

Submission Cover Sheet

West Gate Tunnel Project IAC

Sub no:

185

Request to be heard?: Yes

Full Name: Russell Nisbet
Organisation: Digital Harbour (Holdings) Pty Ltd
Address: 406 Life.lab Building, 198 Harbour Esplanade
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Affected property:
Attachment: A_Submission_for
Comments: See attachments below.



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A Submission for the West Gate Tunnel Project

To: West Gate Tunnel Project Inquiry
And Advisory Committee

From: Russell Nisbet, Executive Director (DHH)

For: Digital Harbour (Holdings) Pty Ltd (DHH)

Date: 10 July 2017

Background

DHH were appointed the preferred developer for the ComtechPort Precinct (now the Digital Harbour (DH) Precinct) on 19 December 2000. The precinct is bounded by La Trobe Street, Harbour Esplanade, Dudley Street and Wurundjeri Way.

The DH precinct interfaces with the west side of Wurundjeri Way and the south side of Dudley Street. Sites within the DH precinct that would be impacted by the proposed Wurundjeri Way and Dudley Street works and the proposed new roadway alignment are:

- 990 La Trobe Street – Melbourne Water headquarters building (existing);
- 26-46 Digital Drive – encompasses two development sites designated as either residential or commercial buildings in the masterplan (no current permit);
- 48-54 Digital Drive – proposed 265 residential apartments, 406 car parking spaces and ground floor retail (planning permit in place and construction projected to commence early 2018). It should be noted that whilst there are 8 levels of carparking abutting Wurundjeri Way there are also a significant number of residential apartments from Level 1 and above abutting the current intersection of Wurundjeri Way and Dudley Street and continuing around the corner and facing onto Dudley Street.

Attached please find a copy of correspondence received from the Western Distributor Authority dated 3 April 2017. In part this correspondence states: *"The land required to build the selected design varies slightly from the former Reference Design. The builder has been able to reduce the area of land impacted by works in some area and, at this point, now excludes 208-226 Harbour Esplanade (the DH precinct). It is now possible however that a small part of 990 La Trobe Street will be required for construction purposes. The extent of impact is shown highlighted in yellow on the attached plan"*.

Support

As a long term participant in the development of Docklands, in principle DHH supports the concept of improving access and traffic flow through, in and around the Docklands area. However, in the absence of further detail and understanding



surrounding the following 17 items contained in our Submission we are unable to endorse the current proposal for the West Gate Tunnel Project as it relates to the widening of Wurundjeri Way, the ramps and bridge over Dudley Street and the proposed upgrade to the Wurundjeri Way/Dudley Street intersection.

Submission

1. Please advise what form of noise abatement/treatment will be employed to mitigate noise generated by the increased traffic volumes anticipated on the widened Wurundjeri Way and in particular how this may impact residential apartments on the corner of Wurundjeri Way and Dudley Street. With the introduction of an elevated Wurundjeri Way (ramp and bridge) over Dudley Street and the anticipated additional volume of trucks, diverted from King Street and Spencer Street (refer to Impacts on Traffic Movements (risk TR35) on page 17 of Chapter 25), what mitigation measures are proposed to deal with the likely noise levels generated by truck traffic climbing and descending the inclined roadway over Dudley Street?
2. What impact will the proposed construction area and construction works have on the existing landscaping at the base of 990 La Trobe Street (adjacent Wurundjeri Way) and the traffic movement at the intersection into and out of the DH precinct below 990 La Trobe Street?
3. What is the projected increase in traffic volumes along Wurundjeri Way through the intersection below 990 La Trobe Street? What measures will be implemented to mitigate any impact on traffic movement into and out of the DH precinct and for the other users of the Stadium access road? The current internal road within the DH precinct (Short Circuit) is not designed to accommodate traffic that may be consequentially generated by other user vehicles (such as Etihad Stadium and the Lacrosse building which share usage of the Stadium access road) in the event that the existing intersection useability is compromised in any way.
4. What are the projected increases for south bound traffic volumes at the southern end of Wurundjeri Way where it intersects with Flinders Street? What steps are being taken to disperse this additional traffic given that the current intersection arrangement is already congested and gridlocked at peak times? There does not appear to be any consideration at or beyond this intersection to mitigate current and any increased future traffic volumes.
5. There appear to be conflicting statements relating to the potential impact on the DH precinct. For example 'Key Impacts' as noted within Figure 4 (page 47) of the Summary Report indicates
Digital Harbour:
 - *Road widening potentially affects access options along north-east boundary*
 - *Overall function of the precinct not affected, including the potential school site*
6. The only pedestrian access from Docklands to West Melbourne along Dudley



