

Melbourne Metro Rail Project

MELBOURNE METRO
RAIL AUTHORITY

MMR-AJM-WNEP-RP-NN-004269
CHANGES TO PROJECT LAND - 2-2A
CHAMBERS ST, SOUTH YARRA

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REVISION P2

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APPROVAL

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1 Executive Summary

This report assesses the proposed inclusion of 2-2A Chambers Street, South Yarra into the Project Land of the *Melbourne Metro Rail Project Incorporated Document, May 2017* (Incorporated Document) via proposed Planning Scheme Amendment GC82.

The initial concept design of the Metro Tunnel Project (Project) proposed constructing a retaining wall east of Chambers Street at the Eastern Portal precinct from within the rail corridor. As part of the ongoing design and refinement of the Project, it has been identified that this construction methodology is no longer feasible.

Consequently, it is necessary to include 2-2A Chamber Street, South Yarra (the 'site') within the Project Land to enable the use of the site for temporary construction activities. The inclusion of the site is required to facilitate demolition of the existing buildings and allow construction access to the northern retaining wall. Specifically, the site is necessary to create a platform for a piling rig.

The landowners have been consulted regarding the proposed construction activities on their land and the inclusion of the land in Planning Scheme Amendment GC82. The landowners have a planning permit for demolition of the existing buildings and redevelopment of the site including construction of a retaining wall along the southern boundary

Melbourne Metro Rail Authority (MMRA) has reached agreement with the landowners for the inclusion of the site within the Project Land under Planning Scheme Amendment GC82,. Given the importance of delivery of the retaining wall in accordance with Project program, MMRA requires the site to be included in the Project Land and the designated area so that:

- if the landowners cannot or do not obtain consents for the works in accordance with the existing planning permit, MMRA can utilise the Incorporated Document (contingent of approval of proposed Planning Scheme Amendment GC82) as planning consent for the delivery of the Project infrastructure on the site; and
- if for any reason the landowners do not deliver the works in accordance with the agreement, MMRA can step in to compulsorily occupy or acquire the part of the site required to deliver the Project infrastructure.

The site is located within the Eastern Portal Precinct and was assessed in the Environment Effects Statement (EES) study area. As shown on Figure 2-1 below, land immediately south and west of the site was proposed as temporary construction work sites in the EES.

The site is also included within the activity area of the approved Cultural Heritage Management Plan (No. 13967) for the Metro Tunnel Project.

2 Site Assessment

The site is located within the Eastern Portal Precinct of the EES study area, as shown in Figure 2-1, however was not included in the Project Land.

