

Port of Hastings Development Project

Preliminary Desktop Studies – Social Impact Assessment

Final, AGH-CEP0-EV-REP10, September 2014

In May 2016 the Special Minister of State asked Infrastructure Victoria to provide advice on the future capacity of Victoria's commercial ports. Specifically, the Minister has asked for advice on when the need for a second container port is likely to arise and which variables may alter this timeline. The Minister has also asked for advice on where a second container port would ideally be located and under what conditions, including the suitability of, and barriers to investing in, sites at the Port of Hastings and the Bay West location.

In undertaking this task, Infrastructure Victoria reviewed work that was completed as part of the Port of Hastings development project before it was cancelled in 2014. This document forms part of the initial work undertaken for the proposed port development at Hastings. Infrastructure Victoria considers that much of the previous Hastings work, although preliminary in nature, is relevant and suitable for informing a strategic assessment. Therefore, Infrastructure Victoria has made the reports previously commissioned for the development project part of the evidence base on which Infrastructure Victoria will use in providing the Minister with advice.

The opinions, conclusions and any recommendations in this document are based on conditions encountered and information reviewed at the date of preparation of the document and for the purposes of the Port of Hastings Development Project.

Infrastructure Victoria and its consultants have used the information contained in these reports as an input but have not wholly relied on all the information presented in these reports.

Quality Assurance

Project Port of Hastings Development Project – Environment & Social




Document Preliminary Desktop Studies – Social Impacts Assessment

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Glossary of terms	1
Executive summary	2
1 Introduction	3
1.1 Background	3
1.2 Purpose of this Report	4
1.3 Assessment scope	4
1.4 Methodology	5
1.5 Assumptions and exclusions	5
1.6 Study area description	6
2 Existing situation analysis	8
2.1 Legislation, Policy and Guidelines	8
2.1.1 Commonwealth	8
2.1.2 State	8
2.1.3 Local	8
2.1.4 References	10
2.2 Community Profile	10
2.3 Vulnerable communities	14
2.4 Facility Audit	14
3 Assessment	16
3.1 Assessment Framework	16
3.2 Preliminary assessment of constraints	17
3.3 Port Landside Development Area (SUZ1)	18
3.4 Transport infrastructure development area	20
4 Preliminary Recommendations	22
4.1 Port Landside Development Area (SUZ1)	22
4.2 Settlements within the transport infrastructure development area	22
5 Conclusion	24
5.1 Further investigation required	24
Appendix A – Assignment brief	25
Social Impact	25
Appendix B – Demographic mapping	28

DRAFT FOR DISCUSSION PURPOSES

Glossary of terms

Term	Description
Authority	Port of Hastings Development Authority
Transport infrastructure development area	Road and provision for rail corridors and associated rail marshalling staging areas to connect the port with the state and national transport networks.
Marine development area	Marine components of the project including shipping channels, swing basins, anchorage and aids for navigation connecting the port to Bass Strait as well as dredging and dredge material management.
Port landside development area	Port precinct and port environs within the area zoned as Special Use Zone 1 (SUZ1) for port related activities, and the container terminal at Long Island Point which extends into the intertidal area of Western Port. Also includes the SUZ1 area at Crib Point and the Stony Point jetty.
Project	Port of Hastings Development Project
Project area	Area where the project is located
Study area	Area considered by this assessment

Executive summary

This preliminary social impact assessment is a desktop study undertaken to inform the assessment transport corridor options as part of the Port of Hastings Development project.

This assessment reviewed existing information to establish an understanding of the existing situation and identify potential social issues for further investigation and consideration in the design of the transport corridor.

This preliminary assessment did not incorporate any consultation with existing communities, service providers or authorities and was prepared to provide a platform for discussion in subsequent stages.

This assessment considers the use of existing infrastructure corridors is likely to generate comparatively fewer impacts on existing settlements, communities and access. Furthermore, where feasible, the transport corridor should avoid or minimise impacts on:

- Communities identified as vulnerable with increased sensitivity to impact
- Locations where there is existing good amenity and good general range of services to support the local community
- Areas with good provision of consolidated local and/or regional open space including active and passive reserves
- Settlement areas with centrally located clusters of services and facilities accessible to residential areas with minimal severance or geographic barriers
- Existing pedestrian connectivity. Rates of car ownership illustrate that access to public transport and the arterial road is important
- Convenience of access between settlements which may share community services and facilities.

Given the transport corridors central location within the study area and isolation from other centres, specific investigation is required to understand the needs of Pearcedale residents with regard to service catchments, demand and access.

Due to the high-level nature of this assessment, only broad constraints can be identified at this stage. Further investigation is recommended as the transport corridor design progresses, to better understand the existing role and use of facilities and services and other factors within the study area and surrounds.

1 Introduction

Capire has been engaged by the AECOM + GHD Joint Venture (AECOM + GHD JV) to prepare a desktop based social impact assessment. This study will inform the strategic transport corridor analysis being undertaken by VicRoads and Port of Hastings Development Authority as part of the transport corridor as part of the Port of Hastings Development Project.

1.1 Background

The Victorian Government has identified the Port of Hastings as the preferred site for the state's next major container port. This port is essential for the long-term economic growth of Victoria as container trades are increasing and the Port of Melbourne is expected to reach capacity.

The Port of Hastings Development Authority (the Authority) is progressing staged planning of the Development Project (the Project) from 2014 to 2018, culminating in the development of a rigorous business case and a full environmental and social impact assessment.

The Authority has selected a team of specialists to undertake detailed environmental, social and economic studies that will form part of a strict approval process. Specialists will also plan the conceptual design of new port infrastructure including wharf facilities and a logistics precinct, with road and rail access to the port. Involvement of community and industry will be a critical part of the success.

By the mid-2020s it is envisaged that a world-class sustainable container port facility will begin operations at Hastings, handling up to 3 million twenty foot equivalent units (TEUs) each year, increasing to around 9 million TEU by 2060.

The Project would include the following components:

- **Port landside development area** - includes the port precinct and port environs within the area zoned as Special Use Zone 1 (SUZ1) for port related activities, and the container terminal at Long Island Point which extends into the intertidal area of Western Port. The development area also includes the SUZ1 area at Crib Point and the Stony Point jetty.
- **Transport infrastructure development area** - road and provision for rail corridors and associated rail marshalling staging areas to connect the port with the state and national transport networks.
- **Marine development area** - marine components of the project would include shipping channels, swing basins, anchorage and aids for navigation connecting the port to Bass Strait as well as dredging and dredge material management.

1.2 Purpose of this Report

The Port of Hastings Development Authority (the Authority) requires desktop assessments to be undertaken for the part of the port landside development area comprising the SUZ1 at Hastings and the transport infrastructure development area to the south of Ballarto Road.

The desktop assessments are required to identify issues and constraints affecting the potential Project area and assist VicRoads and the Authority in meeting obligations required under applicable Acts. These assessments will also inform the strategic assessment for the transport infrastructure development area that is currently being undertaken to determine the preferred transport corridor. The desktop assessments will include a review and incorporate the previous desktop studies completed on the Western Port Highway.

The purpose of this desktop social impact assessment (SIA) is to undertake a preliminary assessment to identify some likely potential social impacts on communities living and moving throughout the project area. The report will consider the existing situation to provide a base case against which to assess possible impacts from changes arising from works within the transport corridor.

This desktop SIA will provide strategic justification for the corridor option(s) selected for future road and rail infrastructure works and assist in defining the project area for the purposes of the Project Proposal and the EPBC Act referral.

1.3 Assessment scope

The scope of this report includes the following key areas:

- Review government policy and legislation. This review is limited to include only publically available documents.
- Demographic profiling of the existing community using publically available data sets at the Statistical Local Area 1 (SLA1) level from the 2011 Census.¹
- Identifications of existing community facilities and services, places of special interest, significant community activities and access patterns.

The scope for this stage of assessment is limited to desktop investigation and excludes any consultation with any parties outside the project team.

¹ ABS, 2011, *Census of Population and Housing*

1.4 Methodology

The methodology employed for this assessment included the following tasks:

- Review of relevant state and local government policy and strategic documents to understand the current role and vision for the local area as well as understanding the preferred future direction.
- Site visit comprising a visual assessment of the project area and immediate surrounds, including current community facility usage, local character and relationships between different locations.
- Demographic profiling of current project area residents and mapping to graphically illustrate broad trends and demographic variations.
- A desktop audit of facilities to identify the location of community activity, facilities and services.
- Development of a relevant assessment framework which considers the existing local context and possible impacts generated by the proposal.

1.5 Assumptions and exclusions

The contents of this document reflect Capire's current position on the subject matter. It is provided for discussion or information purposes and is intended to be a guide only. The contents of this document should not be relied upon as representing Capire's final position on the subject matter, except where stated otherwise. Any views expressed by **Capire** in this document may change as a consequence of **Capire** finalising formal technical studies or specifications, or legislative, or procedure and regulatory developments. Any figures provided are indicative only, are subject to change and are dependent upon a number of factors.

Furthermore, the following outlines the assumptions made and constraints encountered in the preparation of this desktop SIA:

- This SIA was undertaken as a desktop study. There has been no consultation undertaken with communities, stakeholders, facilities or government agencies.
- This SIA identifies potential impacts of work within the study area. At this stage of the project (prior to the development of a reference design), it is not possible to assess the scale of individual impacts or speculate as to partial impacts. As such, this assessment assumes that 'impacts' equate to the removal of a facility or feature.
- No management or mitigation measures are provided in this stage of assessment. Further investigation of possible responses and management measures will be undertaken in subsequent stages.

