

**MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT**  
**INQUIRY AND ADVISORY COMMITTEE**

**MMRA TECHNICAL NOTE**

**TECHNICAL NOTE NUMBER:** 016

**DATE:** 26/7/2016

**PRECINCT:** Tunnels and Domain

**MAP BOOK REFERENCE:** Map 12 (Fawkner Park) and Map 11 (Domain) (Horizontal Alignment Plans – construction phase)

**SUBJECT:** Modification - Removal of the Fawkner Park TBM southern launch site

**NOTE:**

1. The EES assesses the impacts of launching a southern Tunnel Boring Machine (TBM) at either:
  - a. Domain - within the station box on St Kilda Road and support facilities at Edmund Herring Oval; or
  - b. Both Domain and Fawkner Park – the Fawkner Park location including the tennis courts adjacent to the Fawkner Park Child Care Centre.
2. Following further refinement and consideration of the proposed construction methodology, it was determined that the use of Fawkner Park was no longer required to launch and retrieve TBMs to develop the southern sections of the Melbourne Metro rail tunnels.
3. MMRA publically announced in late June 2016 that Fawkner Park would no longer be required as a TBM support site for the Project. A letter was sent to landowners and tenants directly affected by this decision (refer to Attachment A).
4. Potential bidders have been advised that Fawkner Park is no longer an option for a southern TBM launch site.
5. The Project is therefore now only proposing the Domain site for the southern TBM launch site.

6. As described in the EES, a construction site may still be required within the north east corner of Fawkner Park for an emergency access shaft.

**ATTACHMENTS:**

**A:** Copy of letter provided to landowners and tenants

**B:** EES Map 12 (construction phase) annotated to show location of Fawkner Park

## Attachment A

I am writing to advise that following further detailed design work for the Metro Tunnel project and development of its construction methodology, the Melbourne Metro Rail Authority (MMRA) has determined that it no longer proposes that the tennis courts at Fawkner Park be pursued as a construction worksite for the project.

In recognition of the importance the local community places on the park and its recreation facilities, and also due to the close proximity of the Fawkner Park Child Care and Senior Citizens Centre, the MMRA has been investigating ways to avoid the need to occupy the tennis courts for use as a launch and support site for the Tunnel Boring Machines (TBMs) that will operate underground in the southern section of the project.

These investigations have now determined that the use of Fawkner Park is not required to launch and retrieve TBMs for the Metro Tunnel project.

As you may know, the Environment Effects Statement (EES) for the Metro Tunnel project is currently on public exhibition as part of a comprehensive planning approvals process. The EES is based on a concept design for the project that identifies the proposed tunnel alignment and station locations as well as potential construction sites.

For the south eastern section of the project, two locations are identified in the EES as potential work sites to support TBM launch and retrieval activities – either at the location of the proposed new Domain station on St Kilda Road in conjunction with Edmund Herring Oval or, alternatively, utilising a combination of the Domain site and the Fawkner Park tennis courts.

Both of these options will continue to be assessed through the EES process and considered by the Panel Inquiry, but MMRA will make it clear to the Panel Inquiry that it does not plan to proceed with the Fawkner Park option and that it will be advising potential bidders for the project that Fawkner Park tennis courts is no longer available as an option for the construction phase of the Metro Tunnel.

It should be noted that a smaller construction site in the north east corner of Fawkner Park may still be required to build an emergency access shaft, with a small above ground structure remaining to provide emergency services access to the Metro Tunnel.

Thank you for your patience and understanding as we have undertaken the necessary investigations regarding this element of this city-shaping public transport project for Melbourne and Victoria.