Street is currently severely compromised. The existing pedestrian environment at this intersection is extremely confronting. Any upgrade works need to significantly improve and enhance this crossing experience. There is only minimal reference to pedestrian crossing upgrade works (for instance the first paragraph on page 18 in Chapter 18) and greater clarity is required in conjunction with the proposed proximate road re-alignment.

7. Over several years DHH has been engaged in discussions with Major Projects Victoria relating to a footbridge connection between the south end of the future E-Gate residential development and the north end of the DH precinct. This wide pedestrian and cycle bridge is intended to provide access for residents, and particularly early occupiers, within the south end of E-Gate to the new tram super-stop in Harbour Esplanade adjacent DH as well as through DH, via Digital Drive, to the Docklands Stadium concourse and on to Southern Cross Station. Access will also be gained to a proposed new tram super-stop to be located in La Trobe Street outside the DH precinct. DHH amended its Masterplan document to incorporate a park at the north end of the precinct (North Park) to make provision for the landing of the pedestrian bridge connection to E-Gate. It is not understood, or made clear in the EES documents, why it is necessary to delay the future master planning and development of E-Gate until completion of the West Gate Tunnel Project. (Refer in particular to the second paragraph on page 16 of Chapter 28).

It would appear that significant delays have already occurred, following the closing of submissions from several major development groups, to the commencement of this much needed future residential precinct. Is there any prohibitive reason to delay commencement of master-planning of the E-Gate precinct any longer than finalisation of the design for the West Gate Tunnel Project?

8. With reference to Chapter 27 and the fourth paragraph within item 27.2.1 Overview, provide further clarity regarding the consequential impact on existing building occupants within the DH precinct, any future construction activities on the DH site and on the traffic flows from the DH precinct and other users of the Stadium access road that will be detrimentally affected by the proposed construction works and the extended construction hours.
9. Clarify the intended duration for:
 - Wurundjeri Way road widening works; and
 - The construction compound north of Dudley Street.

Provide details regarding the proposed access routes for the construction compound north of Dudley Street.

10. Provide specific and further details regarding the mitigation options for locations relative to the DH precinct where it is predicted the relevant noise objective would be exceeded. Refer to pages 28 and 29 of Chapter 27 and the



reference to Wurundjeri Way and provide clarity regarding whether the information applies to the proposed road widening works for Wurundjeri Way.

11. With reference to page 43 within Chapter 27 where the following is noted:
Residential towers within Digital Harbour are expected to be exposed to traffic noise levels of up to 70 dB(A) $L_{10(18hr)}$ from the Wurundjeri Way Extension.
Provide details regarding the extent of sound barriers / sound proofing / noise containment structures proposed for the bridge over Dudley Street and the ramped zone of Wurundjeri Way south of Dudley Street given the immediately proximate location of proposed buildings within the DH precinct.
12. Provide details regarding the proposed re-alignment of the 66kV power supply along Wurundjeri Way including the extent, duration and impact on surrounding access. Refer to the fifth bullet point on page 55 within Chapter 27.
13. Please confirm that the proposed alignment for the widened Wurundjeri Way at the intersection with Dudley Street will not detrimentally affect the built form of any approved planning permits within the DH precinct. Refer specifically to the final paragraph on page 17 within Chapter 28 where the following is noted:
The proposed alignment would widen Wurundjeri Way at the intersection to Dudley Street. The project alignment is not expected to affect the built form of any approved planning permits within this precinct, nor will it impact the intended use of the land or the overall function and intent of the precinct.
14. With reference to Area P5 on page 44 within Chapter 28 where it is noted as follows:
There would be changed access conditions for a number of businesses in area P5, including a large retailer on Footscray Road, and some businesses in Digital Harbour and along Wurundjeri Way.
Provide details regarding the anticipated changed access conditions including intended duration and proposed mitigation strategies for all affected occupants noting in particular that the Stadium access road is shared by multiple user groups.
15. Further to the above, provide details regarding the particular noise impacts that may be experienced by the building at 990 Latrobe Street. Refer to Area P5: Docklands comments within page 46 of Chapter 28 where it is noted as follows:
Works along Wurundjeri Way would be in close proximity to some office buildings, in particular one at Digital Harbour. These offices may be particularly impacted by noise impacts as it is expected that construction noise levels would exceed targets for office buildings. Works would occur in a staged manner along Wurundjeri Way, so individual businesses would be impacted only for limited time periods.
Provide further details regarding alternative mitigation measures.