1.6 Study area description

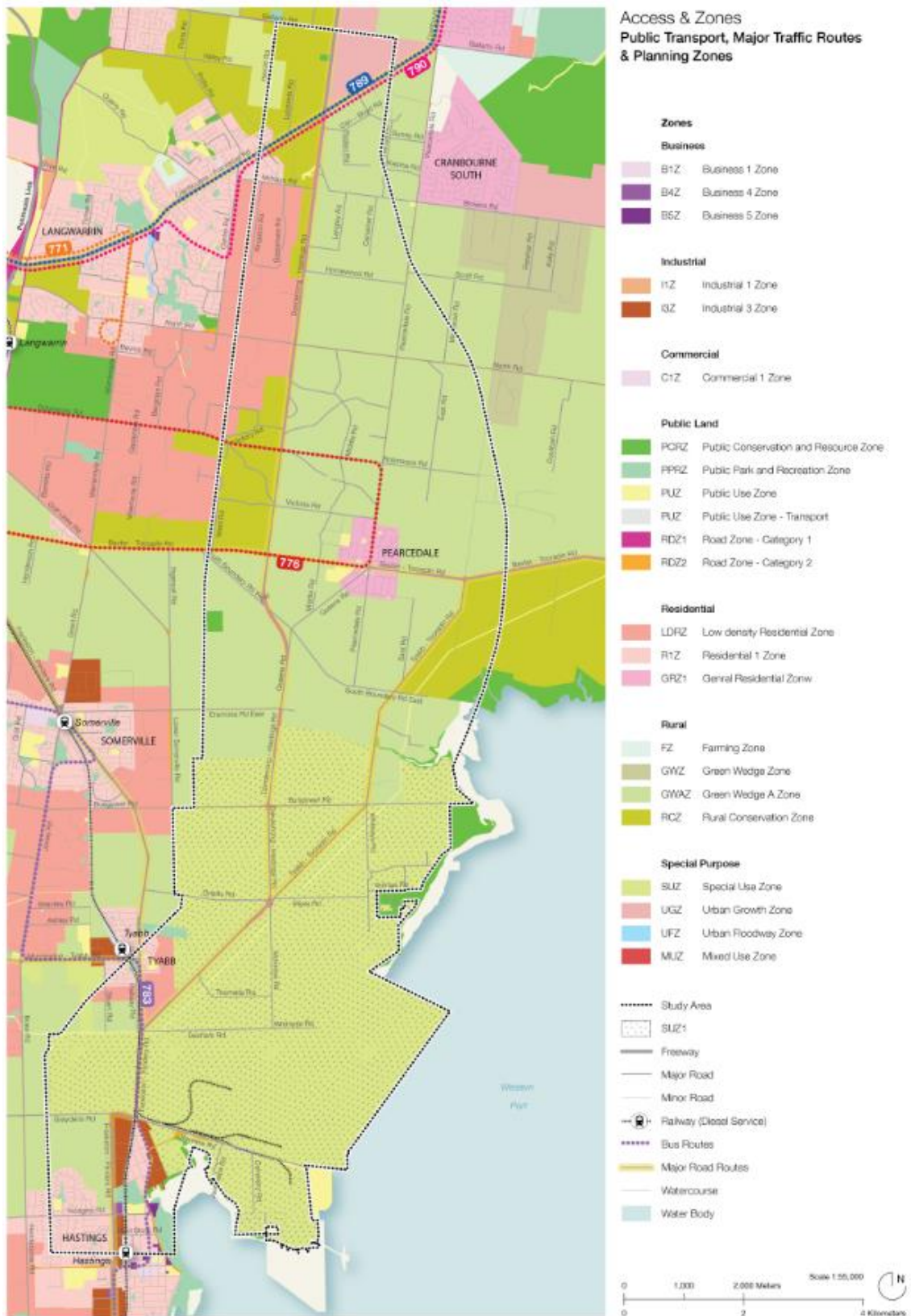
The study area for this assessment is shown in Figure 1 (overleaf) and includes the Hastings SUZ1 component of the port landside development area and the transport infrastructure development area to the south of Ballarto Road. The Crib Point SUZ1, Stony Point jetty and transport infrastructure development area to the north of Ballarto Road are outside the scope of this assessment.

The study area incorporates land from three local municipalities; Mornington Peninsula Shire, City of Casey and Frankston City Council. As shown in Figure 1, the study area comprises SUZ1 to the south and is predominantly Green Wedge Zone (GWZ) to the north.

The settlement of Pearcedale is entirely contained within the study area, however this study also incorporates the settlements of Langwarrin, Somerville, Tyabb and Hastings, as well as residence of the rural balance between these settlements.

The settlements of Tyabb and Hastings are considered to fall within the SUZ1 for the purposes of this study.

Figure 1: Study area



2 Existing situation analysis

This section reviews relevant documents, and demographic data to provide a base case scenario against which potential impacts can be assessed. This preliminary assessment relied on desktop research only and did not incorporate consultation.

A full list of documents reviewed in this assessment is included as **Appendix A** of this report.

2.1 Legislation, Policy and Guidelines

The study area incorporates land within three municipal areas; Mornington Peninsula Shire Council, Frankston City Council and the City of Casey. This review summarises relevant policy and strategic documents from each municipality to illustrate the current use of the land within the study area and the preferred direction for its future use and development.

2.1.1 Commonwealth

No commonwealth policies were been considered at this stage of the assessment.

2.1.2 State

The Victorian Transport and Integration Act 2010 requires that:

‘The transport system should provide for the effective integration of transport and land use and facilitate access to social and economic opportunities’ (Victorian State Government, 2010: 27).

2.1.3 Local

OPEN SPACE AND ACTIVE RECREATION

Local strategies across the three municipalities maintain a strong focus on the increased and improved provision of local and regional active recreation facilities. This includes:

- local parks and play areas
- athletics tracks
- recreational and competitive cycling including potential for a regional velodrome
- equestrian trails
- active reserves including netball, soccer and lacrosse, softball/baseball.

Mornington Peninsula Shire Council is recognised as being a highly township oriented municipality. The research highlighted that when considering the catchment for sporting clubs, an eight kilometre catchment radius was suitable by most clubs, citing an unwillingness for members to travel more than 15 minutes from home. Schools were also identified as important locations for supporting provision of active recreation.

Policy highlights the general preference to replace single field reserves to provide multiple playing fields. The growth in popularity of soccer has been identified in Tyabb and Somerville, as potential locations for soccer reserves.

Tyabb Central Reserve and Bunguan Reserve provide primary open space resources with potential to accommodate club based sports for a broad catchment of users, in conjunction with passive recreation uses. The Masterplan for the future development of the Bunguan Reserve seeks to support its role as the main active recreation facility for Tyabb and surrounding areas.

The development of larger facilities is preferred to enable shared use and consolidation of facilities.

The Mt Eliza soccer club is identified as having potential to expand to serve a population of 80,000 and the Westernport soccer club has considered the less favourable option of utilising this satellite facility.

Equestrian activities are popular on the Mornington Peninsula. The regional equestrian body (South Eastern Victorian Equestrian Network – SEVEN) supports the investigation into the need for regionally significant equestrian facilities over the next 20 years.

It is recommended that equestrian/mountain bike roadside trails are protected into the future and not developed into paved bike paths. The proposed southern trail identified in the Casey Equestrian Strategy is located within the study area.

COMMUNITY FACILITIES

The Tyabb Township Plan supports proposals for integrated care and accommodation facilities that enable aging in place and the provision of community health services on larger lots on the South of the Mornington-Tyabb Road.

The Langwarrin Local Area Plan incorporates a specific focus on the Langwarrin Hall and Langwarrin Community Centre.

SETTLEMENTS

The Tyabb Township Plan² identified that 'heavy vehicle traffic is already an area of community concern ... the main roads and railway line increasingly act as barriers between different parts of the township, affecting the ease of access to services and facilities within the township.' (Mornington Peninsula Shire, 2012: 3).

Furthermore, 'Tyabb and surrounds is becoming the "home" of commercial activities and facilities that serve wider catchments, including antiques sales premises, the Tyabb airfield, a

² Mornington Peninsula Shire Council, 2012, *Tyabb Township Plan: May 2012* available at file:///C:/Users/Astrid_Ruban/Downloads/Tyabbtownshipplan.pdf

number of schools, a proposed residential aged care facility and sports grounds' (Mornington Peninsula Shire, 2012: 3).

2.1.4 References

The following is a list of documents reviewed in this assessment:

- Mornington Peninsula Shire, 2010, *DRAFT Active Sports Strategy 2011-2016, Volume 1: Strategy and Actions*.
- Mornington Peninsula Shire, 2012, *Bunguyan Reserve and Tyabb Central Reserve Final Long Term Masterplan*.
- Mornington Peninsula Shire, 2008, *Playground Strategy*.
- Mornington Peninsula Shire, *Shared Pathways Strategy*.
- Mornington Peninsula Shire, 2014, *Roadside Equestrian & Mountain Bike Trails Strategy 2014-2019*.
- Mornington Peninsula Shire, 2010, *Ridesafe: Bicycle Strategy 2010-2014*.
- Mornington Peninsula Shire, 2012, *Tennis Strategy 2012*.
- Mornington Peninsula Shire, 2012 *Tyabb Township Plan*
- Mornington Peninsula Shire Council, 2012, *Soccer Strategy*
- Frankston City Council, 2010, *Langwarrin Local Area Plan*
- City of Casey, 2013, *Equestrian Strategy*
- City of Casey, 2010, *Playground Strategy*
- Insight Leisure planning, 2009, *City of Casey, Shire of Yarra Ranges, Cardinia Shire Soccer Strategy*

2.2 Community Profile

The study area accommodates a diverse population. Residential population is concentrated around the settlements of Pearcedale, Hastings, Tyabb, Somerville and Langwarrin, with intensified development within the Urban Growth Boundary which falls to the north and west of the study area.

Demographic maps illustrating community characteristics of SLA1a within the study area are included in **Appendix B** of this report.

Please note: This assessment considers only the permanent resident population of the study area. However, Mornington Peninsula, traditionally has a fluctuation population due to a high

proportion of holiday residences. Further investigation is required to assess visitor population of the area.

SETTLEMENT POPULATIONS

Table 11 shows the settlement populations of these centres at the time of the 2006 and 2011 census as well as the proportional growth over time. These centres also provide the primary commercial and service centres in the vicinity of the study area.

