



DOMAIN COMMUNITY REFERENCE GROUP

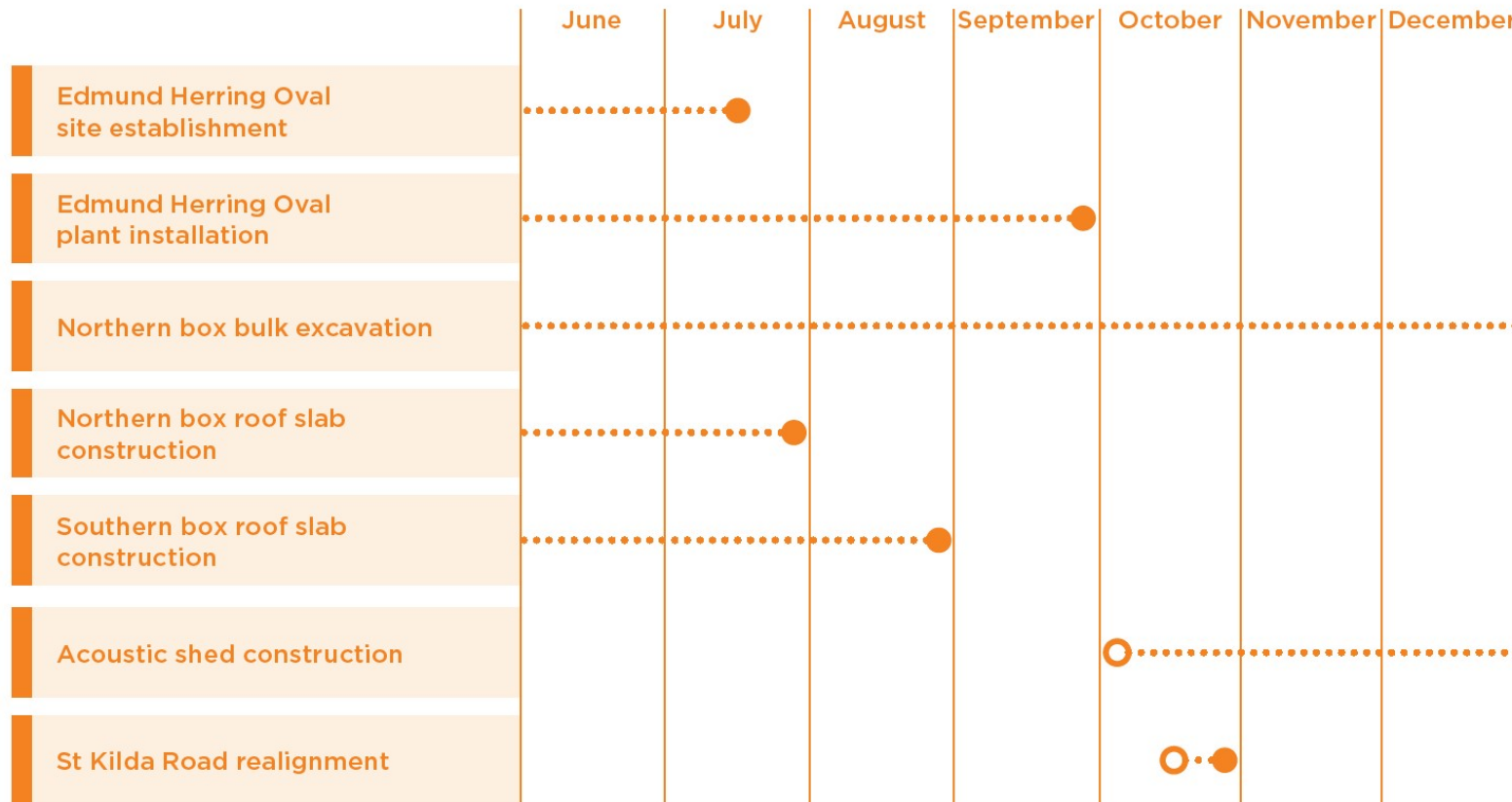
Meeting #15

Wednesday 26 June, Seasons Botanic Gardens

WORKS UPDATE



ANZAC STATION PROGRAM 2019



ST KILDA ROAD REALIGNMENT

ST KILDA ROAD REALIGNMENT

- Realignment of St Kilda Road is now confirmed for **13 October 2019**
- During this **14-day** period, St Kilda Road will remain open to vehicles and cyclists, but buses will replace trams
- Construction works will be undertaken **24/7** to minimise the amount of time that buses are replacing trams

