West Gate Tunnel
Closing Slides on behalf of Western Distributor Authority
Part B Submission

WDA case

- Exhibited EES
- Part A submission
- Project notes 1 to 72
- Expert evidence
- Tabled documents
- Part B submission
- Oral submissions
Part B submission

- Introduction: the hearing, level of design resolution and standard-setting
- Adequacy of contents of EES and IAC role in assessing environmental effects
- Strategic support for project objectives
- Comments as to key project components
- Net community benefit
- Environmental effects by subject matter
- Addresses submissions by others

For convenience, the Part B submission adopts the same definitions and acronyms as were used in the Part A submission.

The IAC hearing


The IAC, counsel, advocates and individual submitters are to be commended for facilitating a fair, rigorous and informative hearing.

Numerous conclaves between expert witnesses in various disciplines were conducted.

The IAC should be cautious not to give the advice of its expert advisers the same weight as expert evidence capable of testing through cross-examination.

The use of Project Notes enabled WDA to respond in detail to the various questions raised by the IAC, expert witnesses and parties to the hearing in a timely and efficient manner, without impacting on the hearing timetable.
Benefit of specific project design

- High level of certainty
- Well developed urban design
- Easier to assess impacts
- Statutory planning process facilitated

Iterative design process has improved performance and minimised impacts
Iterative processes involved stakeholders
Process involved, and responded to, community engagement

Standards and standard setting
Part B submission [16] to [23]

It is not the role of the IAC to pioneer new standards as part of its assessment, but to have regard to the existing standards.

Terms of Reference: conduct its evaluation of the proposed EMF “with reference to applicable policy and legislation”.

“...The Tribunal has consistently taken the view over a long period of time that although it has been described by the Courts as an “expert body” it is not expert in all the areas that make up the planning matrix, and that it should not pioneer new and different standards from those specified by a planning scheme.”

VCAT in Cherry Tree Wind Farm case

Standard-setting bodies must consider not only the desirability of the objective to be achieved, but also the practicality of achieving that objective, the different methods available to achieve that objective and the likely cost of each approach.

This reality is well illustrated by the process undertaken by the National Environment Protection Council in amending National Environment Protection Measure (Ambient Air Quality) to include mandatory PM$_{2.5}$ standards.

The measures adopted should be cost-effective and in proportion to the significance of the environmental problems being addressed.

Environment Protection Act s 1B(3)
Role of IAC and purpose of EES
Part B submission [24] to [45]

• Task of IAC is to consider environmental effects of the project, not to review whether EES responds to scoping requirements

• Purpose of EES is to enable an assessment of the impact of the proposed works

An EES will not normally be required to document alternatives to a project proposal, as opposed to alternatives for a project. However a discussion in an EES of the rationale for a project will be appropriate. The only alternative to a project proposal that will routinely be described in detail in an EES is the ‘no project’ scenario. The ‘no project’ scenario provides the baseline for
Population projections for Greater Melbourne (2016)

<table>
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<th>Year</th>
<th>Western</th>
<th>Rest of Melbourne</th>
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<td>2051</td>
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</table>

Source: Victoria in Future 2016

Index of comparative growth

- Western
- Rest of Melbourne
Moore Street curfew exemption

Freight/logistics (port related) land use

Property access gates

Major empty container park

Other land use

Whilst every care has been taken to prepare this map, GHD makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damages which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.

Data source: Google Streetview, October 2015; ESRI mapping.
Growth in population and jobs to 2031

The design speculation and action research assemblage: ‘transit for all’ and the transformation of Melbourne’s passenger rail system

ABSTRACT

The planning problems of neo-liberal cities require theories and methods that are adequate to the task of engaging as well as understanding their fragmented opacity. This paper reports on research that combines well-established processes of action research and design studio teaching with more recent interest in assemblage theory. ‘Transit for All’ was a recent industry-university research collaboration investigating rail station design in...
Economic and spatial drivers acknowledged by strategic policies

- Plan Melbourne
- Planning schemes
  - Zones and overlays
  - SPPF
  - LPPFs
- Other planning studies
  - Eddington report
  - Infrastructure Victoria

Population growth
Population distribution
Location of port and port related uses
Likely nature and location of jobs growth

Improve transport performance in the M1 corridor

- To support the increased travel demand generated by future population and economic growth
- To enhance connectivity between economic clusters
- To enhance safety along the M1 corridor
- To enhance access to jobs and services
Figure 91: Travel Time Benefits by Origin – Car, AM Peak (7am - 9am), 2030/31

