

MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MMRA TECHNICAL NOTE

TECHNICAL NOTE NUMBER: 029

DATE: 19 August 2016

PRECINCT: All Precincts

EES/MAP BOOK REFERENCE: EES Chapter 6; Technical Appendix F – Social and Community

SUBJECT: Social and community

Response to Section 4 of the ‘Preliminary Matters and Further Information’ Request.

NOTE:

1. This Technical Note responds to the matters identified in Section 4 of the ‘Preliminary and Further Information’ request made by the IAC on 25 July 2016 (**Request**).
2. For ease of reference, this Technical Note adopts the topic headings set out in the Request and reproduces the relevant ‘references’ and ‘requests’ prior to setting out MMRA’s response.

4.1 Concept design

(i) Reference

Throughout the EES documentation, options are presented as alternative design options or approaches. In instances, there are references to further consultations with agencies to determine outcomes and further consideration of alternatives. For example, for the Western Portal there is an option to reposition the tunnel entry. Similarly, there are alternatives and options presented for the vertical alignment of the tunnels, works and the placement of structures at places such as Linlithgow Avenue, Tom’s Block, the Domain Precinct, Fawkner Park and the Eastern Portal and surrounds.

(ii) Request

The IAC requests advice as to:

15. *whether all options remain for consideration by the IAC. If so, what are the preferred option(s).*

MMRA Response:

3. Table 6-1 within Chapter 6 of the EES contains key Concept Design components and options.
4. As stated in Chapter 1 Section 1.4.1 of the EES, the Concept Design and design options are assessed in the EES. However, during the further development and procurement phases of Melbourne Metro, the Concept Design may be further refined by the parties who are ultimately contracted by the State to deliver Melbourne Metro.
5. The Concept Design, design options and any further design refinements would be delivered in accordance with the Environmental Performance Requirements contained in Chapter 23 Environmental Management Framework.
6. MMRA is seeking approval of a planning scheme amendment and the Environmental Performance Requirements to achieve acceptable environmental, social and economic outcomes. MMRA seeks to keep options open to provide some flexibility during the procurement process to encourage development of innovative solutions to the delivery of Melbourne Metro.
7. In relation to Western Portal and the crossing of CityLink tunnels, both respective options are assessed in this EES, and the final portal location and vertical alignment through CityLink would be determined through the detailed design process following the Minister for Planning's assessment of the EES. MMRA does not have a 'preferred option' in either case.
8. In relation to emergency access shafts, two shafts may be required – one at Fawkner Park and another at Linlithgow Avenue. Both options at the respective locations are to be assessed in this EES and the final location and requirement for emergency access shafts would be determined in consultation with the Metropolitan Fire Brigade. MMRA does not have a 'preferred option' for the location of the emergency access shafts.
9. In relation to the southern tunnel boring machine launch site, the option of using Fawkner Park is no longer being pursued by MMRA. Consequently, the Domain Station site on St Kilda Road is now MMRA's 'preferred option'. Technical Note 016 addresses this matter.
10. In relation to Parkville station construction options, Chapter 6 Section 6.6.2 of the EES states that Parkville station is likely to be constructed using the bottom up technique to ensure the station box is fully excavated before the earliest possible TBM arrival date. However, MMRA does not have a 'preferred option' to construct this station. The final construction methodology would be determined through the detailed design process following the Minister for Planning's assessment of the EES.

11. In relation to the electrical substation, this matter is addressed by TN035 in response to request 52 of the IAC's Request.

4.2 Peer review

(i) Reference

The Social and Community Impact Assessment Technical Appendix F references a peer review by Mr Offer at 4.2.6 (included as Appendix B to that report). The IAC notes the brevity of the peer review.

(ii) Request

The IAC requests:

16. *clarification as to whether this was the only peer review of this aspect of the EES and whether the attachment is either the full peer review, or a summary of the peer review. If it is a summary, the IAC requests the full peer review report be provided.*

MMRA Response:

12. The peer review by Mr Offer is the only peer review of the Social and Community Impact Assessment. The full peer review was attached to the assessment.
13. Mr Offer sets out the scope and methodology of his peer review in his Expert Witness Statement.

4.3 Schedule of works

(i) Reference

The Social and Community Impact Assessment Technical Appendix F provides information on various aspects of work in various locations over the time of the Project. These works do not appear to be consolidated in any form so that a reader can see and understand the extent of works in all locations at various times throughout the eight to ten year construction cycle.

(ii) Request

The IAC requests:

17. *a 'gant' type chart(s) or similar of the key areas of work in all precincts over the whole of the construction period so that it has a full understanding of what work is being undertaken in what areas, at what times, over the full construction period.*

MMRA Response:

14. EES Chapter 6 Project Description contains information about the schedule for construction of the project throughout the construction period and across all precincts. In particular:

- a. Table 6-2 provides a high level overview of the key project schedule dates; and
- b. Table 6-9 provides a precinct-by-precinct breakdown of the types of works to be undertaken accompanied by an indicative timeframe when the works could occur and the duration of the works.

4.4 Fawkner Park

(i) Reference

The IAC understands that the proponent now believes that the Fawkner Park Tennis courts will not be required for use as a construction worksite for the Project.

(ii) Request

The IAC requests:

- 18. advice on the basis for this belief*
- 19. clarification how this belief has been conveyed and to whom, and what the alternative location will be and again, how this information has been conveyed*
- 20. advice on what works are now proposed for Fawkner Park*

MMRA Response:

15. Technical Note 016 addresses the removal of Fawkner Park as an option for launching a southern tunnel boring machine. It is observed in the Technical Note and in the EES that a construction site may still be required within the north east corner of Fawkner Park for an emergency access shaft.
16. Attachment A to Technical Note 016 is a letter that was sent to approximately 4,000 landowners and tenants within the area bounded by Domain Road, Punt Road, Toorak Road and St Kilda Road. Customised letters were also sent to the following organisations: Melbourne Grammar School, Fawkner Park Tennis Centre, South Yarra Senior Citizens Centre, Fawkner Park Children's Centre and Kindergarten, Christ Church, and Christ Church Grammar School.

CORRESPONDENCE:

No correspondence.

ATTACHMENTS:

No attachments.