

# METRO TUNNEL DOMAIN STATION



Metro Tunnel's new Domain station will significantly improve access to the St Kilda Road precinct and key Melbourne landmarks, reducing pressure on the road and tram network to the south of the CBD.

## Overview

Domain station will be an important interchange station between train and tram services, providing access to existing business precincts and growing residential areas on St Kilda Road, Kings Way and in South Melbourne, Southbank and the expanding western CBD.

Domain station is expected to provide access to around 33,000 jobs, and 17,000 residents will be located within 800 metres of the station location from 2031.



Domain station – artist impression.



Domain station: Potential construction sites.

### Domain station – improving access to the St Kilda Road precinct

The new Domain station will make it easier to visit some of Melbourne’s most valued parks and attractions such as the Shrine of Remembrance, the Royal Botanic Gardens and Albert Park.

The station is strategically placed to ease pressure on the St Kilda Road / Swanston Street tram corridor, which is the busiest tram corridor in the world and is currently experiencing significant crowding issues.

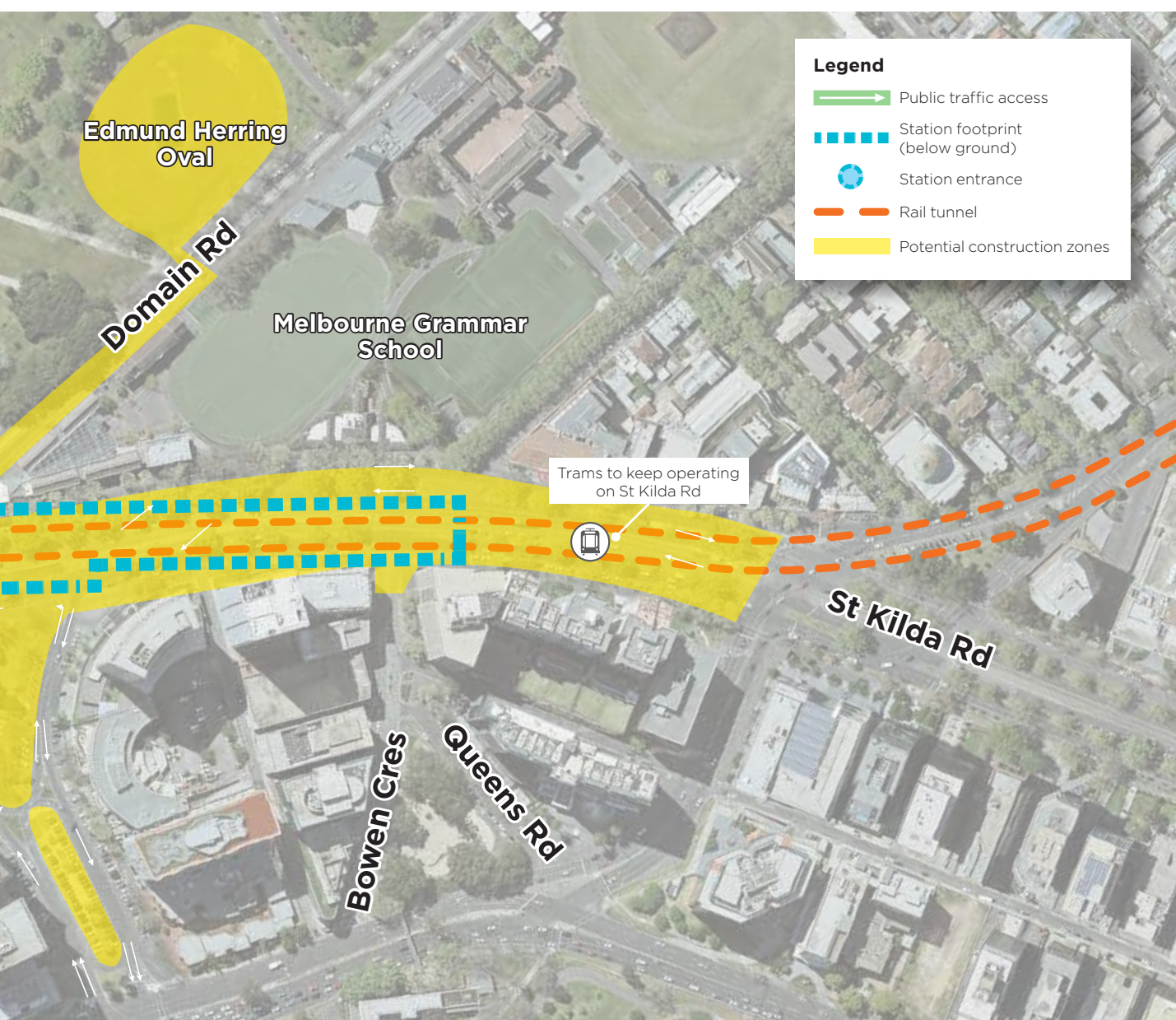
The new station at Domain will serve thousands of people destined for the employment and residential precinct along St Kilda Road every day, and support the continuing growth and redevelopment of the South Melbourne / Kings Way precinct.