Figure 92: Travel Time Benefits by Destination – Car, AM Peak (7am - 9am)
Reduce reliance on the West Gate Bridge

- To improve network resilience and redundancy
- To mitigate strategic risks to the State and national economy
- To improve travel reliability
Improve freight access to the Port of Melbourne and greater Melbourne

- To improve reliability of access to the Port of Melbourne and on the freight network
- To support the travel demands arising from the future freight task
- To enhance State and national competitiveness through freight productivity improvements
Figure 93: Travel Time Benefits by Origin – Commercial vehicles, AM Peak (7am - 9am), 2030/31

Figure 94: Travel Time Benefits by Destination – Commercial Vehicles, AM Peak (7am - 9am), 2030/31
Improve community amenity on local streets in the inner west

- To reduce freight on local streets
- To improve safety on local streets

Net community benefit

“Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.

“Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.”

Victorian Planning Schemes clause 10.04
Assessing net community benefit

- Major transport projects will usually result in broad-scale benefits and localised disbenefits
- Understandably, most submitters will focus on local disbenefits
- Impacts have to be balanced against benefits
- A "no impact" solution is unrealistic
- "Minimising" an impact does not mean that other considerations (e.g., value for money) are ignored

There is nothing more difficult to take in hand, more perilous to conduct, or more uncertain in its success, than to take the lead in the introduction of a new order of things. For the reformer has enemies in all those who profit by the old order, and only lukewarm defenders in all those who would profit by the new order, this lukewarmness arising partly from fear of their adversaries and partly from the incredulity of mankind, who do not truly believe in anything new until they have had actual experience of it.

— Niccolo Machiavelli

Role of Transport Integration Act

- An integration (or balancing) exercise, not a "tick the box" exercise
  - WDA relies on its written submission, which has not been disputed
- WGT project cannot be considered in isolation
- Project includes improving active transport network
- WGT project does not hamper public transport
- There is no requirement that every transport project must include a public transport component
- See transport system objectives in TIA

**Melbourne**: strategic support for achievement of the Project objectives

**Hobsons Bay** acknowledges the "worthy aims" of the Project

**Maribyrnong** appreciates the important opportunity offered by the Project to "improve the health and liveability of suburbs such as Footscray, Yarraville, Seddon and Kingsville"
CityLink and city connections

- Any corridor connecting to Footscray Road and Dynon Road will enable car access to the central city, including the CBD

- Neither the WGT nor Eddington’s western corridor option provide “additional car access to the CBD”

- The only new connection in the Project is the Wurundjeri Way extension – which enables vehicles to bypass the central city, which was foreshadowed in the Eddington Report

Hunt’s oral evidence:
“Both Footscray Road and Dynon Road in their linkages to CityLink provide for traffic which comes off CityLink with destinations in north and west Melbourne and that is an identical strategy as what’s proposed as part of the West Gate Tunnel Project”.

Hunt supports Wurundjeri Way extension as a “project of benefit” for the City of Melbourne.

Port of Melbourne

- Strategic policy regarding the role of the Port is abundant, and forms the context for consideration of the environmental effects of the Port connections proposed as part of the project.

- Recently been leased for 50 years likely to remain the only container port in Victoria until at least 2055

Planning protection
- Ministerial Direction no. 14
- Purposes of the Port Zone
- SPPF and Yarraville Port Core Employment Area Policy

The policy setting overwhelmingly protects and facilitates the access to, operation and future expansion of the Port, and does not prioritise the protection of the Maribyrnong River south of Shepherd Bridge, whether for visual, amenity or open space purposes.
Mackenzie road ramps

- The northern portal needs to be on the western side of the Maribyrnong River to accommodate access to MacKenzie Road (as a matter of geometry).
- The only practical location of a portal located east of the Maribyrnong River is to the north of Footscray Road between Shepherd Bridge and Dock Link Road: the urban design consequences of which are unknown.

Coode Road is planned to close to enable the expansion of Port activities.

Access needs to be maintained to Swanson Dock West.

Access via MacKenzie Road provides a direct, safe and efficient connection directly from the freeway into the Port, avoiding the need for those container trucks to intersect with the arterial road (Footscray Road) network.

The main carriageways cannot emerge from the tunnel portal at too steep a grade given the requirement to maintain truck speeds and optimise network performance.