Now



October 2019





PREPARATION WORKS

- Preparation works in Albert Road reserve will commence on **17 July 2019**
- One month partial closure of Albert Road North access onto St Kilda Road will begin in **early August**
- Access into Albert Road off St Kilda Road will remain open at all times



Indicative only

PROGRESS UPDATE

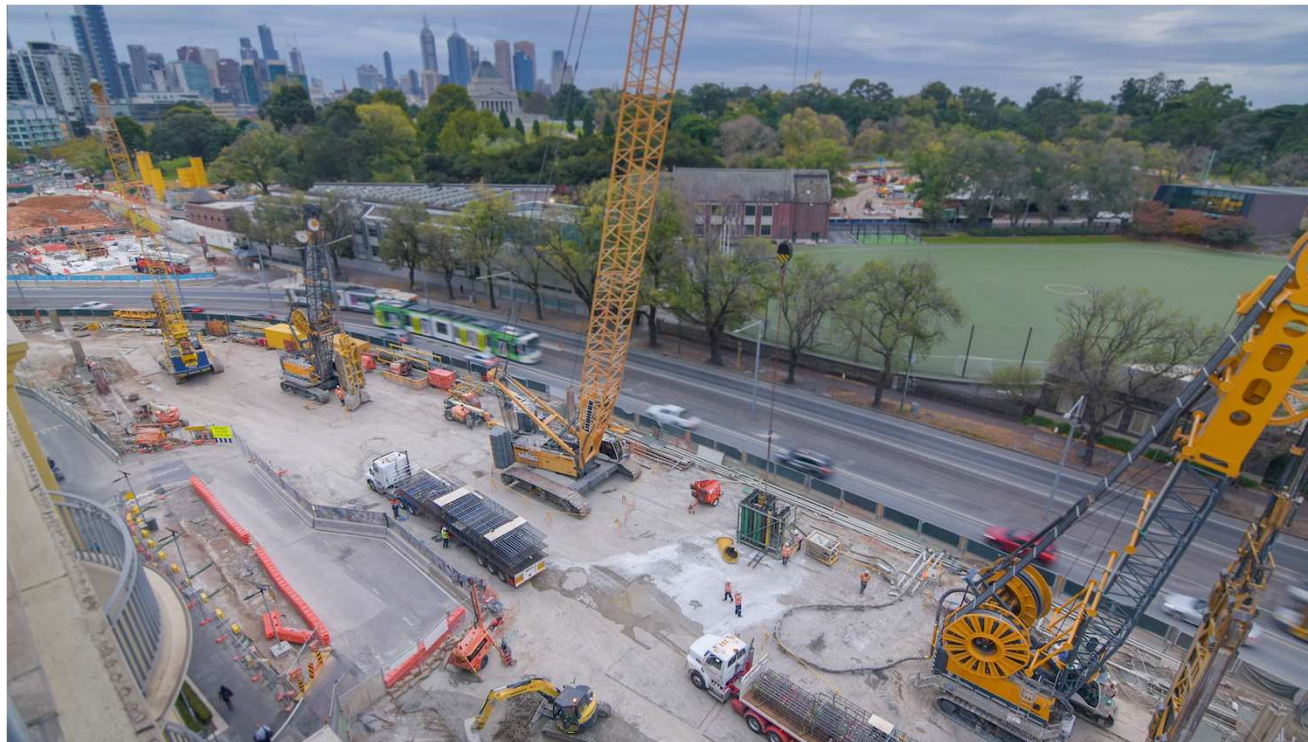