Table 1: Settlement populations (usual residence)

Settlement	2006	2011	Change 2006-2011	% Change 2006-2011
Langwarrin (Frankston City Council)	21,366	19,755	1,611	7.5%
Pearcedale (City of Casey)	3,636	3,686	-50	-1.4%
Somerville (Mornington Peninsula Shire)	10,815	10,956	140	1.3%
Tyabb (Mornington Peninsula Shire)	2,724	3,213	489	18.0%
Tyabb Structure Plan area (Mornington Peninsula Shire)	1,250	1,868	618	49.4%
Hastings (Mornington Peninsula Shire)	7,187	8,731	1,544	21.5%

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented in profile.id

Langwarrin and Somerville have the largest residential population of the settlements in the vicinity of the study area.

Hastings and Tyabb experienced the highest rate of growth between 2006 and 2011. The Tyabb Structure plan suggests that further growth is anticipated for this centre in the future.

Pearcedale, one of the smallest centres in the study area, experienced a slight decline in residential population between 2006 and 2011.

RESIDENTIAL DENSITY

The study areas is characterised primarily by large lot residential development with traditional quarter acre residential allotments within settlements. As the study area falls mostly outside the Urban Growth Boundary, this distribution of residential density is expected to remain relatively consistent into the future.

The rural balance, outside of settlement areas, is characterised by low density large lot residential properties, in conjunction with small and medium scale agriculture.

Residential densities are highest in Langwarrin (7.42 persons per hectare), which has a suburban character reflecting that of the major centre of Cranbourne to the north. The Hastings town centre also incorporates some medium density housing along main roads and in

areas of high activity and has an average density of 3.29 persons per hectare. Pearcedale has a small population at average density of 1.16 persons per hectare.

Tyabb is a growing area with a centrally located population. The residential density of the existing Tyabb town centre (undergoing structure planning) is 8.07 persons per hectare.

As identified in the review of local strategic documents, the Mornington Peninsula Shire Council is highly township oriented. While residents may expect to travel to access some services, this would generally suggest that local provided services are preferred.

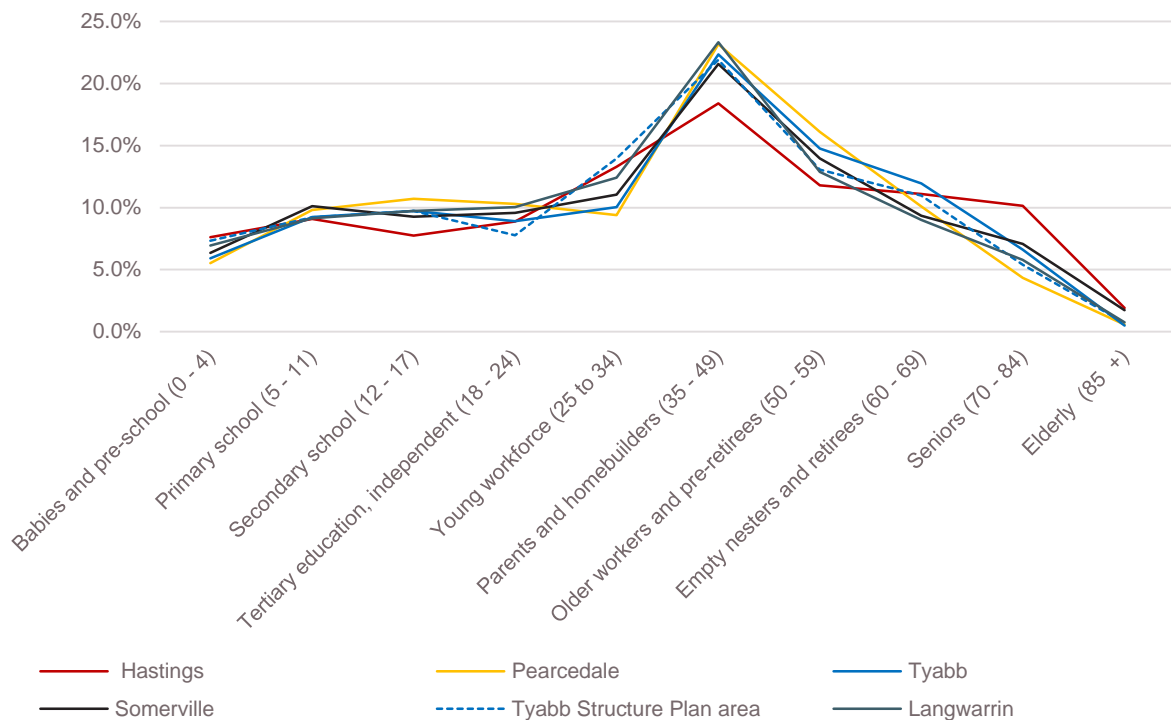
RESIDENTIAL AGE PROFILE

The following is a summary of the predominant population age characteristics for each centre, illustrating that the area is attractive to young families:

- **Langwarrin** has a high proportion of young families with school aged children
- **Pearcedale** has a high proportion of older workers and pre-retirees and secondary school aged children
- **Tyabb** has a high proportion of young families with school aged children
- **Somerville** has a high proportion of young families with school aged children and children aged 0-4 years
- **Hastings** has a high proportion of children aged 0-4 years, young workers and a comparatively high concentration of residents aged 65 years and over.

Figure 2 shows an age profile of selected town within and immediately adjacent to the study area. The boundaries of the settlement areas as described above are defined by the id. Community profile and are shown in **Appendix C** of this report.

Figure 2: Selected settlement population age profile by service age groups (2011)



Source: Australian Bureau of Statistics, Census of Population and Housing 2011. Compiled and presented in profile.id

Areas with higher proportions of 0–4 year old residents are likely to experience increased demand for local provision of family and children’s services including Maternal and child health centres, kindergartens and primary schools.

Hastings and Pearcedale have the highest proportion of residents aged 65 years and older. This may indicate greater requirement for accessible community services, non-car transport and aged care accommodation.

SOCIO-ECONOMIC ADVANTAGE

Overall, the study area is an area of relative socio-economic disadvantage, particularly Hastings and Tyabb. These areas also have higher rates of unemployment. The study area generally has a high rate of residents in part-time employment.

Langwarrin, Pearcedale, Tyabb and Somerville are areas of relative socio-economic advantage.

Hastings is an area of relative socio-economic disadvantage, has higher rates of unemployment and has the lowest median household income in the study area.

Somerville and Hastings have the highest rates of housing stress within the study area.

ACCESS AND CAR DEPENDANCE

Public transport is limited within the study area.

A local bus service operates between Pearcedale and centres further west of the study area and a number of services traverse the Cranbourne Frankston Road in the north of the study area.

A V/Line train service, connecting to the metropolitan network at Frankston, incorporates stations at Langwarrin, Somerville, Tyabb and Hastings. These stations are also service by a local bus route.

Car ownership is highest in the north of the study area, but is significantly reduced south of Tyabb. Hastings has the lowest rate of car household car ownership which would suggest a higher dependence on local services and public transport.

2.3 Vulnerable communities

In the context of this review, vulnerable communities are assumed to be those with elevated socio-economic disadvantage, reduced mobility (lower car ownership, reduced access to public transport) and higher proportions of residents reliant on local facilities and services. Vulnerable communities may include higher proportions of unemployed residents, lower average household incomes, higher rates of housing stress, and higher proportion of elderly residents, school aged children and children aged 0–4 years.

For the purposes of this assessment, the settlements of Hastings, Tyabb and Somerville have been identified as having vulnerable communities.

2.4 Facility Audit

A desktop audit of local facilities was undertaken drawing on council facility directories for the three municipalities. Figure 3 (overleaf) shows that community services and facilities are concentrated around town centres.

The major centre of Cranbourne, to the north of the study area, provides significant regional services. It is assumed that these centres primarily service the local area and have broad catchments which service a large proportion of the study area, particularly the nearby centre of Langwarrin.

Figure 3: Distribution of community facilities



3 Assessment

3.1 Assessment Framework

The following table outlines the assessment framework used to identify constraints for this stage of assessment. The highlighted measures indicate areas which have been identified as having higher sensitivity to impacts or change. These are areas where current provision of facility and services are good, or communities have been identified as vulnerable.

Level 1: Preliminary investigation shows this is a higher level social risk at this location and a number of factors that need further consideration or protection.

Level 2: Preliminary investigation shows this is a lower level social risk at this location, and more information is needed to confirm accuracy of desktop assessment.

Table 2: Preliminary social impact assessment framework

Category	Measure
Community vulnerability	Level 1: Community is identified as vulnerable (refer to section 2.2) with increased sensitivity to impact
	Level 2: Community has not been identified as vulnerable at this stage
Amenity	Level 1: Good amenity and good general range of services to support the local community
	Level 2: Limited range of services available within the local area, local residents largely dependent on services provided in alternative centres
Open space	Level 1: There is good provision of consolidated local and/or regional open space including active and passive reserves.
	Level 2: Open space is discontinuous or not conveniently accessible to all residents
Consolidated centres	Level 1: Settlement areas have centrally located clusters of services and facilities accessible to residential areas with minimal severance or geographic barriers
	Level 2: Services and facilities are dispersed throughout the settlement area and not collocated within convenient walking distance from one another, centres are divided by geographical or built form boundaries
Accessibility	Level 1: Pedestrian connectivity, rates of car ownership illustrates that access to public transport and arterial road is important
	Level 2: Limited pedestrian connectivity between community services and facilities and residential areas, environment encourages car dependence illustrates access to public transport and non-car modes of transport is less important.
Connectivity	Level 1: Convenient access to other centres providing community services and facilities
	Level 2: Severance created by geographic or built form boundaries, isolated residential areas located away from major regional centres. Low local amenity is likely to mean that links to nearby regional centres is important.

3.2 Preliminary assessment of constraints

The following table summarises key elements for the different settlements within and surround the study area. The highlighted cells represent areas with increased sensitive to change or impact.

The centres of Hastings and Tyabb area considered to be part of the SUZ1 area for the purposes of this assessment; Somerville, Pearcedale and Langwarrin are have been considered as part of the transport corridor.

This assessment is based on the information available to date.

A range of demographic indicators were mapped across the study area to identify community vulnerability and potential areas of relative sensitivity. These indicators include:

- Residential density
- Population age profile, including concentrations of:
 - Young children (0-4 years),
 - School aged children (5-19 years)
 - Senior citizens (65 years and older)
- Socio economic characteristics including employment and household income
- Car ownership by household

Demographic maps are a attached at Appendix B of this report.

