

West Gate Tunnel Project - EES Submissions Further Responses

This table responds further to issues raised by submitters and should be read with the EES Submissions Response Table lodged on 14 August 2017.

No.	Submitter	Issue	Response
1.	Splashdown Properties (333) 30-32 Buchanan Road, Brooklyn. 26-28 Buchanan Road, Brooklyn. 1-19 Buchanan Road, Brooklyn.	Concerned about their strip of land left over, and there not being sufficient access to their discharge point. Also concerned that they will not be able to continue to operate their business due to a partial acquisition.	<p>Environmental Performance Requirement [EPR] BP1 requires the protection of third party property and infrastructure, including access to discharge points serving Buchanan Road during construction and operation.</p> <p>It is a requirement of EPR BP2 that access to and amenity for potentially affected businesses and commercial facilities is protected, with an impacts to the level of access, amenity or function minimised to the extent necessary to carry out the works. In addition, businesses would also be provided with adequate notification of potential impacts and temporary access arrangements.</p> <p>Businesses and other stakeholders will be engaged prior to, and during construction on the preparation and implementation of a Business Involvement Plan under EPR BP5 to minimise and mitigate impacts on businesses. Any damage caused to property as a result of the project must be appropriately remedied in accordance with EPR BP1.</p> <p>Any land acquisition and associated compensation would be undertaken in accordance with the <i>Major Transport Project Facilitation Act 2009</i> and <i>Land Acquisition and Compensation Act 1986</i>. Affected owners would be engaged with individually on the scope of acquisition and compensation.</p>
2.	Owners Corporation of 107-108 Whitehall St (389)	The submitter is concerned about the loss of truck access to their common property and said WDA had not provided an adequate solution to reinstate access. If an adequate solution could not be found, businesses in the complex could no longer operate. They also	<p>The WDA has had and continues to have meetings with this submitter as an impacted business and will work with them directly on the issues that have been raised.</p> <p>The WDA has highlighted this issue with Project Co as requiring attention during the detailed design phase and in preparation of</p>

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		raised concerns about the loss of car parking places.	environmental management documents required by the EPRs. Access to and amenity for potentially affected businesses is protected, where practicable through EPR BP2., with any permanent access restored or relocated with agreement of property owner .
3.	Clamms Seafood (78)	<p>Raised specific concerns and suggestions:</p> <ul style="list-style-type: none"> concerned about the risk of contamination to their products from hazardous spoil and dust from the northern excess spoil site. concerns about additional traffic at the Somerville Road / Whitehall Street intersection and pedestrians at that intersection. recommended a traffic controller at the Whitehall St / Somerville Road intersection, and an additional exit at Youell Street for container trucks sealing the northern excess spoil site. a new road dedicated to construction trucks from this site using the dual entry driveway on Whitehall St. contact details for a senior project manager for the construction team during the project life. 	<p>Spoil management facilities in the vicinity of the northern portal would be enclosed to minimise dust. Spoil from the northern portal would be transferred to the spoil management site at 221 Whitehall Street via an enclosed conveyor. Spoil stockpiling and loading facilities would be enclosed within a large shed. Subject to any approvals required, it is envisaged that trucks would enter the spoil management facilities via Whitehall Street, load within the enclosed shed and exit to Somerville Road near its intersection with Whitehall Street (refer to Project Note 55).</p> <p>It is planned that the staff car parking area and traffic routes within 221 Whitehall Street would be sealed to minimise dust.</p> <p>The Contractor would ensure construction activities are managed in accordance with EPA Victorian Publication 480 Guidelines for Major Construction Sites to maintain air quality.</p> <p>An Air Quality Management and Monitoring Plan (AQMMP) is required to be developed and implemented by EPR AQP6, to minimise dust and other emissions during construction, including identifying locations of sensitive receptors, monitoring, mitigation option to minimise impacts on local air quality and procedures for record keeping and reporting.</p> <p>The WDA has highlighted the issue of traffic and access with Project Co as requiring attention during the detailed design phase and in</p>

