

MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MMRA TECHNICAL NOTE

TECHNICAL NOTE NUMBER: 078

DATE: 6 October 2016

PRECINCT: Eastern Portal

EES/MAP BOOK REFERENCE: Map 14 (Horizontal Alignment Plans – construction phase)

SUBJECT: Acquisition of unit 1/8 William Street, South Yarra

NOTE:

1. The Eastern Portal precinct requires large vertical retaining walls to facilitate widening of the railway cutting. The construction of the northern retaining wall would require extensive occupations of the Dandenong line, which would cause significant disruptions to the rail network.
2. As a result, MMRA has undertaken further work to design concept earth retaining solutions that would allow the contractor to build as much of the northern retaining wall as possible from outside the rail corridor, minimizing the extent of rail occupations.
3. In doing this work MMRA found that access was limited and worsened by the temporary loss of the William Street bridge. There is a pinch point for construction access between unit 1/8 William Street and the rail corridor. Construction traffic would pass within 1.5 meters of the dwelling and would regularly prevent the owner of unit 1/8 William Street from using the driveway.
4. The acquisition of unit 1/8 William Street would also avoid the need for vehicles to perform 3-point-turns in both William Street and Chambers Street.
5. The acquisition of unit 1/8 William Street provides for a temporary construction road between William Street and Chambers Street allowing access for the construction of the retaining wall and one way access through both streets.

6. Unit 1/8 William Street is not expected to be habitable while construction of the piled retaining wall is taking place from William Street through to the boundary of 8 William Street and 3 Chambers Street. Access to the double car garage and two onsite carparking spots for unit 1/8 William Street will not be able to be maintained.
7. Alternative access will be provided for units 2-7/8 William Street from 3-5 Chambers Street while the 8 William Street driveway is occupied.
8. The acquisition of unit 1/8 William Street's driveway facilitates one way construction access from William Street through to Chambers Street as shown in **Attachment A**.
9. The landowner of unit 1/8 William Street has been informed of this change to Melbourne Metro's Concept Design.

CORRESPONDENCE:

No correspondence.

ATTACHMENTS:

- A. Construction access arrangement (northern retaining wall)

ATTACHMENT A