Further investigation is required at subsequent stages to assess specific locations in greater detail to inform the Comprehensive Impact Statement.

3.3 Port Landside Development Area (SUZ1)

Table 4: Preliminary assessment of constraints on settlements within the port landside development area (SUZ1)

Settlement	Community	Community vulnerability	Amenity	Open space	Consolidated centres	Accessibility	Connectivity
Tyabb (including Structure Plan Area)	<ul style="list-style-type: none"> Smaller lot residential area with some medium density housing Potential for increased development through the implementation of the <i>Tyabb Structure Plan</i> Community is considered vulnerable due to higher rates of household stress, higher rate of unemployment and a higher proportion of families with school aged children Good provision of consolidated local community services and facilities within the settlement centre Access to local bus and V/Line train station 	L1 Community is identified as vulnerable with increased sensitivity to impact	L1 Good amenity and good general range of services to support the local community	L2 Identified shortage of existing consolidated open space	L1 Settlement areas have centrally located clusters of services and facilities accessible to residential areas with minimal severance or geographic barriers	L1 Pedestrian connectivity and rates of car ownership illustrate that access to public transport and arterial road is important. However existing traffic congestion has been identified as an issue	L1 Convenient access to other centres providing community services and facilities
Hastings	<ul style="list-style-type: none"> Smaller lot residential area with some medium density housing in the central area Higher proportion of population aged 65 years and over Community is considered vulnerable due to relative socio-economic disadvantage, higher household stress, lower median household income and higher unemployment, lower car ownership, and relatively high proportion due residents requiring assistance due to disability Provision of a range of local community services and facilities consolidated within the township centre Access to consolidated open space Access to local bus and V/Line train station and relatively high pedestrian amenity throughout the centre 	L1 Community is identified as vulnerable with increased sensitivity to impact	L1 Good amenity and good general range of services to support the local community	L2 Good provision of passive open space, but limited provision of consolidated active recreation reserves	L1 Settlement areas have centrally located clusters of services and facilities accessible to residential areas with minimal severance or geographic barriers	L1 Pedestrian connectivity and rates of car ownership illustrate that access to public transport and arterial road is important	L1 Convenient access to other centres providing community services and facilities including Hastings and Somerville

Settlement	Community	Community vulnerability	Amenity	Open space	Consolidated centres	Accessibility	Connectivity
Rural balance	<ul style="list-style-type: none"> Large lot low density rural residential development and small to medium scale agricultural uses Community is not considered vulnerable Serviced by secondary road network Limited access to local services outside of township centres Limited provision of public open space Further investigation is required to assess population profiles of specific areas, however the population of the rural balance is not generally considered vulnerable 	L2 Low density development throughout. Community is generally not considered vulnerable	L2 Minimal services provided in the rural balance as most services are concentrated in town centres Further investigation is required to assess service catchments	L1 Some informal passive open space provided with potential to provide consolidated reserves	L2 No activity centres located in the rural balance	L2 Limited local bus routes operating between centres and V/Line station. Serviced by arterial road system and secondary road network. Many roads are unsealed and have no formal pedestrian paths	L2 Main road network provides access to centres, but these can be located some distance Low local amenity is likely to mean that links to nearby regional centres is important

3.4 Transport infrastructure development area

Table 5: Preliminary assessment of constraints on settlements within the transport infrastructure development area

Settlement	Community	Community vulnerability	Amenity	Open space	Consolidated centres	Accessibility	Connectivity
Langwarrin	<ul style="list-style-type: none"> Comparatively large population relative to other settlements within and adjacent to the study area Characterised by detached dwellings on smaller residential lot sizes Well connected to the major centres to the north and the west of the study area Main road access (Cranbourne-Frankston Road) Comparatively high degree of public transport access Provision of local open space reserves within the residential settlement with access to regional open space resources on settlement outskirts Community is characterised by young families with school aged children, but is not generally considered vulnerable 	L2 Community is not considered to be vulnerable	L2 Amenity is largely dependent on major regional centres to north and west.	L1 There is good provision of consolidated local and/or regional open space including active and passive reserves	L2 Facilities are dispersed throughout settlement with no obvious central cluster	L2 Lack of central community activity cluster.	L1 Convenient access to other centres providing community services and facilities Low local amenity is likely to mean that links to nearby regional centres is important
Pearcedale	<ul style="list-style-type: none"> Isolated residential area with limited connectivity to other service centres Small population with a higher proportion of older workers and pre-retirees Relative socio-economic advantage Centralised provision of local services Conservation areas and open space including equestrian trails Limited access to public transport areas Likely to rely on major centres to the east to meet service needs 	L2 Community is not considered to be vulnerable	L1 Good amenity and good general range of services to support the local community	L2 Access to passive open space, but limited access to local active recreation reserves	L1 Settlement areas have centrally located clusters of services and facilities accessible to residential areas with minimal severance or geographic barriers	L2 Limited pedestrian accessibility between residential areas	L2 Isolated residential area located away from other centres Low local amenity is likely to mean that links to nearby regional centres is important

Settlement	Community	Community vulnerability	Amenity	Open space	Consolidated centres	Accessibility	Connectivity
Somerville	<ul style="list-style-type: none"> Large lot residential area Main road access and local bus and V/Line train services Higher proportion of young families with school aged children Community is considered somewhat vulnerable to impacts due to higher proportion of 0-4 year olds, increased levels of unemployment, higher household stress, lower rate of car ownership and higher proportion of low income households 	L1 Community is identified as vulnerable with increased sensitivity to impact	L2 Limited services and facilities provided within the centre	L2 Limited provision of consolidated and larger scale public open space reserves	L1 Services are consolidated in the town's commercial and transport hub	L1 Pedestrian connectivity, and rates of car ownership illustrate that access to public transport and arterial road is important	L2 Frankston-Finders Road an railway line separate eastern residential areas from primary service centre

4 Preliminary Recommendations

4.1 Port Landside Development Area (SUZ1)

Hastings and **Tyabb** are currently well serviced with a range of community facilities, however, these communities are considered to be vulnerable and therefore more sensitive to impacts such as:

- reduced residential amenity
- reduced access to community facilities/services
- severance of existing consolidated service clusters
- loss of pedestrian networks and public transport services given low car ownership
- connectivity/access to services in other centres, primarily Tyabb (for Hastings residents) and Hastings and Somerville (for Tyabb residents).

Residents of the **rural balance** are not generally considered to be vulnerable at this stage, but may be sensitive to:

- loss of consolidated open space, given the shortage of open space in the area
- reduces access or severance from existing town centres currently providing community services.

4.2 Settlements within the transport infrastructure development area

The existing community of **Pearcedale** is small, but not generally considered vulnerable at this time. Residents have access to a small cluster of local services and facilities, but are considered to be sensitive to the following potential impacts:

- severance from other centres providing alternative and regional services and facilities.
- reduction of local amenity and range of services
- loss of consolidated services provided in town centres
- severance or reduction of passive open space and conservation areas.

The community of **Somerville** is considered to be vulnerable community and therefore more sensitive to impacts overall. More specifically, Somerville is considered to be vulnerable to the following potential impacts:

- loss of consolidated services provided in town centres
- reduced pedestrian connectivity, particularly between the eastern and western areas of the settlement.

Langwarrin is not generally considered vulnerable at this time. Its proximity to growth areas north of the study area provide additional services to support the local community. Langwarrin is considered to be sensitive to the following possible impacts:

- severance or reduction of opens space including local parkland and recreation reserves
- severance from major centres to the north which currently provide a concentration of community facilitates and services.

5 Conclusion

It is recommended that, where feasible, transport corridor works should avoid impacting existing settlements by concentrating works within existing transport corridors through duplication rather than introducing new transport corridors in the vicinity of settlements.

In particular, transport routes should minimise impacts on:

- communities identified as vulnerable with increased sensitivity to impact
- locations where there is good amenity and good general range of services to support the local community
- there is good provision of consolidated local and/or regional open space including active and passive reserves
- settlement areas have centrally located clusters of services and facilities accessible to residential areas with minimal severance or geographic barriers
- pedestrian connectivity, rates of car ownership illustrates that access to public transport and arterial road is important
- convenient access to other centres providing community services and facilities.

Due to the high-level nature of this assessment, only broad constraints can be identified at this stage. Further investigation is recommended as the transport corridor design progresses to better understand the existing role and use of facilities and services and the other factors considered, within the study area and surrounds. Potential benefits delivered by increased capacity in the local and regional transport network can also be assessed as local movement and access patterns are investigated.

Given its central location within the study area and isolation from other centres, specific investigation is required to understand the needs of Pearcedale.

5.1 Further investigation required

Further detailed social impact assessment will be undertaken on the transport infrastructure development area to inform the Comprehensive Impact Statement.

Appendix A – Assignment brief

Social Impact

The investigation is to provide a desktop assessment of the social impact of the study area located east of the Western Port Highway, between Cranbourne-Frankston Road and Bungower Road (the site, as shown in Figure 1) as well as a two kilometre study area along the existing Western Port Highway from Frankston-Cranbourne Road with a view to making recommendations for potential social impacts within the study area for the Land Transport Corridor for the Port of Hastings.

Outcome

The investigation will inform the strategic assessment for the Land Transport Corridor that is currently being undertaken to determine the preferred transport corridor.

Approach

This will be a desktop based assessment to inform the strategic transport corridor analysis being undertaken by VicRoads and PoHDA and will include the investigation of an area which curves and follows a north-south alignment parallel to and east of the existing Western Port Highway (refer Figure 1), as well as a two kilometre area along the existing Western Port Highway from Frankston-Cranbourne Road.

Study area description

Refer to Figure 1 for a map of the study area.

The study area passes through special use areas, green wedge zones and large areas of parklands, bushland and farmland.

Summary of previous consultation

No previous consultation has been undertaken with any stakeholders on this study area.

Scope

Undertake a desktop assessment of the specified study area to identify social impacts on the potential project area. Key scope areas are:

- a) Review government policy and legislation;
- b) Identify facilities and services;
- c) Identify places of special interest;
- d) Identify significant community activities;
- e) Provide a demographic profile; and
- f) Identify access patterns.