### Supporting employment

Once the Metro Tunnel is operational, nearly 40,000 people are expected to use Domain station each day in 2031, making it busier than Flagstaff station is today.

When taking in its transport links to Southbank, South Melbourne, and the southern parts of St Kilda Road, such as the Alfred Hospital precinct, the job catchment for Domain station is 111,000 jobs, not including jobs in the CBD on William Street and Spencer Street.





### Station location and access

Domain station is proposed to be located under St Kilda Road near the intersection with Albert Road and Domain Road. Building the new station will involve creating a new train/tram interchange to greatly improve access to this important commercial, residential and recreational area.

The Metro Tunnel will travel from the new CBD South station under the Yarra River, Domain Parklands and St Kilda Road and arrive at Domain station. The alignment then curves towards Toorak Road and heads towards the eastern tunnel entrance in South Yarra.

### Entry points

It is proposed that Domain station will be accessed from three entry points, located on the outer edge of the Shrine of Remembrance grounds, the Albert Road Reserve and a relocated Domain tram interchange in the middle of St Kilda Road. The latter will provide passengers a quick and convenient interchange between trains and trams.

Access between street level and the station platforms will be provided via escalators, stairs and lifts.

Station entrances are strategically placed to provide a free pedestrian walkway underneath busy St Kilda Road, improving safety for the many pedestrians that use the precinct.

## Ventilation shafts

Domain station's ventilation shafts will circulate air from the station concourses, platforms and tunnels for the comfort of passengers. They will also include exhaust systems that, in the event of an emergency, will quickly remove fumes from the station and tunnels. The Metro Tunnel will be used exclusively by electric trains.

It is proposed that Domain station's ventilation shafts will be located in the St Kilda Road median and near Bowen Crescent. The exact location of ventilation structures and station utilities will be finalised in consultation with local stakeholders as part of the project's planning and detailed design phases.

## What we heard

Drawing on the ideas, expertise and opinions of stakeholders and the community is vital as planning for the Metro Tunnel continues.

A comprehensive program of public engagement and consultation has been underway since early 2015, and feedback has informed planning documentation and project designs.

Key Domain feedback topics included:

- High interest in impacts on local parks and gardens (such as Edmund Herring Oval, the Shrine of Remembrance grounds and Fawkner Park) and requests to minimise impact on these important community spaces.
- Impacts on amenity for local residents during construction, including dust, noise, vibration, and night works.
- High interest in how road and lane closures will affect traffic flows as well as impacts on nearby roads and parking.
- Disruptions to the tram network and services along St Kilda Road, including tram Route 8.
- Requests that the design of the station entrances and access points integrate well with the surrounding landscape and not detract from landmarks.

MORE INFORMATION ABOUT COMMUNITY AND STAKEHOLDER ENGAGEMENT CAN BE FOUND IN CHAPTER 7 OF THE **MELBOURNE METRO ENVIRONMENT EFFECTS STATEMENT**.

## Building Domain station

Domain station is proposed to be built via a 'cut and cover' method, with the station box excavated from the top down and a roof slab placed over the top of the site. Underground construction activities will take place 24/7 once the roof slab has been installed, while traffic and trams continue to flow on St Kilda Road.

The Domain station site is also proposed to play a key role in supporting the construction of twin tunnels south of the Yarra River. Under this option, tunnel boring machines (TBMs) would be launched from each end of Domain station box and head towards the new CBD South station and eastern tunnel entrance respectively. Edmund Herring Oval is proposed to be used as a support site for the station and tunnel construction activities, and Domain Road will need to be closed at St Kilda Road during this time. The Route 8 tram will be rerouted to Toorak Road West to enable the closure of Domain Road.

