

MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MMRA TECHNICAL NOTE

TECHNICAL NOTE NUMBER: 031
DATE: 19 August 2016
PRECINCT: All Precincts
EES/MAP BOOK REFERENCE: EES Chapter 12; Technical Appendix H – Air Quality
SUBJECT: Air quality
Response to Section 6 of the ‘Preliminary Matters and Further Information’ Request.

NOTE:

1. This Technical Note responds to the matters identified in Section 6 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.

6.1 Potential for asbestos fibre in air emissions

(i) Reference

MMRP Chapter 12 Air Quality Section 12.1, Overview p12.1 notes:

Temporary, localised adverse impacts to air quality are expected during the construction of Melbourne Metro from dust and combustion emissions.

This Section does not mention any planned studies for initial air monitoring baseline testing in association with the Project’s construction sites. Whilst dust (particulate) fall-out is mentioned and modelled, there is no detail as to whether or how initial baseline data is to be collected across the construction sites.

(ii) Request

The IAC requests advice on:

22. *whether there is any baseline information as to asbestos fibres within the general air space from the current EPA Richmond and Footscray air monitoring stations (within dust particulates) available for review*
23. *the potential for adverse effects on air quality due to asbestos fibre in air (associated in dust particulates) as a consequence of the project*

MMRA Response:

3. These requests are addressed in the Expert Witness Statement of Mr Shane Lakmaker.

6.2 Plans for air quality baseline monitoring – spoil disposal areas

(i) Reference

Technical Appendix H Section 12.4, Methodology, Section 12.4.1: Assessment Approach, Study Area and p12-14, notes:

With the exception of the TBM tunnelling works (where emissions to air would be contained within the tunnels), impacts to air quality are expected in all locations where construction activities would be conducted. Accordingly, the study area for the impact assessment spans all construction precincts, with the areas of greatest risk identified as those with the highest intensity of construction works and handling of excavated spoil.

The assessment focuses on the major construction work sites at Arden, Domain and Fawkner Park. These sites would be the extraction points for removal of TBM tunnelling spoil and a high number of truck movements would be required at these sites, in addition to other construction activities.

(ii) Request

The IAC requests advice on:

24. *whether there are monitoring plans, and if so, detail those plans, to conduct baseline and ongoing air quality studies for the Project, at nominated tunnel spoil disposal locations, once these off-site locations are known.*

MMRA Response:

4. This request are addressed in the Expert Witness Statement of Mr Shane Lakmaker.

6.3 Risks associated with tunnel thermal emissions

(i) Reference

Technical Appendix H Section 12.7 Impact Assessment and Section 12.7.2 Operation notes: "Thermal emissions associated with venting heat from the tunnels and stations (a low risk for electrified rail tunnels)".

(ii) Request

The IAC requests:

- 25. further information that supports the contention that thermal emissions associated with the venting of heat from such tunnels and stations represents a low risk.*
- 26. examples of monitoring and management measures for thermal emissions that have been implemented for similar existing projects.*

MMRA Response:

5. These requests are addressed in the Expert Witness Statement of Mr Shane Lakmaker.

CORRESPONDENCE:

No correspondence.

ATTACHMENTS:

No attachments.