

Summary of Documents Prepared in Advance of Public Consultation for Regional Rail Link - Werribee to Deer Park

Source: Department of Transport
Total Number of Documents: 11
Total Pages: 1,258 pages

- Available from DoT web site and CD-ROM
- Also available from FFRR web site: <http://sites.google.com/a/ffrr.footscray.org/fair-go-for-footscray-rail-residents/documents>

Document: Cultural Heritage Assessment

Date: 7 April 2009

Pages: 61

Prepared By: Dr Vincent Clark & Associates Pty Ltd

Summary:

Assessment of the potential cultural heritage issues relating to a number of alignment options for a proposed 30km rail link between West Werribee and Deer Park.

Document: Flora and Fauna Assessment

Date: April 2009

Pages: 112

Prepared By: Biosis Research

Summary:

This assessment has a number of objectives including providing a description of the ecological values of each of the proposed options, assessing any the implications of State and Commonwealth biodiversity legislation and policy and identifying any knowledge gaps.

Document: Preliminary Engineering Design Assessment

Date: 4 June 2009

Pages: 179 Pages

Prepared By: AECOM Australia Pty Ltd

Summarises the preliminary engineering design services provided to the Department to enable determination of the minimum corridor footprint required and support the Planning Scheme Amendment process. The services provided have been incorporated to: Determine the minimum functional requirements for the Proposed Transit Corridor of the RRL Deer Park to West Werribee; Design the proposed Regional Rail Link alignment and corridor footprint; Prepare the Functional Design for the Proposed Transit Corridor; Identify the future High Speed Design Standard requirements for the Railway; Ensure that implementation of the Proposed Transit Corridor supports the Planning Scheme Amendment process; and to Secure the right of way and protect the rail reservation required to deliver improved public transport services to regional and urban growth areas.

Document: Geotechnical Assessment

Date: April 2009

Pages: 58

Prepared By: GHD

Summary:

Geotechnical and hydrogeological assessment of the proposed alignment options of the RRL - West Werribee to Deer Park. The project involves multidisciplinary assessments to assist in the selection of a preferred alignment option and support the implementation of a Planning Scheme Amendment to reserve the chosen alignment.

Document: Hydrological Investigation of Nominated Options

Date: May 2009

Pages: 74

Prepared By: GHD

Summary:

The objectives of this study are to: Identify the crossing location and number of crossings within each option; Provide a desktop review of the ecological values associated with the waterways affected by each option; Provide a review of the existing surface water quality of the main waterways crossed by each option; Provide some preliminary description of geomorphology of waterways; Identify options which intersect catchments which drain to RAMSAR and coastal wetlands; Provide a brief review of existing information with respect to groundwater dependant ecosystems; Calculate catchment areas for each of the main catchments; Estimate approximate peak 100 year ARI flows; Identify the intersection of the alignment corridors with the 100-year ARI event flood extent from existing flood mapping; Provide a review of the regulatory requirements associated with the waterways and waterbodies affected by each option; Provide an assessment of the options with regard to key objectives:

- The number of crossings of waterways of ecological value;
 - The potential impacts on:
 - River health values;
 - Riparian zones;
 - Surface water quality; and
 - Stream flows.
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Document: Planning Assessment Report

Date: 27 April 2009

Pages: 148

Prepared By: AECOM Australia Pty Ltd

Summary:

The PAR is one of several technical reports investigating the constraints and opportunities for the proposed rail corridor. The purpose of the PAR is to make a recommendation to the DoT about which rail alignment and station location options are preferred from a land use planning perspective. The combined investigations will inform the selection of the preferred alignment and station locations.

Document: Acoustic Assessment of Alignment Options

Date: May 2009

Pages: 58

Prepared By: ARUP

Summary:

Noise and vibration from operation of the railway will propagate to receivers near to the railway alignment, and has the potential to adversely impact upon them. This report provides an assessment of the potential noise and vibration impacts of each of the proposed route options. As there are currently no specific rail noise criteria in Victoria, interstate and international guidance is reviewed

to determine appropriate noise and vibration limits against which to assess the impacts of the proposed railway. Planning noise limits of 65 dBLAeq,15hr daytime, 60 dBLAeq,8hr night-time, and 80 dBLAmax have been adopted.

Document: "High Level" Specialist Investigations Report – Physical Services

Date: 9th April 2009

Pages: 212

Prepared By: Connell Wagner

Summary:

A multi-discipline consultancy team has been assembled by DoT to assist in the selection of the most preferred corridor route and to support planning scheme amendments to support the preferred alignment. As part of this study strategy Connell Wagner has been engaged to complete "High Level" preliminary services investigation along all proposed alignment options, proposed station site options and major road crossing locations.

This report is based on concept alignments supplied by the Department of Transport during the course of the project.

Document: Report for Public Consultation

Date (??)

Pages: 156

Prepared By: Department of Transport

Summary:

This report explains the research, investigation, and selection process for the recommended alignment of the Regional Rail Link (West of Werribee to Deer Park). This report has been endorsed by a Victorian Government Inter-Departmental Taskforce (the Taskforce) established to oversee the review of Melbourne's Urban Growth Boundary and the implementation of integrated land use and transport initiatives in Melbourne's new growth areas. The Taskforce was formed in December 2008 after the Government's release of three key statements: Melbourne 2030: a planning update – Melbourne @ 5 million; the Victorian Transport Plan and Freight Futures: Victorian Freight Network Strategy.

"The proposed alignment for the Regional Rail Link is the basis for this document and is now available for public consultation. The accompanying public display will provide the opportunity for the local community and stakeholders to comment on the proposed alignment before decisions are made by the Government. We look forward to hearing Victorians' views on our plans for these key transport links for the future." Jim Betts, Secretary, DoT

Document: Social Impact Assessment

Date: 23 April 2009

Pages: 91

Prepared By: AECOM Australia Pty Ltd

Summary:

The purpose of the SIA is to make a recommendation to DoT about which rail alignment and station location options are preferred from a social planning perspective. The assessment will inform the selection of the preferred alignment and station locations that are to be reserved in the Wyndham, Melton and Brimbank Planning Schemes. This SIA is a desktop analysis. The project methodology for the assessment included a literature review, community profiling and analysis, consultation with Government and non-government stakeholders, and an audit of social services and community facilities. Following this work, an initial assessment was undertaken to inform the Alignment Selection Workshop.

Document: Integrated Transport Network Plan

Date: 4 June 2009

Pages: 109

Prepared By: Sinclair Knight Merz Pty Ltd

Summary:

This study comprises three components:

Stage 1 – Corridor Issues: this stage details the key transport-related issues relevant to the RRL-West Werribee to Deer Park section. The issues are highlighted through a literature review of previous studies as well as discussions with stakeholders.

Stage 2 - Alignment options: this stage describes each alignment option and its associated public transport network and operating scenario. Each scenario is unique and comprises different station locations, road / bus networks and rail operations strategies. Each alignment option was evaluated using a multi-criteria assessment to identify a preferred option.

Stage 3 - Integrated transport network plan: this plan expands on the preferred option identified in Stage 2, with more detail on rail operations, journey times, station interchange requirements, structure of bus network and service frequencies, rail stabling/maintenance facilities, and station catchment areas and local journey patterns. Patronage demand modelling was carried out using MITM (Melbourne Integrated Transport Model) to assess the impact on the overall transport system, including demand for travel on Werribee metro services and the highway network.

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