NORTHERN SECTION



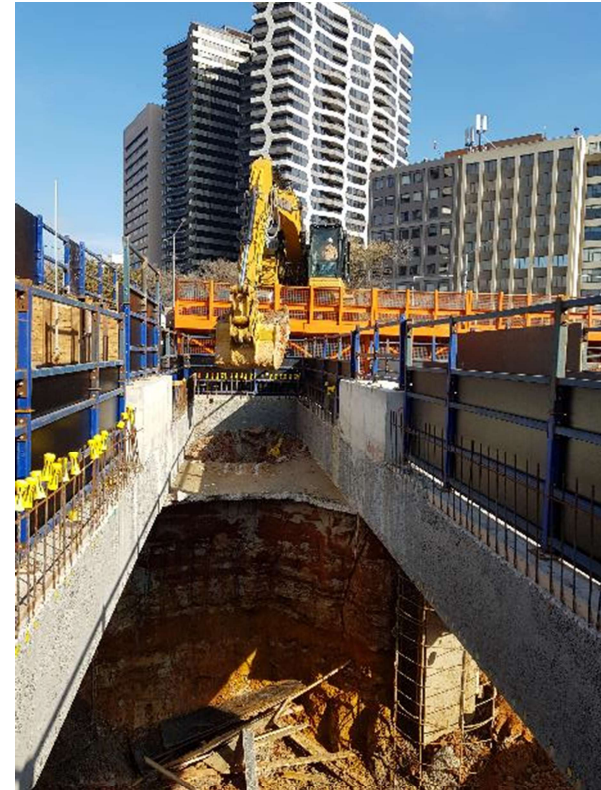


SOUTHERN SECTION



CURRENT AND UPCOMING WORKS NORTHERN SECTION

- Roof slab construction
- Excavation through the void
- Installation of strutting
- Installation of ventilation system and lighting for below ground works



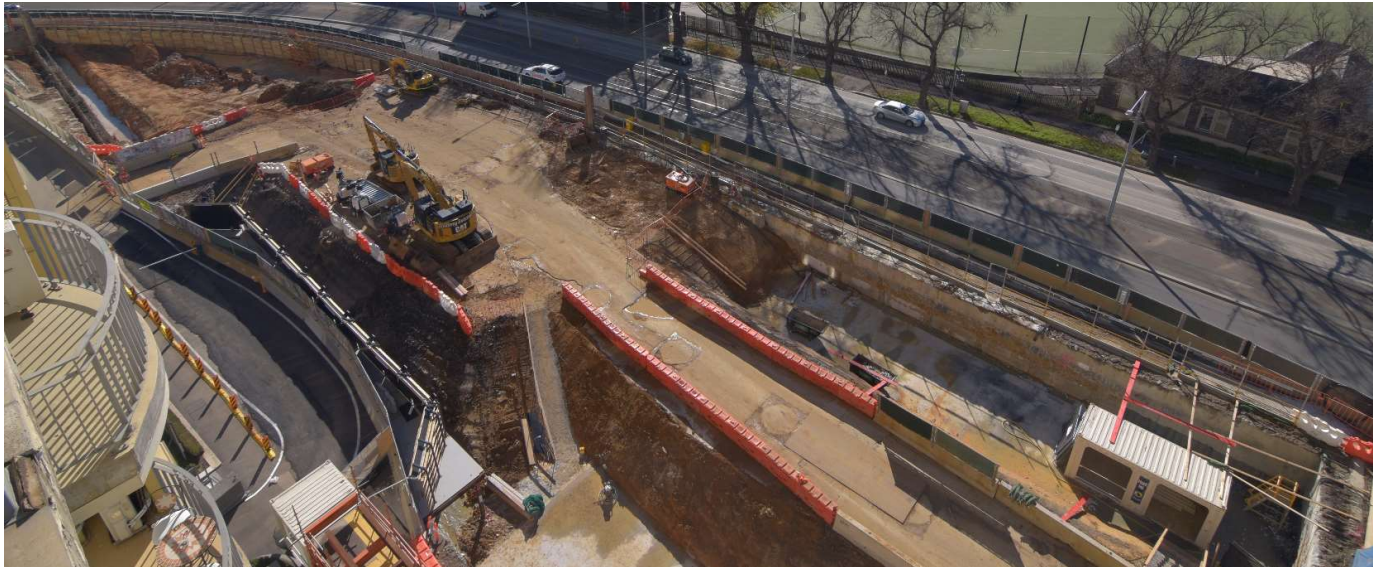
The start of bulk excavation in the north box