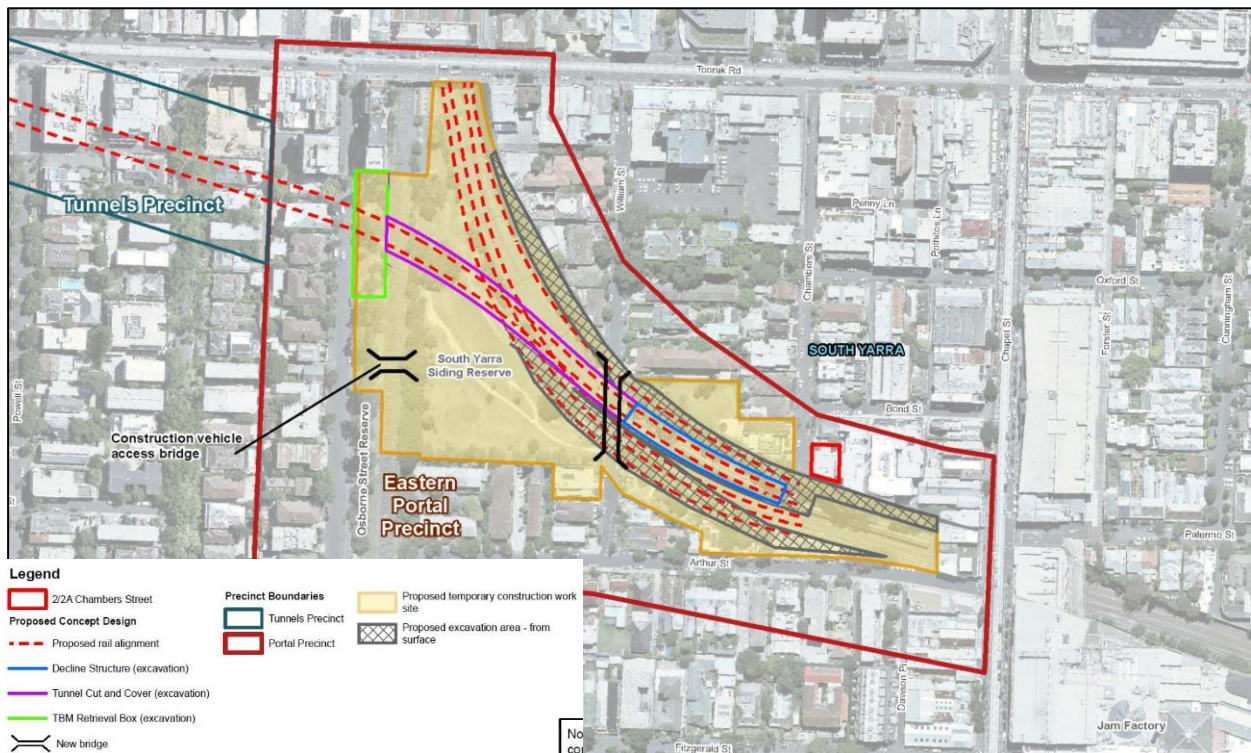


FIGURE 2-1 SITE LOCATION WITHIN EASTERN PORTAL PRECINCT OF EES

Initially, the concept design assumed that construction of the retaining wall could be completed from within the rail corridor. Further assessment has determined that this methodology is no longer feasible.

It has been assessed that construction will need to occur from 2-2A Chambers Street. This is the preferred site because the site abuts the rail corridor and affords the sole feasible access point to the proposed retaining wall at this location.

Further, the selection and use of the site is justified as follows:

- The site is located at the end of a low-trafficked dead-end street that was already selected for Project construction access
- The use of the site for construction purposes would not result in new impacts or previously unidentified impacts
- Properties on the western side of Chambers Street were included as temporary construction works sites in the EES
- The landowners have planning approval to demolish the existing buildings on the site by virtue of a planning permit granted by Stonnington City Council in September 2016.

In addition, extensive consultation has been undertaken throughout the Eastern Portal Precinct with residents and other key stakeholders via the EES process.

MMRA has consulted with the landowners regarding the proposed construction activities on their land and has reached agreement under which the site will be included within the Project Land under Planning Scheme Amendment GC82 to allow for use of the site for construction purposes. The agreement ensures that the Project works are coordinated with the landowners' if the planning permit is acted upon. This would allow for timely delivery of the required Project works on the site, and allow the proposed redevelopment to proceed in accordance with the existing planning permit for the site.

MMRA is committed to proceeding with the agreement with the owner until the works are satisfactorily completed. However, given the importance of delivery of the retaining wall in accordance with Project program, MMRA requires the site to be included in the Project Land and the designated area so that:

- if the landowners cannot or do not obtain consents for the works in accordance with the existing planning permit, MMRA can rely on the Incorporated Document as planning consent for the delivery of the Project infrastructure on the site; and
- if for any reason the landowners do not deliver the works in accordance with the agreement, MMRA can step in to compulsorily occupy or acquire the required part of the site to deliver the Project infrastructure.

3 Impact Assessment

The proposed inclusion of the site within the Project land would amend the mapping within the Project Incorporated Document to include the site as shown below.



FIGURE 3-1 SITE LOCATION WITHIN PROJECT LAND

The use of the site for construction purposes would thereby be governed by the conditions of the Incorporated Document.

