Response to IAC requests for information of last Monday 2 September

SCO and the tunnel bulge

Question

1. One of the questions raised by the IAC was whether the SCO for the tunnel area would be wound back once we have an actual design and the area actually required for the tunnels is known. The IAC wanted to know -

   (a) if it would be wound back; and

   (b) if so, when would it happen

Response

2. Yes the SCO would be wound back to reflect the actual tunnel alignment once known.

3. This is likely to occur once the contract for the project has been entered into which is proposed to be in the second half of next year and possibly late next year.

4. It is anticipated that the combined width of the SCO and DDO for the tunnel alignment will be in the order of 120 metres, with potential for the SCO to be less than this subject to the final design. This is similar in width of the West Gate Tunnel Project planning controls.

Notice given to owners and occupiers

Question

5. A second and related question from the IAC was whether specific notice has been given to the land owners and occupiers affected by the tunnel bulge, or whether they were just given the general notice.

Response

6. All land owners and occupiers affected by the proposed SCO (including those in the tunnel bulge area) were given a letter and fact sheet explaining the effect of the draft planning scheme amendment. This was in addition to the standard notification given in relation to exhibition of the EES and draft PSA.

Difference between preparatory and early works

Question

7. A further question was what is the difference between preparatory and early works and how are early works being dealt with in the Incorporated Document.

Response

8. The early works that are the subject of the Early Works contract awarded by the State relate to the design development and potential modification, relocation and/or protection of 96 potentially impacted utility services, as well as sewer dilapidation assessments.

9. It is important to note that the contract is split into two phases - a Planning Phase and a Delivery Phase.

10. The Managing Contractor is required to complete the Planning Phase and then the State has the flexibility to determine what, if any, Early Works package will be approved for delivery by the Managing Contractor.
11. Most of the Early Works will constitute preparatory works under the Incorporated Document. Those that do not constitute preparatory works will not be able to commence until the relevant documents and plans required by the Incorporated Document have been prepared and approved. These include:

(a) the Environmental Management Framework and EPRs
(b) the Urban Design Strategy
(c) the Urban Design and Landscape plans (to the extent relevant).

12. All works will also need to comply with the terms of all other relevant approvals including the EPBC Approval and the approved CHMP.

13. No works, other than site investigation works, are proposed to be undertaken before completion of the EES assessment and approvals process. All other works, including early works, would not commence until after all relevant approvals have been obtained.

**Design life of the project for planning purposes**

**Question**

14. The IAC wanted to know the design life of the project for planning purposes.

**Response**

15. The design life of the major structural components of the project is 100 years. This includes the tunnels, bridges and viaducts.

16. Some other elements such as the managed motorway systems will be less than this and in the order of approximately 10 years. However, these are aspects that can be readily replaced and updated with advancements in technology.

17. For the major structural components however the tenderers will be asked to design for a period of 100 years.