CURRENT AND UPCOMING WORKS SOUTHERN SECTION

- Initial excavation and roof slab construction
- Increase in trucks using Bowen Lane
- Hydro-demolition and pile break-back expected to generate high levels of noise



Initial excavation and blinding layer in the south box

EXTENDED HOURS

Northern section of the station box

- Bulk excavation
 - 7am to 10pm, Monday to Friday
 - Excavators operating in void
 - Ventilation in operation
- Roof slab construction
 - 6pm to 10pm, Monday to Friday and 1pm to 5pm on Saturdays
 - Steel tying works

Southern section of the station box

- Roof slab construction
 - 6pm to 10pm, Monday to Friday and 1pm to 5pm on Saturdays
 - Steel tying works



Steel tying works in the north box



QUESTIONS?

TUNNELLING



EDMUND HERRING OVAL WORKS UPDATE

Completed

- Civil works including 2000 cubic metres of concrete and 200 tonnes of steel

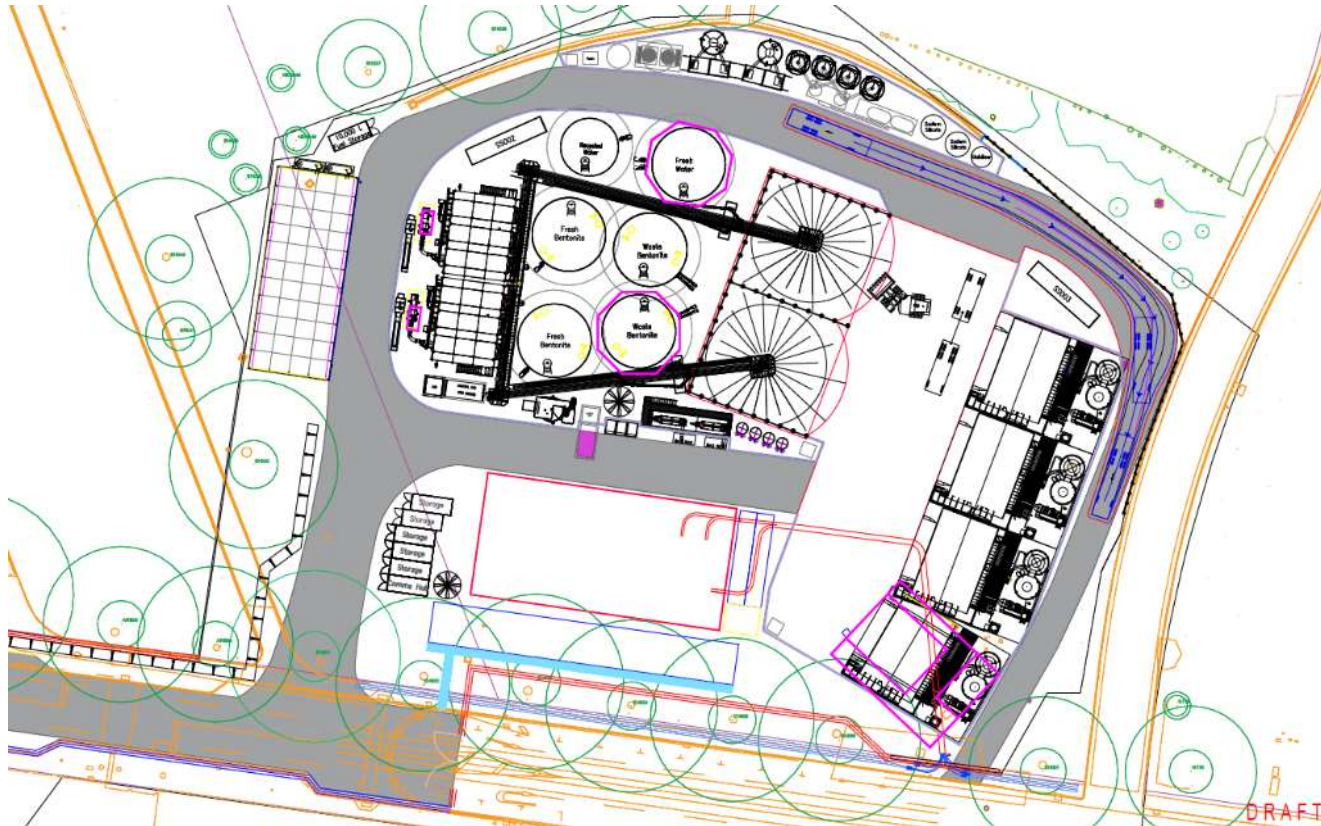
Upcoming

- Increase in the number of large deliveries to Edmund Herring Oval (EHO) as components of the treatment plants begin to arrive
- Installation of the treatment plants will progress in parts as deliveries arrive
- These plants will support the operations of the Tunnel Boring Machines (TBMs) which are due to arrive on site later this year