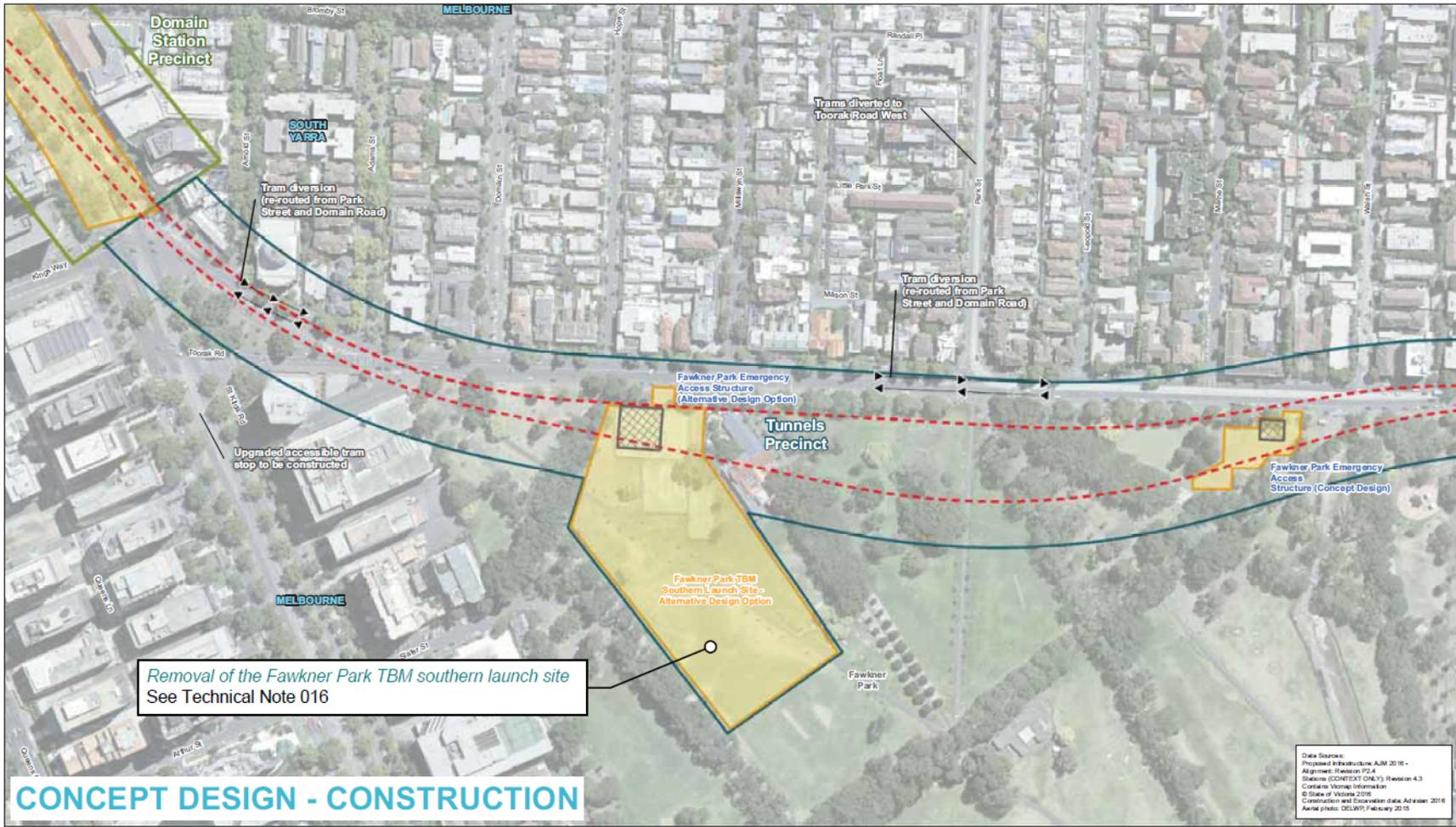
Should you have any queries on this matter please call MMRA on 1800 551 927.

Kind regards  
Jacqueline

**Jacqueline Novoselac** | Senior Communications & Stakeholder Relations Advisor  
Melbourne Metro Rail Authority



ATTACHMENT B



**CONCEPT DESIGN - CONSTRUCTION**

**Legend**

**Proposed Concept Design**

- Proposed rail alignment
- Tram Diversion

**Precinct Boundaries**

- Tunnels Precinct
- Station Precinct

**Construction Areas**

- Proposed temporary construction work site
- Proposed excavation area - from surface

Note: Proposed footprint of construction areas is indicative only and may be subject to change



**MELBOURNE METRO RAIL AUTHORITY**

**aurecon JACOBS**

**AJM** Joint Venture GRIMSHAW

**Melbourne Metro Rail Project**

Title: Environmental and Planning Precincts - Construction  
Map 12 of 15

Drawing Number: MMR-AJM-UGAA-MP-NN-500295  
Drawing Revision: C1

Drawn By: A. Berman  
Approved By: M. Tansley  
Date: 20 April 2016

Scale: 0 50 100 Metres

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