A second option for the eastern TBM launch site is also assessed through the EES process. This option would utilise a combination of the Domain station site and part of Fawkner Park at the tennis courts.

It is expected that the South African Soldiers Memorial will need to be temporarily removed while the Albert Road entrance to Domain station is built. It is proposed that the monument be relocated to another part of the Albert Road Reserve once works are complete. Some parking in Albert Road will be occupied during construction.

The project may also need to build two small shafts along the tunnel alignment in the Domain area to provide emergency services with access to the Metro Tunnel. Options being assessed as part of the planning process include one site in Fawkner Park either in the north-east section of Fawkner Park or at the possible TBM launch site location at the tennis courts, and one site either in Queen Victoria Gardens adjacent to Linlithgow Avenue or in Tom's Block adjacent to Linlithgow Avenue.

Melbourne Metro Rail Authority is continuing to refine the construction approach to determine the best way to reduce impacts on the surrounding parklands and minimise the construction footprint in the Shrine of Remembrance grounds.





### Key construction activities

Key construction activities in Domain would include:

- Preparatory works, including tree protection and removal, and the relocation of underground services such as water, sewerage and telecommunications.
- Relocation and removal of traffic islands, trams stops and shelters, and car parking spaces along St Kilda Road, Albert Road and Domain Road, including the diversion of tram services.
- Excavation of Domain station and establishment of the tunnel boring machine launch and support sites.
- Station structural works and station entrance connections underneath St Kilda Road.
- Station architectural, mechanical and electrical fit-out.
- Track works and the installation of signalling and communications systems.
- Restoration of Domain Road, St Kilda Road, Albert Road Reserve and Edmund Herring Oval.

### Traffic and transport

The construction of Domain station will be staged to reduce impacts on the road and tram network while protecting and maintaining access to nearby buildings and facilities.

As a minimum, one tram track, one bike lane and one traffic lane in each direction will be provided along St Kilda Road during construction.

It is also expected that Domain Road, between St Kilda Road and Dallas Brooks Drive, will be temporarily closed to trams and traffic for an extended period of time while Domain station is constructed. Trams currently travelling along Domain Road and Park Street, South Yarra, will need to be rerouted via Toorak Road West during this time. To facilitate this change, tram infrastructure will be installed along Toorak Road West between Park Street, South Yarra and St Kilda Road.

Proposed construction traffic routes for the Domain precinct identify a number of routes to move trucks and other construction traffic away from site as quickly as possible and on to Kings Way and CityLink.

Access to Edmund Herring Oval would be via Birdwood Avenue and Domain Road.

A number of alternative public traffic routes have been identified to help keep traffic flowing around the Domain precinct, including Canterbury Road, Beaconsfield Parade and potentially Punt Road. A comprehensive communications campaign will be in place to promote alternative routes to drivers ahead of any changes taking place.

Metro Tunnel's construction contractors will be required to develop and implement measures to minimise disruption to the transport network during construction.

## Managing impacts in Domain

A number of mitigation measures, or 'Environmental Performance Requirements', have been proposed to avoid, reduce or manage construction impacts in Domain.

Some of the recommended mitigation measures for the Domain precinct include:

- Monitoring dust and air quality, in line with Environment Protection Authority Victoria requirements, and addressing air quality requirements for nearby residents and businesses.
- Maintaining a minimum of one lane for traffic in each direction on St Kilda Road throughout construction.
- Planning and carefully managing access routes to minimise impacts on residents and users of the area.
- Implementing measures for providing advance notice of significant milestones, changed traffic conditions and periods of potential high noise and vibration activities.
- Preparing and implementing a Tree Protection Plan for the Domain precinct, in consultation with local councils and in line with area-specific conservation management plans.
- Developing and implementing appropriate protection measures for heritage places including memorials and monuments. Work is to be overseen by a qualified conservation practitioner.
- Ensuring the design of above-ground structures is responsive to nearby heritage places.

## Construction timeframes

It is estimated that construction of Domain station will take approximately five years, including early works and station fit-out. Disruption at surface level is expected to be shorter than the overall construction time.

Project-wide rail systems installation and commissioning will occur after the construction period.

Subject to planning approval, early works would begin in early 2017 with major works commencing in 2018.

FOR MORE INFORMATION SEE THE  
**BUILDING THE PROJECT FACT SHEET**  
AT [MELBOURNEMETRO.VIC.GOV.AU](http://MELBOURNEMETRO.VIC.GOV.AU)

## Contact Us

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