

Edithvale and Bonbeach Level Crossing removal project

Report of Dr Pallavi Mandke

1 Introduction

My firm **GHD Pty Ltd (GHD)** prepared the technical report titled **Edithvale and Bonbeach Level Crossings Removal Project Social Impact Assessment (Technical Report)** which is included as Technical Report L to the Environment Effects Statement (**EES**) for the Edithvale and Bonbeach Level Crossing Removal Project (**Project**)

The role that I had in preparing the Technical Report was that of Technical Lead, supported by social planner Jayne Mooney.

I adopt the Technical Report, in combination with this document, as my written expert evidence for the purposes of the Edithvale and Bonbeach Level Crossing removal project Inquiry and Advisory Committee's review of the EES and draft planning scheme amendment.

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 Written Submissions

4.1 Submissions Received

I have read all the public submissions to the EES, draft planning scheme amendment and identified those that are relevant to the Technical Report and my area of expertise. These include the following submission numbers:

- 3
- 143
- 178
- 183
- 187

4.2 Summary of Issues Raised and Responses

The submissions have raised the following issues relevant to my area of expertise and my responses are included below the issues raised:

Submission number	Issues raised and responses
3	<p>Issues - Comments on social implications of environmental impacts on the Edithvale-Seaford Wetlands.</p> <p>Request for recording the history of the wetlands, through community involvement and ownership in developing interpretation and recreational value of the area. Suggests developing online information, signage, trails, etc</p> <p>Response – While recording the history of the wetlands is not directly the responsibility of the project, as stated in the Urban Design Guidelines appended to the EES, community and stakeholder feedback will be used as part of the EES process. It will also be used during the project’s detailed design phase to further shape the project and deliver positive outcomes for the Edithvale community (tender and relevant references to the wetlands). More information about this design will be made available to the community once a contractor is brought on board in 2019.</p>
143	<p>Issues - Parking appropriate for disability access - It should be noted however that the current proposed design is limited in meeting disability access - eg. Forecourt has a ramp, elevator and stairs. But very limited car parking options (3 spaces ??). The bulk of the parking is on the deck (opposite side of road) with only stair access to the platform. This means families with pram, wheelchair users, the aged & those with mobility issues need to cross the busy road to enter the station on the opposite side. Please consider relocating the elevator to the deck side. I hope all these factors are take into consideration with the upcoming decision. Thank you.</p> <p>Response – Feasibility of locating elevators or better access to elevators will be considered as part of EPR T3, EPR UD1 (EES Chapter 9 section 9.10.3).</p>
178	<p>Issues – Do not support the concept design to remove the Berry Ave, Edithvale pedestrian crossing and replace by an elevated bridge. At grade or underpass requested so that the locals can continue to access the beach side with ease, particularly while carrying children, prams, bags, eskys, body boards, etc.</p> <p>Response – As stated in the SIA report (EES Technical Report L Section 7.2) and the Project Description chapters of the EES (EES Section 2.5.4) “Cross-corridor connectivity would be retained through the provision of two DDA compliant bridges over the trench, with a third such crossing incorporated at grade into the car parking deck. The locations of these bridges would be confirmed in consultation with Council and incorporate community feedback, and require:</p> <ul style="list-style-type: none"> • a 2.4 metre barrier where bridges cross the railway to comply with railway standards and maintain public safety • a clearance of 5.75 metres above the tracks, such that the closer they are to the end of the trench, the higher they need to be and the longer the DDA compliant ramp” (EES Section 2.5.4 pp2.10). <p>Feasibility of an underpass will be considered as part of EPR T3, EPR</p>