Footscray road viaduct

The design utilises the existing wide carriageway and minimises encroachment into Port of Melbourne land to the south and industrial land to the north.
City connections

- Traffic performance
- Existing CityLink elevated structures
- Need to tie-in with the existing CityLink, Footscray Road, Dynon Road and Wurundjeri Way alignments
- Moonee Ponds Creek
- 66kV high voltage transmission tower next to Moonee Ponds Creek
- Existing rail lines and V/Line and MTM stabling yards, and the future urban renewal planned for E-Gate
- Existing Dudley Street rail overpass, signal equipment room and switch room, and the future additional freight rail tracks and redevelopment of the south-western corner of the Dudley Street/Wurundjeri Way intersection.

Hyde Street ramps

Figure 5-6  Hyde Street Interchange

- Entry ramp joins Williamstown Rd entry
- Ramp alignments minimise impacts on golf course & sports reserve
- Entry ramp commences at Simcock Ave
- Sight distance improvements
- West Gate Bridge exclusion zone
Common submissions to IAC

- The project should be a public transport project
- The Zenith model is unreliable and, as a consequence, the project does not “stack up”
- The project will cause induced demand (and this is bad)
- Traffic will be “funneled” into the CBD
- The project will impair future urban renewal
- The project will give rise to unacceptable noise and health impacts
- The project will give rise to unacceptable air and health impacts

WGT is part of a suite of transport solutions

- Public transport projects
  - Regional rail, Metro Melbourne, level crossing removals
- Other road projects
  - Western arterial program ($1.8b), CityLink widening ($1.28b), Webb Dock Access east works
- Demand management
  - Tolls, LATM, Truck bans and curfews, Street parking fees, Central City parking levy
- Land use decisions
  - Eg: Werribee National Employment and Innovation Cluster
- Road and public transport use are usually not substitutes
  - Trips not well served by public transport
  - Public transport capacity constraints
  - Multi-purpose trips, involving different destinations
  - Trips outside peaks hours, especially at night
  - Trips carrying freight or luggage
  - Travelling with young children and frail aged persons

What is the congestion levy?
This annual levy aims to reduce traffic congestion in central Melbourne and encourage more motorists to regularly use the city’s trams, buses and trains.
The East Werribee precinct is part of the wider Werribee National Employment and Innovation Cluster (NEIC).

The 775-hectare East Werribee precinct is the largest undeveloped surplus State Government land in metropolitan Melbourne, and comprises the 400-hectare site known as the East Werribee Major Development Parcel.
Not about the business case

• Many submitters wanted to take issue with the business case for the project: that is a matter for government, not the Committee

• Business case assessment was thorough, with appropriate assumptions and sensitivities

• The Zenith model, relevant to assessment of environmental impacts, is the EES model

Traffic modelling for EES

• A model is a tool to assist decision making in the realm of uncertainty: any model, however well calibrated and validated, may turn out to be “wrong” but it is still very useful in making decisions

• Three levels of modelling: strategic, spreadsheet and microsimulation

• Zenith model is an appropriate strategic model

• Zenith model was used in EES (not Business Case) to predict percentage growth in traffic, not actual volumes
Zenith transport model

• Keys: Zenith model is “an appropriate strategic model”
• Frequently used in Victoria and Australia
• High level of correlation with outcomes for toll roads
• Allard review of very limited relevance and weight
• No credible expert evidence that would warrant ignoring or modifying Zenith model outputs
• No evidence that “single loop” method undermines model outputs (if anything, it increases environmental impacts)

Induced demand

• Alleged induced demand is often just increased demand from population growth
• Neither induced demand (nor suppressed demand) is inherently bad nor good

Individual and social benefits

Individual and social disbenefits
Traffic impacts

(a) the appropriateness of the transport modelling undertaken to inform the EES, and the extent to which its outputs can be relied upon;

(b) the acceptability of the Port connections;

(c) the acceptability of the city connections and how they compare with other design options;

(d) the impact of additional traffic in North and West Melbourne;

(e) the impact of additional traffic in Kensington;

(f) whether additional truck bans are warranted, including on Millers Road;

(g) the impact of additional traffic in Hyde Street;

(h) whether additional connections should be provided between the arterial road network and the West Gate Freeway as part of the Project;

(i) the acceptability of levels of service;

(j) the acceptability of the active transport components of the Project; and

(k) the impact of construction traffic.
Modelling

Document 67 demonstrates that, had the strategic modelling used the “loop through” distribution methodology, it would have resulted in slightly fewer car trips and slightly lower car kilometres travelled in 2031.