Methodology

1. Review government policy and legislation
Identify and summarise the potential social implications of relevant Commonwealth, State and Local Government policies and legislation for the proposed project
2. Identify facilities and services
Identify community, educational, health, commercial, recreational and other facilities and services used by people in the area adjacent to the corridors and identify the catchments for these facilities and services and how people currently access them. Activities and access patterns of, and facilities and services used by, vulnerable groups such as the aged, are to be given particular attention. Also identify key areas and facilities to be avoided.
3. Identify places of special interest
Identify, places of special interest, attraction and value to the community, and sites that may be perceived as community "icons" and provide an assessment of their importance to the community. [It should be noted that a separate Flora and Fauna study shall identify significant flora and fauna sites]
4. Identify significant community activities
Identify other community activities and values that may need to be considered in planning for this project (for example community gatherings like markets, festivals and recreational activities) and provide an assessment of their importance to the community.
5. Provide a demographic profile
Provide a demographic profile of the study area including reference to groups of people who may have special access needs that may be affected by this proposed project. The profile shall include sufficient data to provide an analysis of the cohesiveness of the community in the area the [corridors/route options] pass through. It shall also provide comparisons of the area the [corridors/route options] pass through, with the region and with Victoria as a whole.
6. Identify access patterns
Identify pedestrian, motor vehicle, bicycle and other access patterns that may be affected by the proposed project and identify local access and community linkages that need to be maintained.
7. Report
Prepare a report covering the outputs from the tasks listed above and subject to any specific modifications required for this Assignment, it is expected that the report will have the following chapter headings:

<ul style="list-style-type: none"> • Executive summary • Introduction/background • Methodology • Results • Discussion • Legislation and Policy • Mitigation measures 	<ul style="list-style-type: none"> • Conclusions • Recommendations • Glossary of terms • References • A copy of this Assignment brief as Appendix 1 • Other Appendices, as required
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NOTE: The report produced for this Assignment shall comply with the Whole of Victorian Government (WoVG) Accessibility Standard. The Provider should ensure that Accessibility requirements are incorporated as documents are being written and not leave this as a separate task to be carried out when finalising documents.

Meetings

- Inception meeting VicRoads/PoHDA- Venue TBC - Max. 2 hours, date TBA
- Review meeting at completion of draft report VicRoads/PoHDA- Venue TBC - Max. 2 hours, date TBA