Submission number	Issues raised and responses
	UD1 (EES Chapter 9 section 9.10.3).
183	<p>Issues - Walking is a significant means of access to beaches. Rail crossing points currently allow access from local streets such as Golden Av and Broadway (which have substantial populations of seniors and medium density housing).</p> <p>We consider it essential that a traffic, bicycle and pedestrian movement study be done for all of Station Street between Mordialloc and Carrum, with special focus on local east-west access needs.</p> <p>Where long, low-gradient ramps are provided there also needs to be stairs to provide direct access for those who can use them. In the case of Bonbeach, access needs to be retained off both Golden Av and Broadway.</p> <p>Response – As stated in the SIA report (EES Technical Report L Section 7.2) and the Project Description chapters of the EES (EES Section 2.5.4) “Cross-corridor connectivity would be retained through the provision of two DDA compliant bridges over the trench, with a third such crossing incorporated at grade into the car parking deck. The locations of these bridges would be confirmed in consultation with Council and incorporate community feedback, and require:</p> <ul style="list-style-type: none"> • a 2.4 metre barrier where bridges cross the railway to comply with railway standards and maintain public safety • a clearance of 5.75 metres above the tracks, such that the closer they are to the end of the trench, the higher they need to be and the longer the DDA compliant ramp” (EES Section 2.5.4 pp2.10).
187	<p>Issues - Another area of concern for us is the pedestrian crossing at Berry Avenue. This shows on the LXRA plan as an elevated crossing with ramps of approximately 100 metres. We feel that would be a bulky eyesore and feel it would be better to either leave this crossing at ground level or to place it under the railway. We understand that if it is placed under the railway the ramps can be much shorter.</p> <p>Response – As stated in the SIA report (EES Technical Report L Section 7.2) and the Project Description chapters of the EES (EES Section 2.5.4) “Cross-corridor connectivity would be retained through the provision of two DDA compliant bridges over the trench, with a third such crossing incorporated at grade into the car parking deck. The locations of these bridges would be confirmed in consultation with Council and incorporate community feedback, and require:</p> <ul style="list-style-type: none"> • a 2.4 metre barrier where bridges cross the railway to comply with railway standards and maintain public safety • a clearance of 5.75 metres above the tracks, such that the closer they are to the end of the trench, the higher they need to be and the longer the DDA compliant ramp” (EES Section 2.5.4 pp2.10). <p>Feasibility of an underpass will be considered as part of EPR T3, EPR UD1 (EES Chapter 9 section 9.10.3).</p>

4.3 Response to Issues Raised

My responses to the issues raised are stated in the table in Section 4.2.

In my opinion the project design aspects developed as part of the EES and the SIA technical report (as specifically referenced in my responses in Section 4.2 are appropriate to manage the issues raised in the submissions 3 and 183.

Issues raised in submissions 143, 178, 187 will be addressed by EPR T3, EPR UD1, these EPRs are restated below:

EPR T3 includes “Pedestrian and cyclist connectivity – Optimise the design in accordance with the principles and objectives of LXRA urban design guidelines to maintain and enhance pedestrian and cyclist connectivity in consultation with the relevant road authorities, Kingston City Council and public transport Victoria where appropriate” (EES Chapter 9 section 9.10.3).

EPR UD 1 includes “Urban design guidelines – Design projects in accordance with the LXRA urban design framework and project specific urban design guidelines. The urban design guidelines must consider:

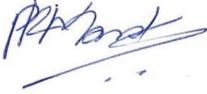
- a. Identity
- b. Connectivity and wayfinding
- c. Urban integration
- d. Resilience and sustainability
- e. Amenity
- f. Vibrancy
- g. Safety
- h. Accessibility

Seek the advice of the LXRA urban design advisory panel (chaired by the Office of the Victorian Government Architect, and includes officers of the Kingston City Council) during the preparation of the detailed design to ensure an appropriate response to the LXRA urban design framework” (EES Chapter 9 section 9.10.3).

As such no additional EPRs or amendments to the EPRs are required to address the issues raised and relevant to the social impact assessment.

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.

A handwritten signature in blue ink, appearing to read 'P. A. ...', with a horizontal line underneath.

.....
Signed

Date: 24/05/2018

Appendix A Matters Raised by PPV Guide to Expert Evidence

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

Dr Pallavi Mandke

GHD

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.

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

Jayne Mooney – Social Planner

Jayne is a planning consultant at GHD with experience of 6 years, working on statutory planning approvals and social impact assessments.

- (d) 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 29 March, 2018, requesting the following work:**

- **Review public submissions referred to you to the extent relevant to your area of expertise.**
- **Prepare an expert report that responds to the public submissions relevant to your area of expertise, address your previous report and any changes required arising out of the issues raised in the public submissions and addresses any other matters that you consider relevant to your area of expertise.**
- **To provide consistency of format for the IAC, in preparing your report you are encouraged to use the template enclosed with the letter**

(e) 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;

NA

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

To address issues raised in the submissions that have social implications such as passive surveillance, visual impact issues and design sensitive to community identity and character, I have assumed that the design of the Project will be developed in accordance with EPR UD1.

(g) 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.

This report is complete and accurate to the best of my knowledge.

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.

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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.