Port connectivity

MacKenzie Road ramps have been configured to provide convenient, efficient and safe access to the Port of Melbourne by container trucks, in a manner consistent with:

(a) State and local planning policy under the Port of Melbourne and Maribyrnong Planning Schemes;

(b) the Port Development Strategy 2035 Vision (a reference document under clause 18.03);

(c) Infrastructure Victoria’s advice; and

(d) the Port’s wishes.
There is clearly a stronger policy imperative to limit vehicle access into the CBD than into main roads in North and West Melbourne.

Footscray Road and Dynon Road already connect CityLink with the central city.

Wurundjeri Way in particular should be understood as having a bypass rather than an access function.

Option 1 – connection to CityLink only
Option 2 – connections to CityLink and Footscray Road

Option 3 – connections to CityLink, Footscray Road and Dynon Road
North and West Melbourne

(a) The modelled additional 9000 vehicles accessing North and West Melbourne via Dynon Road in the 2031 Project case is a reasonable estimate, having regard to around 16,000 vehicles diverting off Dynon Road south down the Wurundjeri Way extension;

(b) 9000 additional vehicles distributed through the road network in North and West Melbourne is “moderate and manageable” and was not of sufficient concern such that the Project should be altered; and

(c) There are a myriad of traffic measures which have been implemented progressively into North and West Melbourne to manage the ongoing traffic pressure and, if maintained and probably enhanced, are capable of managing the traffic through the area.

Millers Road

• A divided, main road
• Part of principal freight network
• Industrial zoning on east
• In Road zone
• Already carries many trucks
• Removal of western toll point will reduce estimated demand
The existing context of those dwellings is relevant. They are zoned Mixed Use and the ‘Francis Street Mixed Use Policy’ applies, which seeks to transition existing residential uses to non-residential uses, having regard to (among other things) the location of this land within the 300m recommended buffer distance of the Mobil petroleum storage terminal, a major hazards facility.
The Project set operational performance targets of LOS D or better on the freeway sections, and LOS D or DOS 0.9 or better at intersections. Mr Kiriakidis analysed the freeway sections and interchanges where LOS D was not achieved, and provided a detailed assessment of why a lower level of service was acceptable at those locations. WDA relies upon that evidence.

It would not be appropriate for the Project to attempt to improve the intersection performance of Dudley Street where it intersects with Footscray Road and Wurundjeri Way, given the important traffic management role it plays in constraining vehicular access to the CBD.
Section 8 of Technical Report A Part 1 outlines the impacts of construction traffic on the road network. The greatest impact will be during tunnel works, when the northern tunnel compound will generate 600 truck movements per day. SIDRA analysis of the Whitehall Street and Somerville Road intersection demonstrates that construction traffic can be accommodated.

WDA relies on Mr Kiriakidis’s evidence regarding the acceptability of construction traffic impacts.

In relation to construction traffic impacts at New Street, PN18 and PN19 confirm that the southern tunnel portal compound will generate 150 peak daily inbound truck movements but that the New Street access and egress route will be predominantly used by cars and light commercial vehicles, with truck use of this route minimised.

Construction management is dealt with in EPRs TP2, TP3, TP4, TP7 and TP9.
Land use impacts

• Urban renewal areas
• E-Gate
• Dynon
• Yarraville Core Employment Area
• Brooklyn residents
• Precinct 15 and Bradmill

WDA relies on the evidence of Mr Michael Barlow

Melbourne CC assertion re E-Gate

Impact of WGT Project on Urban Renewal precincts and reduction in development areas
Current potential for waterfront development at Moonee Ponds Creek
Noise and vibration

- Tunnel Boring Machine vibration: WDA relies on evidence of Dr Heilig
- Noise model outputs appear common ground
- Project specific noise objective of 63dB(A) $L_{10}$ 18 hours is not contentious
- Substantial agreement on content of EPRs and the need to enforce these

(a) Whether a night time standard for traffic noise should be adopted;
(b) The requirements for, and contents of, a construction noise and vibration management plan, including whether provision should be made for ‘unavoidable works’;
(c) The circumstances in which land should be eligible for mitigation under NVP1A, including whether E-Gate is entitled to mitigation now despite its current role as a train yard;
(d) How long the Project should be required to meet the 63 dB(A) objective; and
(e) Whether a Project-specific standard should be adopted for noise at public open space?