DRAFT FOR DISCUSSION PURPOSES

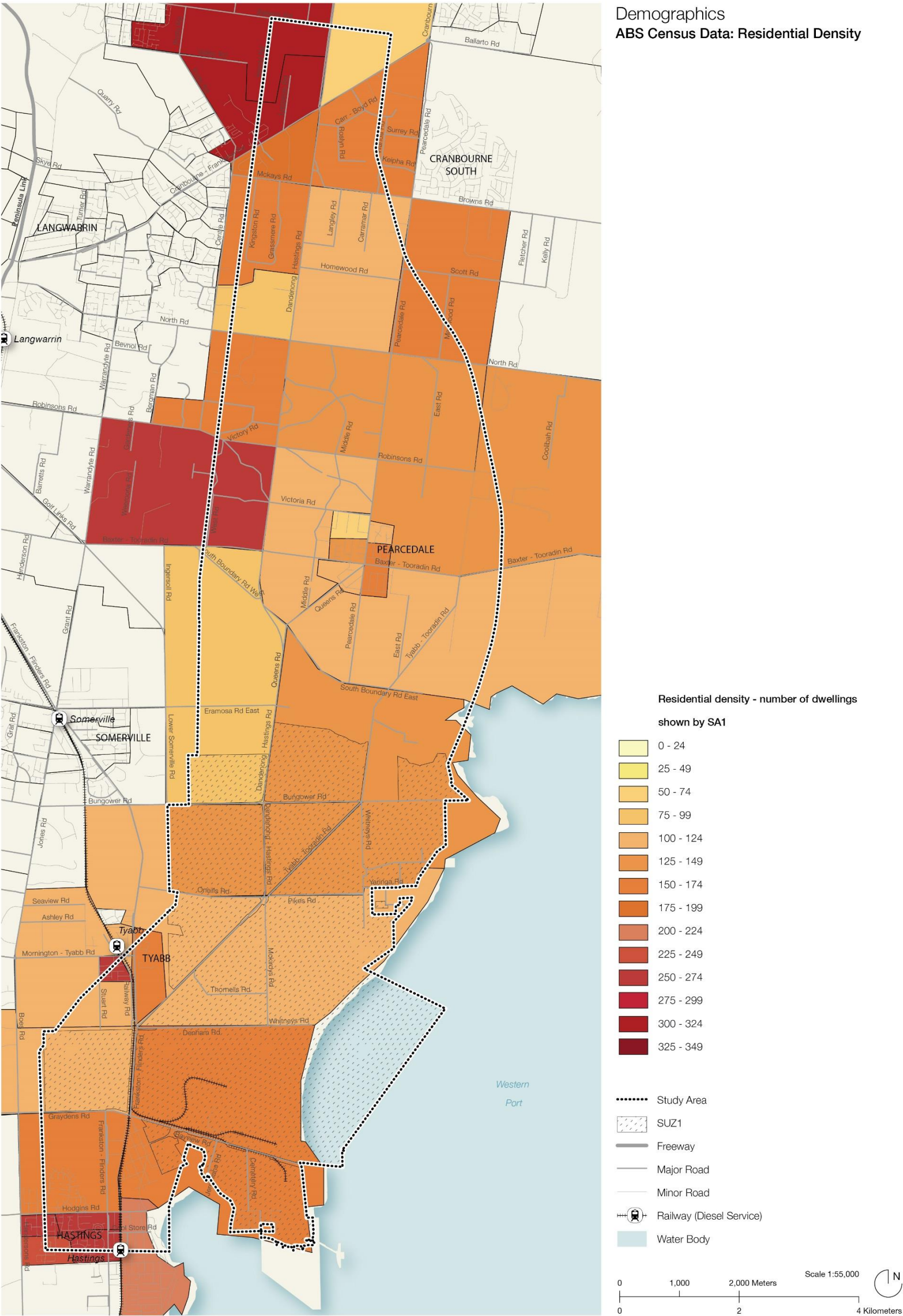
Appendix B – Demographic mapping

DRAFT FOR DISCUSSION PURPOSES

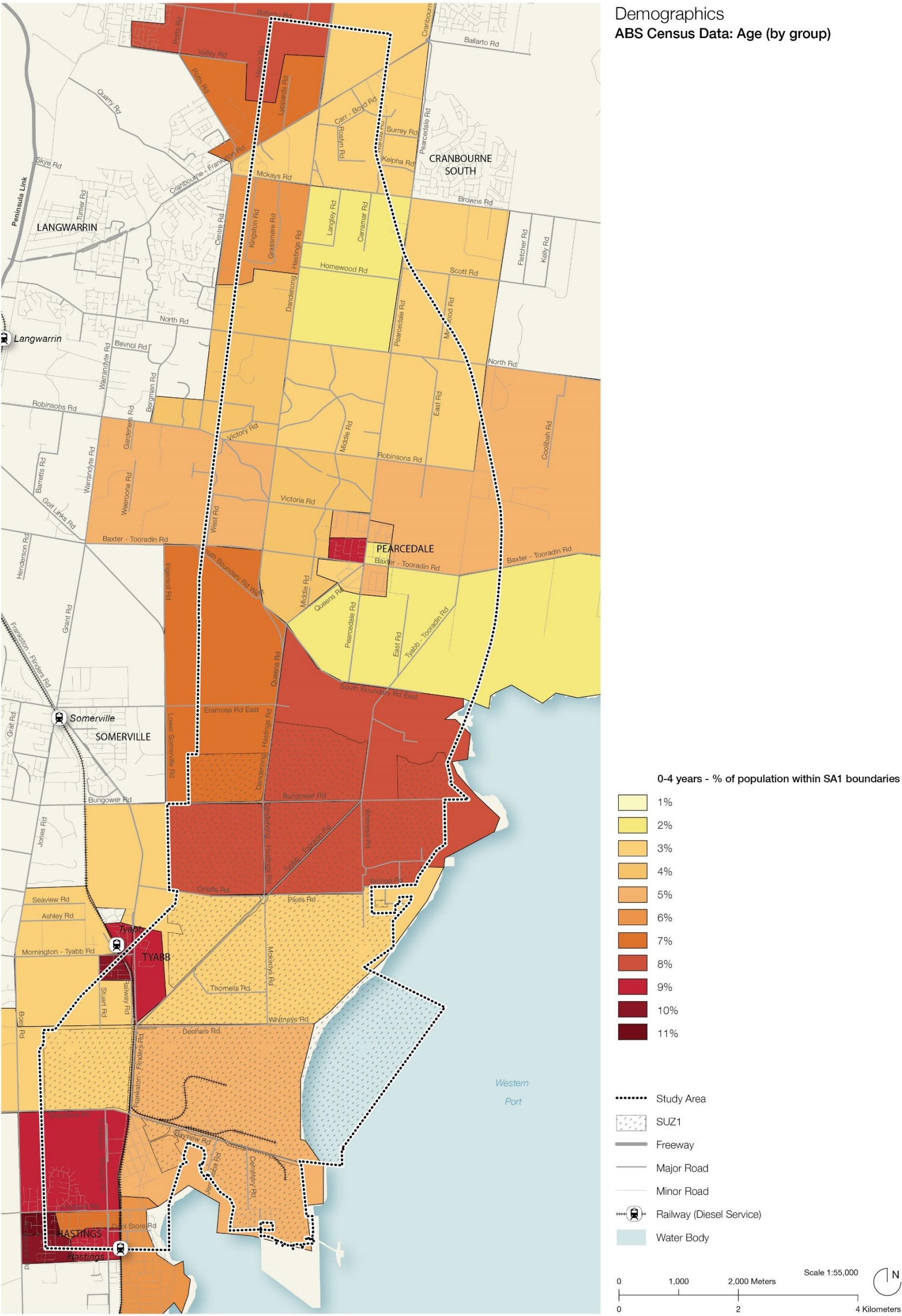
Appendix B-1 SLA1 reference map



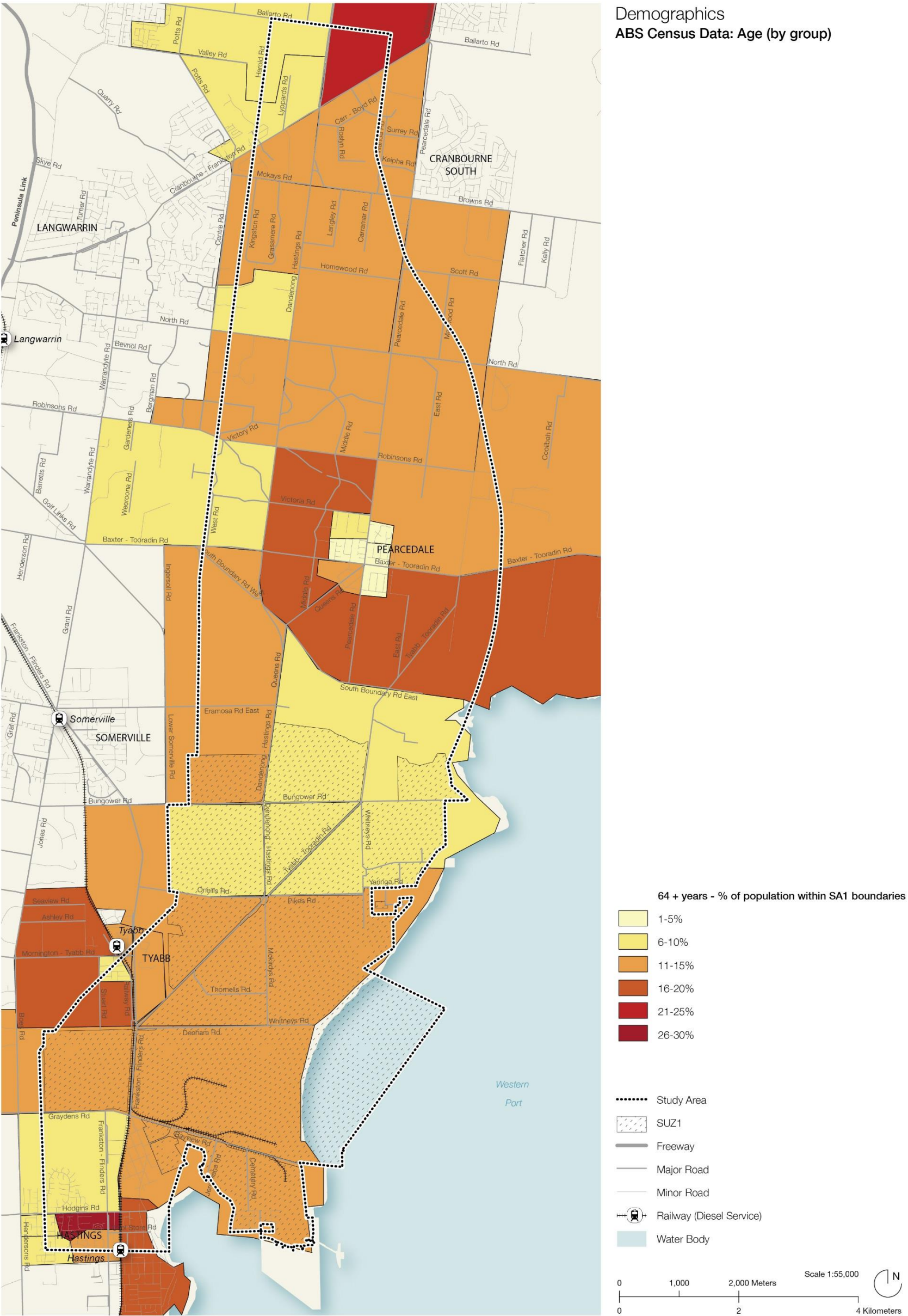
Appendix B-2 Distribution of residential density



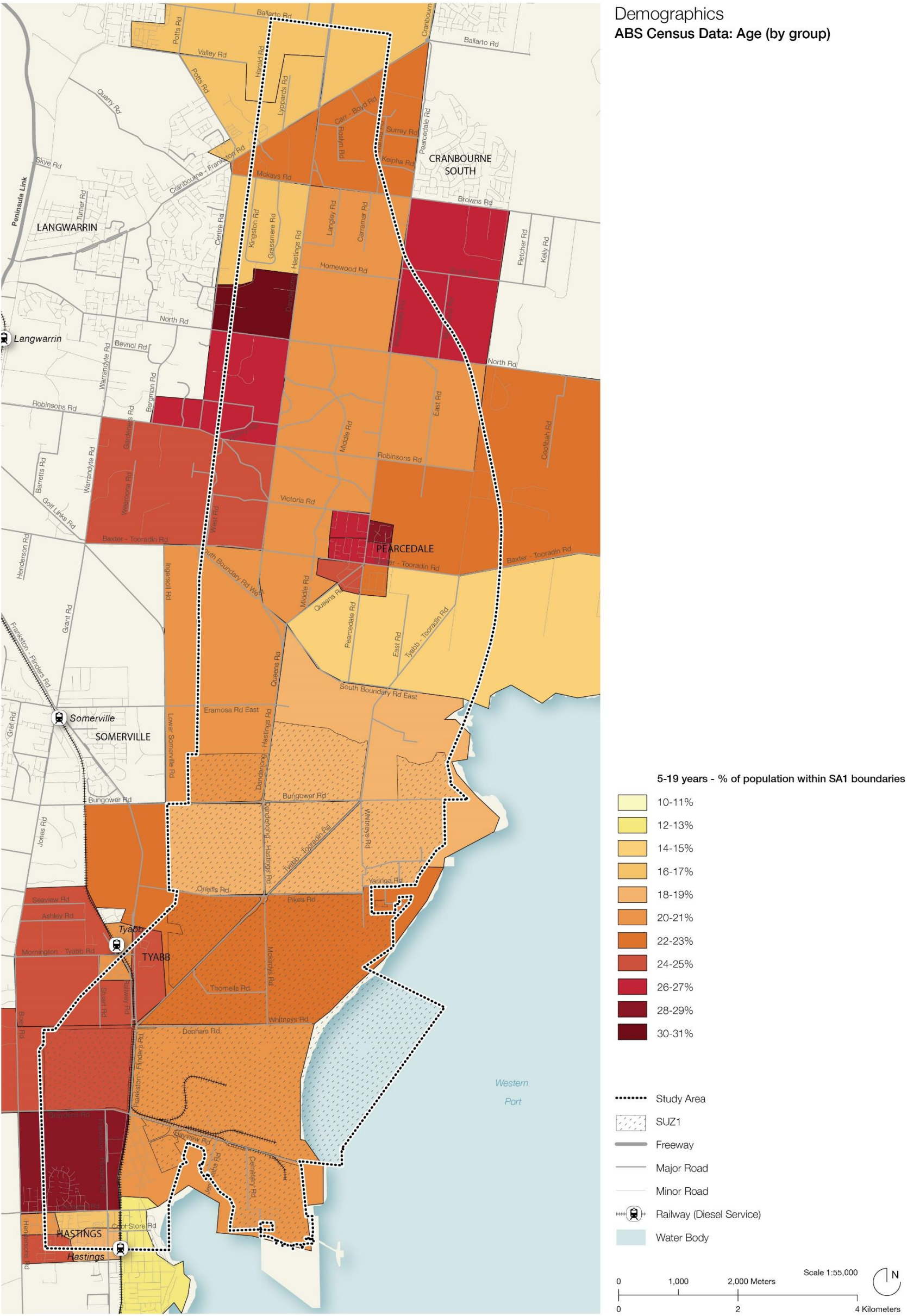
Appendix B-3 Distribution of population aged 0-4 years



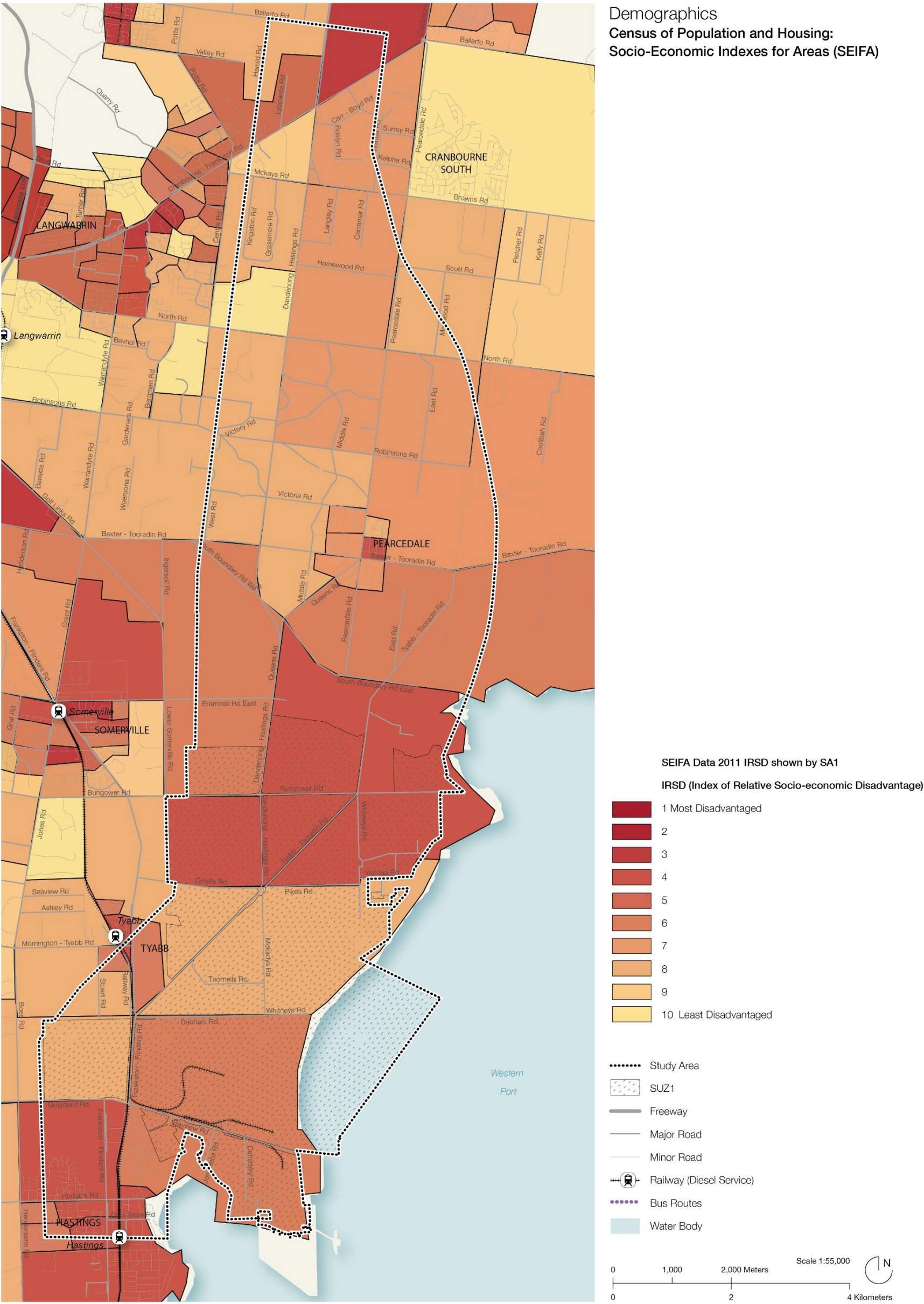
Appendix B-4 Distribution of population aged 64+ years