16. Confirm the statement within page 10 in Chapter 30 where it is noted as follows:
Road widening works along Wurundjeri Way have been designed to ensure that the overall function of the Digital Harbour precinct within Docklands is not affected, including the potential school site.

17. Provide specific further details regarding the statement within page 10 in Chapter 30 where it is noted as follows:
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).

3 April 2017

Mr David Napier
Executive Director
Digital Harbour (Holdings) Pty Ltd
Unit 406, Life Lab, 198 Harbour Esplanade
DOCKLANDS VIC 3008

REF: COR/17/118913

Dear Mr Napier

IMPORTANT INFORMATION ABOUT THE WEST GATE TUNNEL PROJECT 208-226 HARBOUR ESPLANADE & 990 LA TROBE STREET, DOCKLANDS

Please find enclosed an important update on the progress of the West Gate Tunnel Project, previously known as the Western Distributor.

Project Design

After two years of intensive community and stakeholder engagement, technical investigations and design development, we are excited to announce the builder CPB Contractors John Holland Joint Venture, and their design, has been selected for the West Gate Tunnel Project.

Engagement with community and stakeholders has given us a great understanding of the local expectations and challenges for the project.

To explore the design in more detail visit the project website westgatetunnelproject.vic.gov.au which features an interactive map, detailed images, fact sheets and Frequently Asked Questions. Key documents are also available in other languages.

What does this mean for you?

The land required to build the selected design varies slightly from the former Reference Design. The builder has been able to reduce the area of land impacted by works in some areas, and at this point, now excludes 208 – 226 Harbour Esplanade. It is now possible however, that a small part of 990 La Trobe Street will be required for construction purposes. The extent of impact is shown highlighted in yellow on the attached plan.

As previously advised, while we now have a design and the associated land impact, this is still subject to a planning and environmental approvals process. We will continue to keep you updated at each project milestone.

As with any major infrastructure project, there will be a range of short and long term effects as part of its delivery. These may include:

- temporary increase in noise and dust from construction, with some activities occurring outside construction working hours;

- temporary changes to traffic management to accommodate construction traffic on nearby roads;
- long-term changes to traffic movements upon project completion;
- relocation of utility services such as power lines; and
- changes to visual amenity where structures or noise walls may be located.

Next steps - Environment Effects Statement (EES)

A comprehensive and transparent planning and approvals process is being undertaken by the Western Distributor Authority with the preparation and exhibition of an Environment Effects Statements (EES). The EES will assess the potential effects of the design, its construction and operation, and how we intend to manage those effects.

Everyone will have the opportunity to have their say when it is publicly exhibited in mid-2017, and make formal submissions to an independent inquiry panel and public hearing.

Further information about the West Gate Tunnel Project EES, including what information it will contain, is available in our **Environment Effects Statement Overview** fact sheet and on the project website.

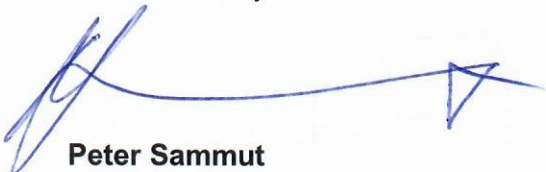
For more information about the Victorian Government's EES process, please visit the Department of Environment, Land, Water and Planning website at delwp.vic.gov.au.

Working with you

Engagement with the community has been an important part of the planning process. We will continue to work with the community as the project develops and will be hosting a number of information sessions at venues along the project corridor to provide more information on the design and EES process.