Descriptors of noise

Please note that $L_{10} > L_{50} > L_{90}$ for the same sound or noise.
No need for night-time standard

- Not supported by Stead, Elkin nor Tardio
- No evidence of night-time limit operating in Australia (See VicRoads, 2015)
- Not accepted by Minister in East West Link

The World Health Organisation (WHO) specifies a night-time noise guideline for Europe of 55 dB LAeq. This is a “free field” level, which accounts only for the noise travelling directly from the road to the outside of a dwelling at night (WHO, 2009).

It is normal practice in Australia to measure “facade” noise levels by locating a microphone one metre outside the window of a dwelling. This microphone measures both the noise coming from the road and the noise reflected back from the facade to the microphone. This reflection approximately doubles the sound energy and increases the noise level by three decibels as compared to the “free field” value.

This means that the WHO night-time target of 55 dB LAeq is equivalent to 58 dB LAeq in Australian terms. Due to differences in LAeq and LAeq levels and to differences between daytime and night-time traffic volume, the WHO guideline is roughly equivalent to a target value of LA10 (18h) of 65 dB.

Construction noise

The primary mechanism for managing construction is the Construction Noise and Vibration Management Plan (CNVMP) required by NVP3. All of the experts appeared to accept this was an appropriate mechanism, subject to the inclusion of relevant matters.

WDA acknowledges that further work will need to be done in order to fully develop the CNVMP, including the identification of the most appropriate mitigation strategies for each affected area. Nonetheless, Technical Report H and Appendix E provide a foundation on which any future CNVMP can be expected to build and should provide that IAC with some idea of the range of mitigation measures which will be considered in preparing the CNVMP.

Any requirement to obtain approvals for unavoidable works is likely simply to frustrate the delivery of the Project.
Off-site treatments

NVP1A requires certain noise levels to be achieved at certain properties during operation of the Project. If those levels are not achieved by on-reservation treatments, NVP1A contemplates the use of off-reservation treatments.

(a) The appropriate cut-off point for eligibility for mitigation under NVP1A;

(b) whether the E-Gate precinct be entitled to mitigation; and

(c) the period for which the 63 dB(A) limit should be required to be met.

2 April 2017 being day that the current design was announced to the public

Same principle applies

20 years is double VicRoads Standard

Off-site treatment - E-Gate

• E-Gate will be the agent of change
  • It is yard to service trains and is zoned as such
  • A potential urban renewal area, still many years away from redevelopment
  • The development of E-Gate will respond to its context in the same way as Precinct 15 and West Melbourne Waterfront

PUZ4 = “Transport”
Noise and open space

Starting point is that mitigation should not be provided to new public open space created either as part of or subsequent to this Project. This is consistent with the approach taken to residential mitigation.

There is no Victorian standard for noise and public open space and that the Traffic Noise Discussion Paper does not appear to suggest that one should be instituted.

The NSW approach is to adopt non-mandatory targets.

The government's announcement protects significant existing areas of open space.

Air impacts and human health

• A feature of the EES is the inclusion of a Health Impact Assessment in addition to the Air Quality Impact Assessment.

• No fundamental dispute about outputs of air modelling.

• Modelling conservative.

• Dr Denison’s advice, and the assumptions and material underpinning, have not been the subject of forensic testing.

• EPA recommendations.
Conservative assumptions

• Background pollutant concentrations for 2022 (anticipated year of project opening) and 2031 were assumed to remain at levels recorded during the period 2009 to 2013

• Vehicle emission factors for 2022 and 2031 were assumed to remain at levels predicted for 2020.

Dr Denison report

• A balanced assessment must consider conservative assumptions as well as further sensitivity tests
The predicted PM concentrations demonstrate compliance with the future NEPM-AAQ 24 hour goal for 2025 of 20 μg/m3. The future NEPM-AAQ annual PM goal for 2025 of 7 μg/m3 will be exceeded at all receptors as the background concentration adopted is already in excess of this value. The airport contribution to this value is relatively small compared to that of the external roadway emissions source. Page 65

It is also recommended that in order to meet the future NEPM-AAQ annual goal for PM, the relevant government agencies focus on mitigation measures on a regional scale, in particular on vehicular emissions and other background contributors Page 77