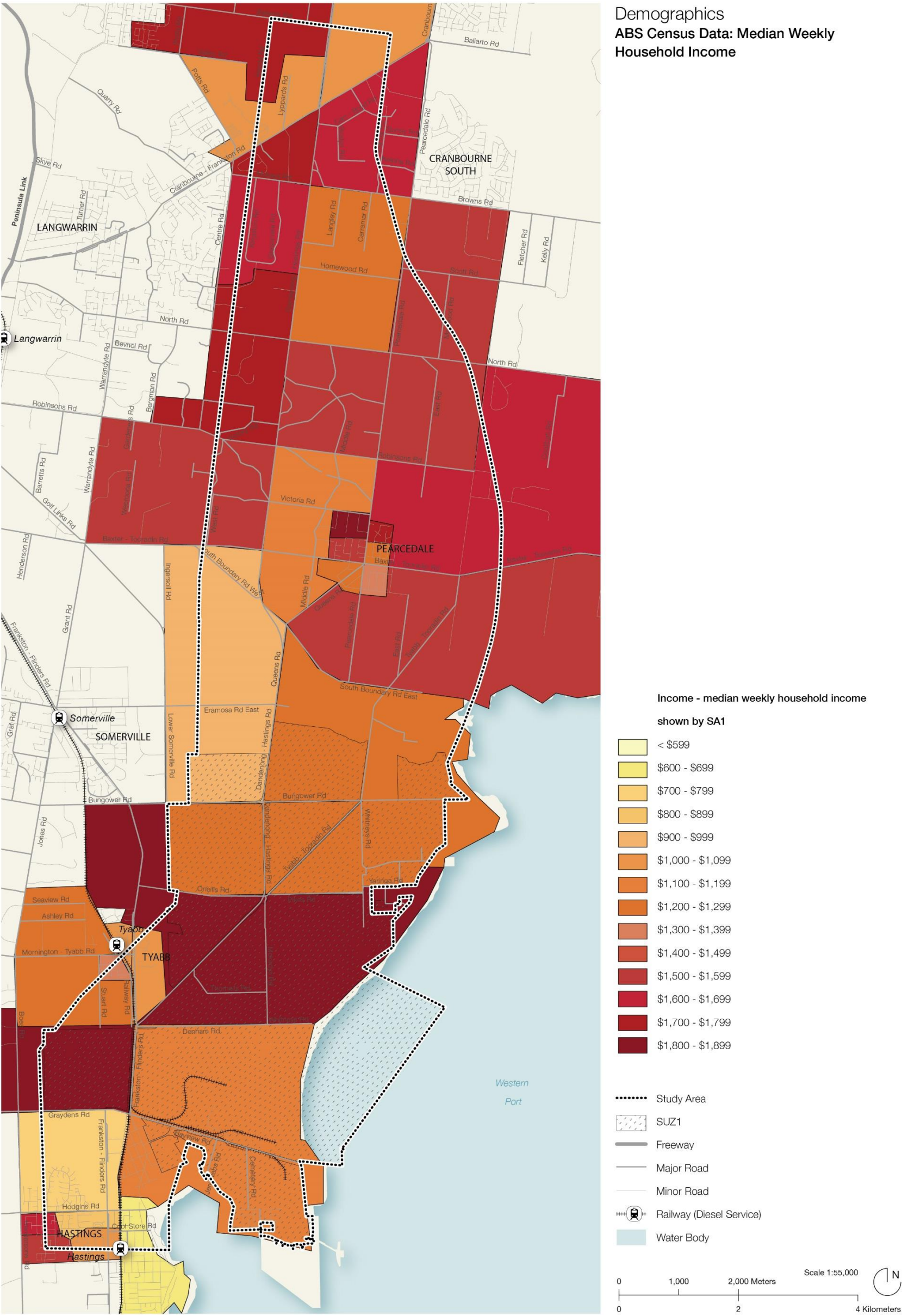
Appendix B-5 Distribution of population aged 5-19 years



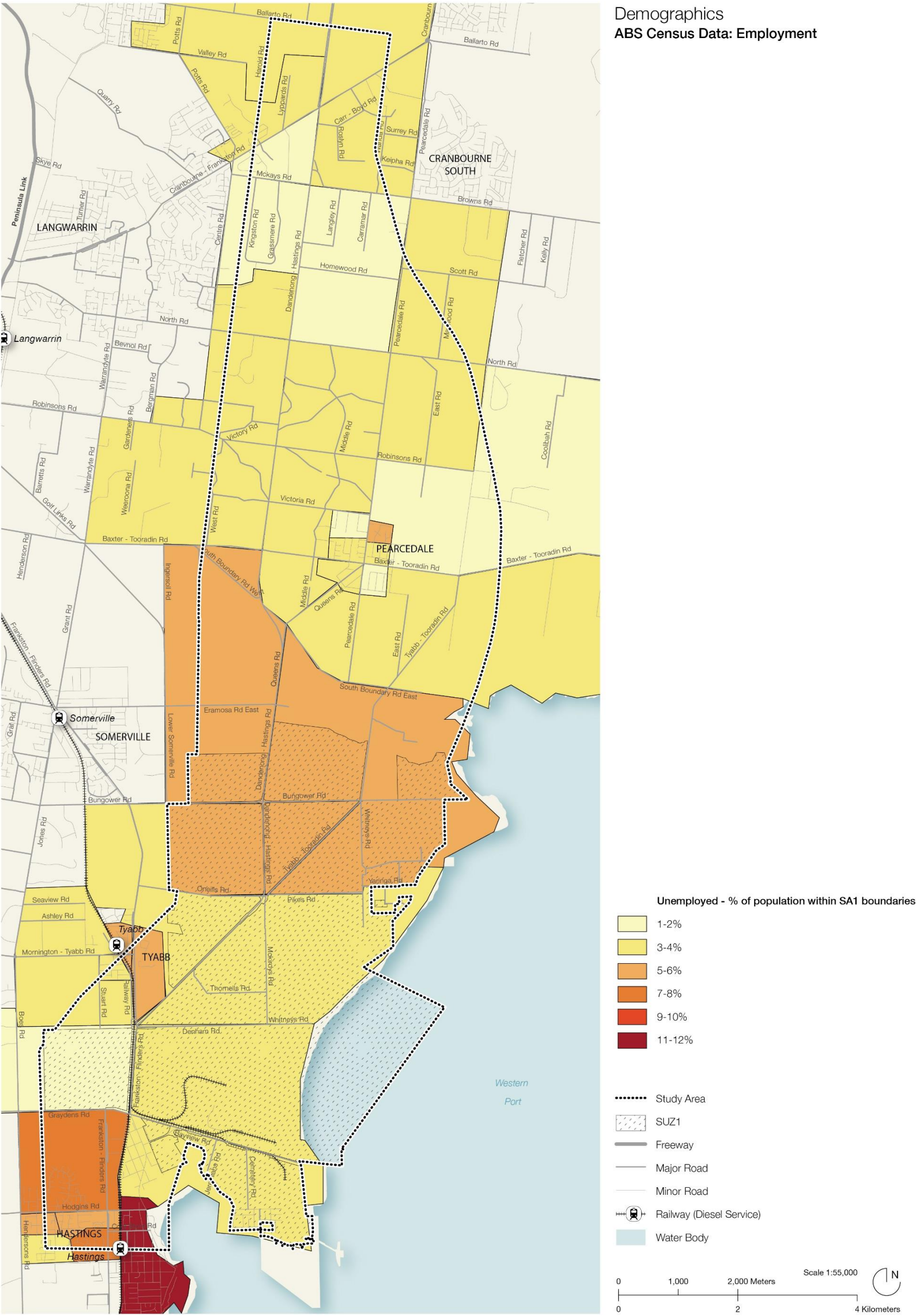
Appendix B-6 Distribution of relative socio-economic disadvantage