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			<p>preparation of environmental management documents required by the EPRs.</p> <p>EPR TP3 contains requirements to minimise disruption to vehicle, pedestrian and cycle movements during design and construction, including the implementation of a Traffic Management Plan (TMP) in consultation with the relevant road management authorities.</p> <p>Businesses and other stakeholders would be engaged prior to, and during construction on the preparation and implementation of a Business Involvement Plan under EPR BP5 to minimise and mitigate impacts on businesses. The plan would form part of a wider Communications and Community Engagement Plan required by EPR SP2 to set the framework for communication for the project, including an enquiry management process with provision for a 24 hour telephone service.</p>
4.	Murray Case Photography 107-109 Whitehall St (264)	<p>This submitter has specific business and access concerns:</p> <ul style="list-style-type: none"> • requests fencing on the public parkland proposed near them to ensure people cannot access their complex. • suggested a fair adjustment for compensation to remaining lot owners was required. • owners being acquired receiving compensation for loss of common ground. • requested that the acquired car park in Lot 6, which is shown on the plans as a landscaped area, be returned to them to compensate for lost car parking. 	<p>The WDA has had and will continue to have meetings with the submitter as an impacted business and will work with them directly on these issues.</p> <p>It is a requirement of EPR BP2 that access to and amenity for affected businesses must be protected.</p> <p>Any land acquisition and associated compensation would be undertaken in accordance with the <i>Major Transport Project Facilitation Act 2009</i> and <i>Land Acquisition and Compensation Act 1986</i>. Affected owners would be engaged with individually on the scope of acquisition and compensation.</p> <p>Following finalisation of the design to reinstate access, the project would look to optimise car parking arrangements in consultation with relevant local councils (as required by EPR TP1).</p>

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		<ul style="list-style-type: none"> suggested angled parking on Youell St. 	
5.	CC Containers (7)	IAC on Day 22 asked WDA to consider a response to the health issues, impacts and monitoring requested by CC Containers on their site	The EES, expert witness statements and evidence presented during the IAC hearings concluded there would not be any significant adverse health impacts around the northern portal associated with the operation of the project. The WDA is engaged in direct discussions with the submitter as an impacted business, and would work with them directly on the issues that have been raised.
6.	Digital Harbour (185)	<p>Digital Harbour said they had not received any further response to their request in their submission for further details on the following statement in the EES (page 10 of Chapter 3):</p> <p><i>"Specific EPRs would require the Project Co to manage the project's impacts on future development plans for West Melbourne (in consultation with the City of Melbourne) and Digital Harbour (in consultation with the landowner/developer)."</i></p>	<p>EPR LLP3 requires Project Co to manage, to the extent practicable, the impacts on future built form of 48-54 Digital Drive, Digital Harbour, in consultation with the landowner/developer.</p> <p>As presented during the IAC hearing, the project does not preclude future development opportunities or strategic transport initiatives associated with West Melbourne or Digital Harbour.</p> <p>A written response to EES submissions (including submission 185) was tabled by the WDA on day 1 of the IAC hearing (IAC hearing document 21).</p>
7.	Emma McLean Kindergarten (399)	<p>Emma McLean Kindergarten (EMK) made a number of specific recommendations:</p> <ul style="list-style-type: none"> temporary noise and dust barriers along the construction route opposite EMK. minimisation of high noise construction activities during EMK's operational hours. noise monitoring to ensure the levels aren't exceeded. permanent sound/pollution barriers on the 	<p>A Project Note responding to air quality concerns at this location is being prepared and will be tabled.</p> <p>The EES, expert witness statement and evidence presented during the IAC hearings do not support the need for temporary noise and dust barriers along the Hall Street construction route or permanent barriers on the Hyde Street on-ramp.</p> <p>The project team has highlighted the concerns and recommendations of the Emma McLean Kindergarten with Project</p>