The air quality assessment contains a number of conservative assumptions. For example, in the longterm scenario, emissions were projected approximately 50 years into the future, with the assumption that there will be no improvement to current aircraft emissions. The emission factors used in the assessment are therefore likely to be conservative. It was also assumed that there would be no improvement in background air quality during this period. Based on the recent trends in background air quality in the study area (i.e. at the Bringelly site), and notably the decrease in NO and PM concentrations, it is reasonable to assume that background air quality could improve further in the future Page 78

Air impacts and human health

(a) The appropriateness of the use of data from the Footscray ambient air quality monitoring station for background purpose;

(b) The selection of appropriate emissions factors and the exclusion of break and tyre wear from calculations of particulate matter;

(c) Whether or not ultrafine particles should be monitored;

(d) Whether or not filtration should be required to be installed at the opening of the tunnel in 2022;

(e) The significance of the fact that the air quality in the inner west is already compromised; and

(f) The adequacy of the EPRs
Human health risks

• Dr Wright evidence on health risks associated with the Project should be accepted

• Dr Irving and Professor Anderson adopted a ‘maximalist’ approach where they argued that the Project should be required to reduce emissions to the maximum extent possible without, it appeared, any regard to the cost or overall impact of doing so

• This approach is inconsistent with State policy and air policy reports

Urban design and landscape
Urban design and landscape

Western Distributor
Improving Melbourne together

AERIAL OF MARIBYRNONG CROSSING
Urban design and landscape
Construction and engineering

(a) Mr O’Shannessy – on ground movement and tunnelling;

(b) Mr Kalitsis – on the management of contaminated land and spoil;

(c) Mr Medd – on ground water;

(d) Ms Collett – on surface water; and

(e) Mr Miller – on ecology.

None of the other parties called any expert witnesses on these matters and none of these witnesses were seriously challenged as to the scope or substance of their evidence or the adequacy of the technical reports which they had authored or supervised.

Heritage

Ms Gray’s evidence dealt with the submissions relating to heritage, and no additional issues were raised during the hearing. Her recommendations have been adopted in WDA’s final version of the EPRs.
Greenhouse gas

Mr Symons gave evidence on the issue of greenhouse gas emissions from the Project. His approach was not seriously challenged. Professor Graham’s evidence was that the approach taken to the calculation of emissions was ‘consistent with international standards for scope of emissions’.

To the extent Professor Graham did take issue with the scope of the assessment, it was not demonstrated that this would make any material difference to the greenhouse gas calculations in the context of this Project.

Social impacts

The Project will have both beneficial and adverse social effects. When assessing social effects, the approach should not be to assess whether or to what extent there will be a change from the existing circumstances. Rather, the approach should be to assess:

(a) how adverse social effects can be mitigated to make them acceptable; and

(b) whether these adverse effects (as mitigated) together with the beneficial effects of the Project, will deliver overall beneficial outcomes.
Business impacts

A particularly significant area of impact on businesses was through compulsory acquisitions and the IAC has received a presentation from Ms Lawlor on these issues including regarding the processes that have already been gone through with affected businesses.

In response to the IAC’s questions during that session, further refinements were made to the proposed BP EPRs resulting in a suitable framework for the future management of impacts on businesses.

Comments on council submissions

Melbourne

Maribyrnong

Hobsons Bay
Economic impacts

- The capacity of western roads will be enhanced, resulting in less congestion than the no-project case, with flow-on economic benefits
- Western road routes will have greater security, resilience and reliability
- Reduction in travel time (compared to the no-project case) to the Port of Melbourne and to freight destinations will reduce transport costs
- Road safety will be enhanced
- Labour and job markets will be enlarged

Social impacts

- Accessibility to jobs, education, services and other people will be enhanced
- Road safety will be enhanced
- Amenity will be enhanced by net reduction in truck traffic in residential streets
Environmental impacts

- Net traffic impacts on residential streets will be positive, especially in relation to trucks
- Infrastructure has been celebrated; visual impacts have been mitigated and, in any event, impacts must be assessed in context
- The net effect of air emissions is positive compared to the no-project case and is acceptable
- Noise emissions have been mitigated in accordance with State policy and are acceptable
- Construction impacts will be appropriately managed
- Net traffic impacts are acceptable

“The Melbourne of today is a successful city. That success is built in part on the transport decisions and investments made by previous generations - and it is a legacy that has served Melbourne well.”