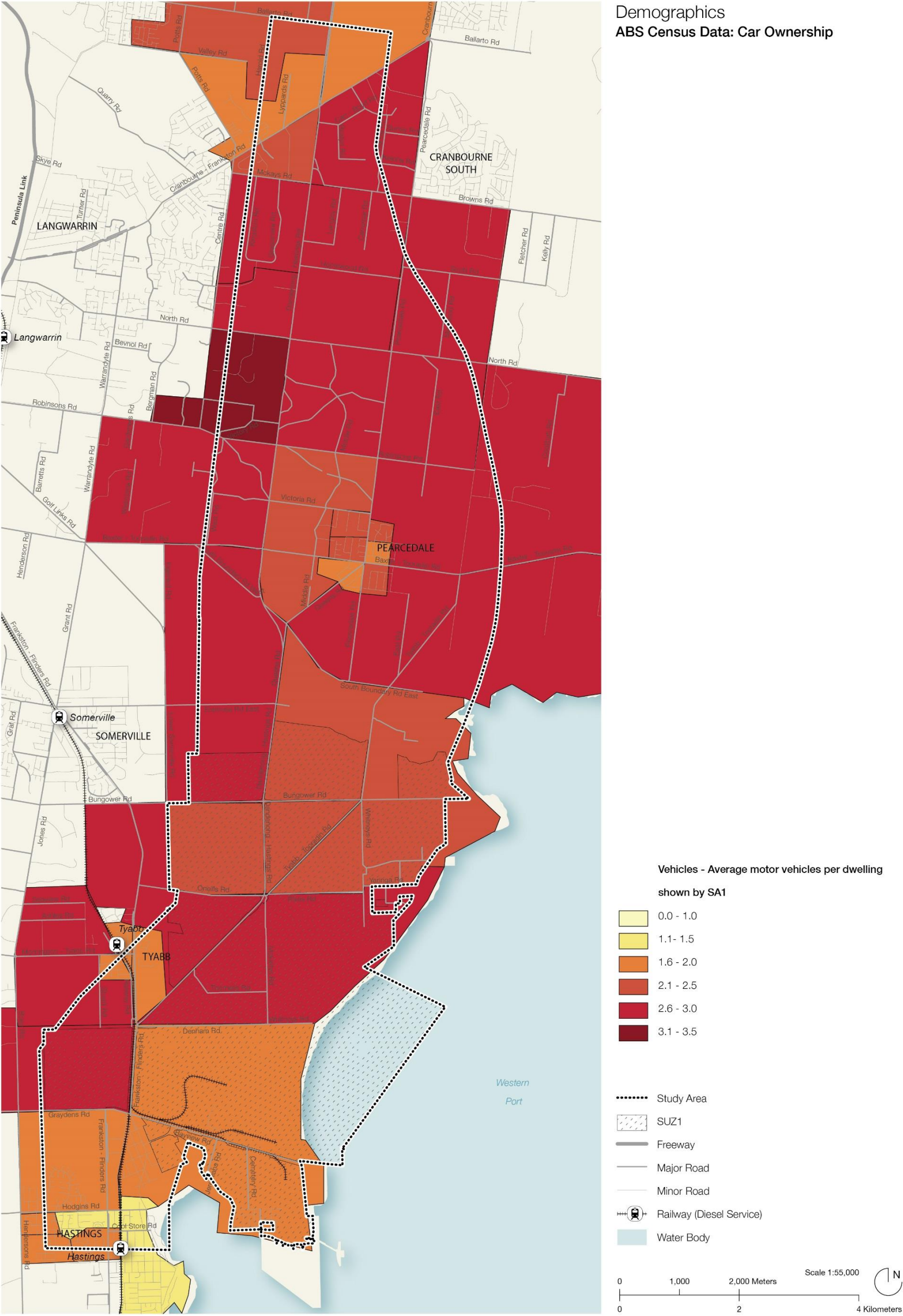
Appendix B-7 Distribution of household income



Appendix B-8 Distribution of unemployed residents



Appendix B-9 Distribution of household car ownership



Appendix C – Settlement areas

The following figures show the settlement areas assessed in this report as defined by id. Community profile.

Figure 4: Langwarrin settlement area (Frankston City Council)

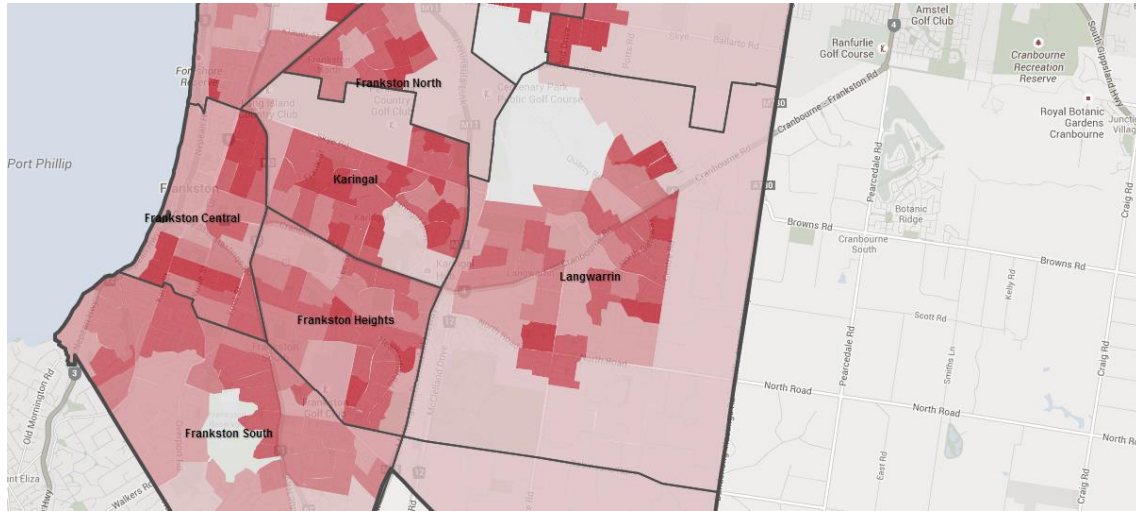


Figure 5: Pearcedale settlement area (City of Casey)

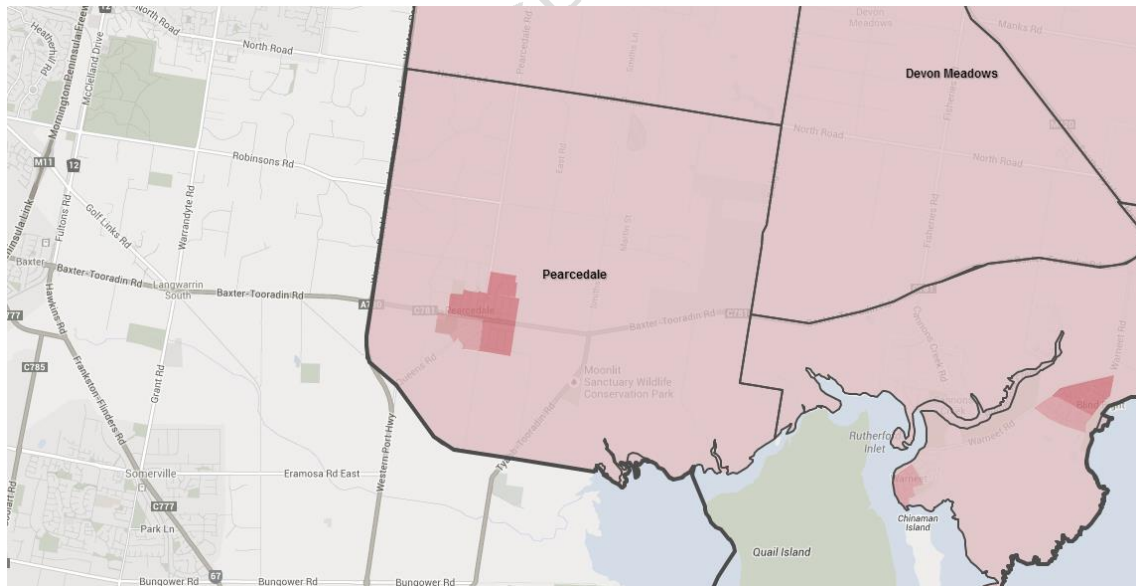


Figure 6: Somerville (Area 15) and Tyabb (Area 16) settlement areas (Mornington Peninsula Shire)

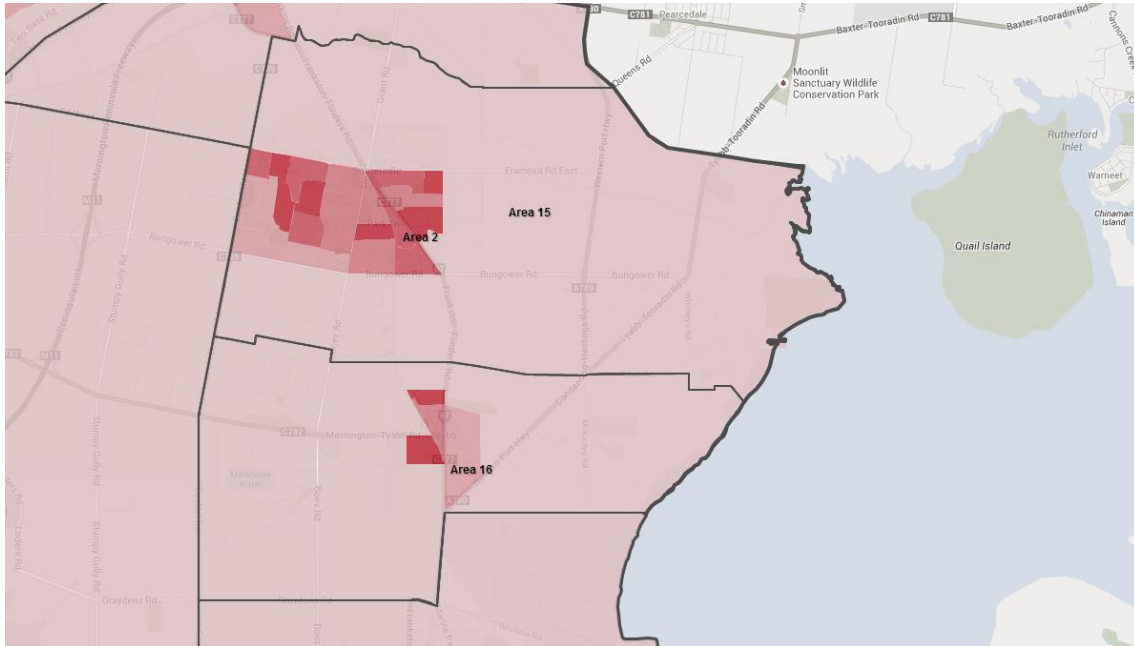


Figure 7: Hastings (Area 6) settlement area (Mornington Peninsula Shire)