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		<p>new Hyde St on-ramp and vegetation barriers to soften the impact from that ramp.</p> <ul style="list-style-type: none"> the urban renewal area of Simcock Avenue to become a park to offset pollution and compensate for the new infrastructure bringing hazardous trucks closer to EMK. 	<p>Co for consideration during the detailed design phase and in preparation of environmental management documents required by the EPRs.</p> <p>EPR AQP6 requires an Air Quality Management and Monitoring Plan (AQMMP) to be implemented to minimise dust and other emissions during construction, including identifying locations of sensitive receptors (such as schools and child care facilities), monitoring, mitigation option to minimise impacts on local air quality and procedures for record keeping and reporting .</p> <p>Construction activities would be managed in accordance with EPA Victorian Publication 480 Guidelines for Major Construction Sites to maintain air quality, which may include dust suppression measures if required.</p> <p>A Construction Noise and Vibration Management Plan (CNVMP) is required to be implemented by EPR NVP3 in accordance with applicable noise standards The CNVMP must include noise and vibration monitoring and response protocols.</p> <p>The acquisition of the site owned by Mobil on Simcock Avenue and its conversion into a new park is outside the scope of this project.</p>
8.	Hyde Street Residents Group (192)	The Group was requesting their properties be acquired, but the VicRoads acquisition process was not acceptable.	<p>VicRoads addressed this matter in their submission to the IAC on day 10 of the hearings (IAC hearing document 111).</p> <p>VicRoads submitted that although the project didn't require acquisition of these properties, VicRoads has been in discussion with affected residents and remains amenable to considering the purchase of these properties on hardship grounds on a case by case basis. VicRoads has advised that discussions with affected residents are ongoing.</p>

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9.	Rex Industrial and others (182)	<p>The submitter made a specific suggestion, that additional acquisition of land would be required, or of additional buildings (Lot 6 and 7) to provide access from Youell St. They suggested that access from Lyons St to their property was not feasible, as it would be unsafe.</p> <p>They further suggested:</p> <ul style="list-style-type: none"> • the shared user path along Billy Button Creek to Somerville Road be removed. • car parking be reinstated in surplus land • parking be retained on Lyons Street • WDA ensure that truck access remains to their property through Youell St • excess parking be provided in Youell St • a fenced land buffer at the southern end of their complex • WDA respond to their submission and address why it was not fully addressed in the submission response document. 	<p>The WDA and Project Co has had and continues to have meetings with the submitter as an impacted business and will work with them directly on the issues that have been raised.</p> <p>The WDA has highlighted the concerns regarding business access and car parking with Project Co for attention during the detailed design phase and in satisfying requirements of the EPRs.</p> <p>It is a requirement of EPR BP2 that access to and amenity for potentially affected businesses is protected during construction and any permanent access reinstated. In addition, businesses would also be provided with adequate notification of potential impacts and temporary access arrangements.</p> <p>Any land acquisition and associated compensation would be undertaken in accordance with the <i>Major Transport Project Facilitation Act 2009</i> and <i>Land Acquisition and Compensation Act 1986</i>. Affected owners would be engaged with individually on the scope of acquisition and compensation.</p> <p>Businesses and other stakeholders would be engaged prior to, and during construction on the preparation and implementation of a Business Involvement Plan under EPR BP5 to minimise and mitigate impacts on businesses. The plan would include procedures to restore permanent access.</p> <p>Following finalisation of the design to reinstate access, the project would look to optimise car parking arrangements in consultation with relevant local councils (as required by EPR TP1).</p>
10.	Jucon Holdings	Jucon holds Lot 14, 107-109 Whitehall St Footscray	The WDA is in one on one discussion with this submitter as an

