residents and workers in the area in the medium to long term.

These opinions are further articulated in the Report at Appendix 2.

8. EXPERTS DECLARATION

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.

A handwritten signature in black ink, appearing to read "Madeleine Bisits". The signature is fluid and cursive.

Madeleine Bisits

Principal Landscape Architecture

Spiire Australia Pty Ltd

9. APPENDIX 1 – CURRICULUM VITAE

Madeleine Bisits

CURRICULUM VITAE

PERSONAL DETAILS

Address:
3360 Colac-Lavers Hill Road
Ferguson, 3237, VIC

M: 0438 158 415
E: mdbisits@gmail.com

PROFESSIONAL SKILL SET

- / Strategic planning
- / Strategic advocacy for Local Government
- / Report writing: Council reporting, technical reports, position papers, planning and design guidelines
- / Public speaking and facilitation
- / Masterplans, public space designs for parks, trails, activity centres, streetscapes, educational facilities, recreation facilities, playspaces, conservation reserves, coastal areas, tourism precincts, including construction documentation and technical specifications for landscape works
- / Urban Design guidelines and precinct masterplans
- / Landscape and Urban Design guidelines and reference designs for infrastructure projects (road and rail)
- / Parks asset management
- / Recreation planning
- / Public Art Strategies and Plans
- / Greenfield development planning, design and delivery
- / Horticulture and specialist plant design
- / Natural resource management and conservation management
- / Project definition, fee estimates, scoping and staging for capital works programs and funding applications
- / Project management, design management, superintendency and construction administration for landscape works
- / Procurement and contract management
- / Staff management, team leadership and mentoring
- / Grant applications and fee proposals
- / Complex stakeholder engagement and consultation planning

EMPLOYMENT CURRENT

SPIIRE AUSTRALIA PTY LTD
PRINCIPAL LANDSCAPE ARCHITECTURE
August 2018 – Present

I am currently manager of landscape architecture, urban design and planning services in the Spiire Geelong office. I lead a team of six professionals and undertake design direction, strategic planning, business development, contract administration and superintendency for a broad range of landscape projects and clients in the public and private sectors.

EMPLOYMENT HISTORY

2016-2018	AECOM Australia Pty Ltd	Associate Director – Team Lead Design + Planning Manager of 24 urban designers, landscape architects and planners. Responsible for technical and financial performance of the team and business development. Key projects included: Urban Design Joint Venture for the Level Crossing Removal Authority, Public Art Selection Panel LXRA, Wyndham Park Redevelopment Design and PM, Drysdale Bypass Landscape Tender Design, Western Distributor technical advisory services, Melbourne Airport greenroof concepts.
2010-2016	Hobsons Bay City Council	Co-ordinator City Design and Stakeholder Engagement Manager of the city design and stakeholder engagement teams, responsible for design and delivery of capital works projects and strategic planning and advice on related matters.
2008-2010	Brimbank City Council	Senior Landscape Architect Masterplanning, design and delivery of multiple park and streetscape upgrades. Stakeholder consultation and strategic plans.
2005-2008	Loggo	Owner/Director Environmental Consultancy Preparation of environmental assessments and advice for the public and private sector. Environmental education strategies for Parks Victoria and workshop facilitation.
2003-2005	Moonee Ponds Creek Co-ordination Committee	Strategic Planner + Landscape Architect Masterplans for key reserves along the creek corridor, grant applications, strategic plans for heritage interpretation and wayfinding, conservation activities.
2002-2003	Hume City Council	Open Space Strategic Planner and Neighbourhood Improvement Officer

2000-2002

Michael Smith
Landscape Architect and
Associates

Landscape Architect

TERTIARY EDUCATION AND AFFILIATIONS

Bachelor of Applied Science Horticulture (Hons), Melbourne University (Burnley Campus), 2002

Registered Landscape Architect (AILA) – Member number: 1654