Construction impacts identified in the EES on the Eastern Portal Precinct were:

TABLE 3.1 CONSTRUCTION IMPACTS AT EASTERN PORTAL

ISSUE	IMPACT AT EASTERN PORTAL	RESPONSE
Transport	<p>Additional truck and traffic movements</p> <p>Impacts to the operation of the current public transport network</p> <p>Disruption of pedestrian and bicycle movements</p> <p>The removal of William Street bridge during construction</p> <p>Disruptions to local road traffic with construction traffic movements in Osborne Street, William Street, Arthur Street, Toorak Road and Chapel Street</p>	<p>Chambers Street does not accommodate local traffic as it is not a through road.</p> <p>Inclusion of site will not change the impacts on pedestrian and bicycle movements on Lover’s Walk.</p> <p>The use of the site will reduce the level of impact on the public transport network by creating fewer disruptions to the rail corridor.</p> <p>The impact of construction vehicular movements on Chambers Street are known. The impact of additional construction vehicular movements on Chambers Street will be negligible.</p>
Land Use	<p>Temporary reduction of public open space of the South Yarra Siding Reserve and Osborne Street Reserve and pedestrian access via Lovers Walk</p> <p>Acquisition of seven residential properties</p> <p>Impacts on access through the precinct due to the high volumes of construction traffic and road closures</p>	<p>Inclusion of site will not change the impacts on public open space in the precinct.</p> <p>As above, Chambers Street does not accommodate local traffic as it is not a through road. The inclusion of the site would not affect access through the area.</p>

ISSUE	IMPACT AT EASTERN PORTAL	RESPONSE
	Thirteen titles would be acquired, including private residences and publicly owned (VicTrack) land on Arthur Street and Osborne Street (including the car park on Arthur Street), to support construction activities.	The inclusion of the site may slightly increase the number of properties to be acquired by the MMRA, however this would occur in a street where acquisition and use of land for construction purposes has been assessed.
Noise and Vibration	Vibration levels associated with tunnelling, including impacts on structural integrity of houses Potential airborne noise impacts associated with construction activities Use of noise barriers to manage operational noise	Potential airborne noise impacts of construction activities on the site would be managed through the implementation of mitigation measures to achieve the Environmental Performance Requirements, consistent with construction activities outside the rail corridor immediately west of the site. The inclusion of the site will not impact where sound barriers are located and will not increase vibration levels associated with tunnelling.
Community	During construction, the South Yarra Siding Reserve, Osborne Street Reserve and Lovers Walk would be inaccessible to the public. An average of 25 truck movements (one way) per day for 30 months Normal construction hours, except for rail occupations which would be 24 hours and 'unavoidable works' Potential removal of up to 218 trees within the construction zone	The inclusion of the site will not impact on public open space in the precinct. The inclusion of the site is unlikely to increase the number of trees removed in the precinct. No mature trees are located on the site. Use of the site for construction activities will have a negligible impact on truck movements through the precinct.
Heritage and Cultural Heritage	Impacts on places of cultural heritage value (Aboriginal and European)	The site is not heritage listed. The site is included within the Activity Area of the Cultural Heritage Management Plan.

The inclusion of the subject site in the Project Land is reasonable on the basis that the impacts of the Project have been previously assessed and the owner has been adequately consulted in line with the intent of the EES and Planning Scheme Amendment processes under the *Environment Effects Act 1978* and *Planning and Environment Act 1987* respectively.

MMRA considers that:

- if the demolition is carried out by the landowners as part of the currently permitted development, the impacts will be managed appropriately in accordance with the permit conditions as these are works of the nature contemplated for the permitted redevelopment
- if it is necessary for MMRA to deliver the demolition and retaining wall works under the Incorporated Document, the conditions of the Incorporated Document will be satisfactory to manage the impacts of the use of this land on the amenity of the Eastern Portal Precinct
- in either case, the impacts of Project construction on this area of South Yarra were extensively considered through the EES process and are understood, and the Environmental Management Framework and the associated Environmental Performance Requirements (including controls for noise and vibration, land use and planning, traffic and social and community impacts), provide appropriate controls where redevelopment of a private site occurs simultaneously with Project works.

4 Conclusion

Given the rigour of the Incorporated Document conditions that would apply to construction activities at this location, including the Environmental Management Framework and the associated Environmental Performance Requirements, it is considered that the impact on the site and surrounding interfaces can be effectively managed. Considering the need for certainty as to approvals and timing of delivery of the Project infrastructure required on the site, the inclusion of the site in the Project Land under the Incorporated Document should be supported.



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