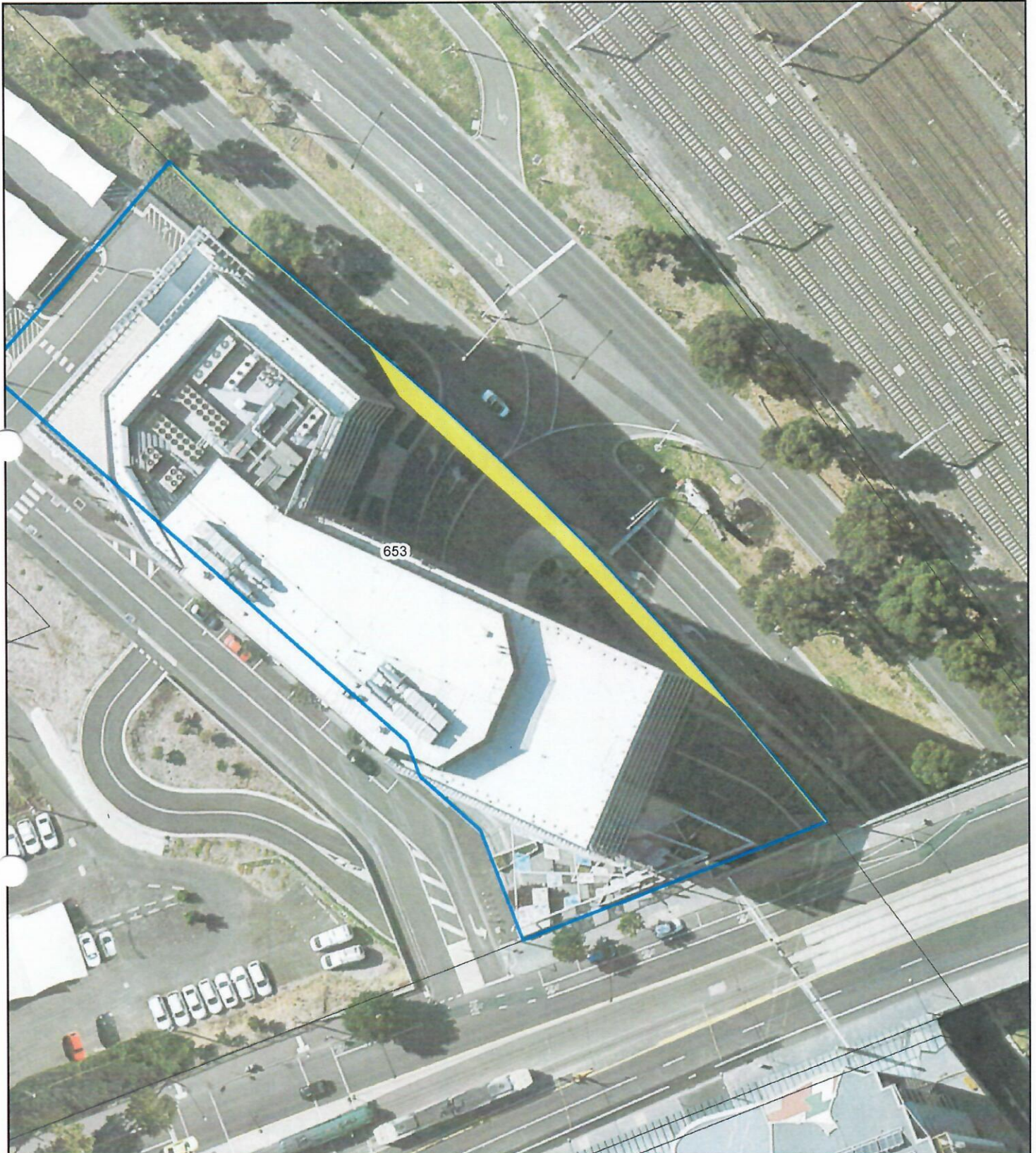
We will continue to keep you informed as we progress through the planning and procurement process and you are welcome to contact Helen Xenos from our Property Team on 03 8392 8701 or property@wda.vic.gov.au as queries arise.

Yours sincerely

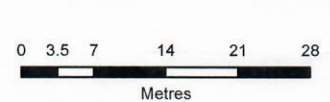


Peter Sammut
Chief Executive Officer
Western Distributor Authority


Encl: land plan



990 Latrobe Street, Docklands



Legend

-  Land Required for Road Construction
-  Impacted Property

Date: 4/04/2017

West Gate Tunnel Project: WestGateTunnelProject.vic.gov.au | 1300 280 939 | WestGateTunnelProject@wda.vic.gov.au