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	(234)	<p>and was very concerned about the loss of exit. 10. Proposed solution:</p> <ul style="list-style-type: none"> • Give back a small portion of the excised lots adjacent to Lot 3 (the long narrow building) as common property • Provide gated exit adjacent to Lot 3 on to Maribyrnong St (Lyons St) • Exit from Lyons St at the west end on to Whitehall St • This would include upgrading Lyons St to sealed pavement, and improve the amenity of Lyons St in keeping with the riverside parkland development • This requires a covered bridge over the open drain to access onto Lyons St • Restores the site to a safe state in the event of an emergency - without any consideration to an eastern exit, access for emergency vehicles is compromise 	<p>impacted business and will work with them directly on the issues that have been raised.</p> <p>The WDA will pass on the submitter's concerns about business access and suggested solutions to Project Co for consideration during the detailed design phase and in satisfying requirements of the EPRs.</p> <p>It is a requirement of EPR BP2 that access to and amenity for potentially affected businesses would be protected during construction and any permanent access reinstated. In addition, they would also be provided with adequate notification of potential impacts and temporary access arrangements.</p> <p>Any land acquisition and associated compensation would be undertaken in accordance with the <i>Major Transport Project Facilitation Act 2009</i> and <i>Land Acquisition and Compensation Act 1986</i>. Affected owners would be engaged with individually on the scope of acquisition and compensation.</p> <p>Businesses and other stakeholders would be engaged prior to, and during construction on the preparation and implementation of a Business Involvement Plan under EPR BP5 to minimise and mitigate impacts on businesses. The plan would include procedures for restoring permanent access.</p>
11.	Western Melbourne Tourism (456)	Made suggestions for signage and wayfaring signs, potentially using digital technology - including providing awareness of tollway fares.	<p>An overhead lane use management system (LUMS) signage would be used to manage opening and closing of lanes as required, such as optimising traffic flows, responding to incidents, or tunnel maintenance.</p> <p>The urban design concept provides a range of wayfinding initiatives designed to create a project identity, provide legible, distinctive and</p>

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			safe experiences for local communities and road users.
12.	Alyson Protetto	Concerned about the future use of open space land adjacent to the Italian Social Club.	As advised by counsel for WDA, the land is Crown Land and is on the title same as the Italian Social Club. The land is subject to a lease from the Crown for 24 years to the Italian Social Club Inc. that expires on 8 April 2024.
13.	Melbourne Water (441)	The submitter's concern about piers in Maribyrnong River and Moonee Ponds Creek is causing flooding and amenity issues is currently addressed only by response #235 (design of bridges and elevated structures).	As submitted by Melbourne Water, and there is no suggestion that a resolution to floodplain storage requirements cannot or would not be resolved through detailed design. Indeed, Melbourne Water acknowledged in their oral submissions that they had developed a good working relationship with the WDA and that this can be expected to continue.
14.	Spotswood South Kingsville Residents Group (326)	Raised suggestion of cleaning up the Mobil site (not mentioned in response table).	The acquisition of the site owned by Mobil on Simcock Avenue and its conversion into a new park is outside the scope of this project.
15.	Dr Love (409)	Advocated for the 'C7' design in the business case and Ch 3 of the EES.	The C7 design was considered during the project options assessment phase and found not to meet the project objectives. This alternative is not within the scope of the IAC's consideration.
16.	Chalmers Industries (321)	Francis Street, Hardie Road and Cawley Road were not good roads for the diversion of the cycling path - separation should be considered, either by a distinct separate path or coloured separation to highlight the section for shared users.	EPRs TP1 and TP3 contain requirements to minimise disruption to vehicle, pedestrian and cycle movements during design and construction, including the implementation of a TMP prepared in consultation relevant road management authorities. A Worksite Traffic Management Plan (WTMP) for discrete components or stages of work may also be prepared. The TMP/WTMPs would manage any temporary diversion of pedestrian or cycle paths to provide a safe, well-sign posted

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			<p>alternative route and minimise impact on commuter travel times for cyclists as far as practicable.</p> <p>A Traffic Management Liaison Group would be established to help preparation of the TMP as required by EPR TP7. This group would be a forum for exchange of information and discussing traffic management issues. A suitable and safe cyclist detour route would be investigated in consultation with this group and other key stakeholders including Bicycle Network.</p>
17.	Trirampage Pty Ltd (172)	Specifically concerned about impacts on their business, 150 Whitehall St, including access and loss of customers as the tunnel bypasses their truck stop.	<p>Access to and amenity for potentially affected businesses would be protected during construction and any permanent access reinstated in accordance with EPR BP2. In addition, they would also be provided with adequate notification of potential impacts and temporary access arrangements.</p> <p>Businesses and other stakeholders would be engaged prior to, and during construction on the preparation and implementation of a Business Involvement Plan as required by EPR BP5 to minimise and mitigate impacts on businesses. The plan would set out procedures to minimise and mitigate impact on access to business and commercial premises during construction and to restore permanent access as per EPR BP2.</p>