Civil works at Edmund Herring Oval

TBM SUPPORT SITE





TUNNEL BORING MACHINES

- Four TBMs will excavate the Metro Tunnel, two operating in the east
- At 120m in length, each TBM is as long as three E-Class trams end-to-end
- At the front of the TBM is the 'cutterhead', 7.28m in diameter and weighing 100 tonnes
- The cutterhead can tunnel through rock six times harder than concrete
- The TBMs bore underground, progressively lining each tunnel with curved concrete segments
- Each TBM is manned and monitored 24 hours a day, seven days a week.
- It is fully equipped with facilities for staff, including an office, kitchen and toilets.





TUNNEL BORING MACHINES – EAST



Millie



Alice



TUNNEL BORING MACHINE ASSEMBLY



TBM parts lowered into place in the western section





TUNNEL OPERATIONS

- The two eastern tunnel boring machines will arrive in Domain later this year (Alice and Millie)
- Assembled inside the acoustic shed and launched in 2020
- Support site and acoustic shed operate 24/7 once tunnelling commences
- Noise and vibration assessment for tunnelling activities will be finalised later this year
- Generally good ground conditions in the east
- On average, TBMs will move around 10 metres every 24 hours



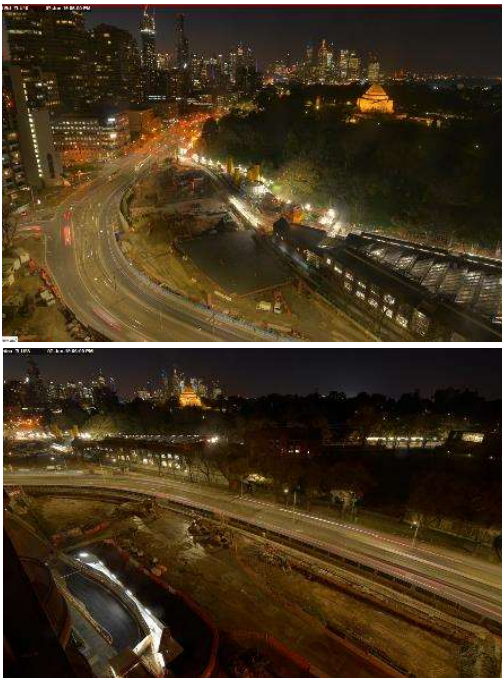
QUESTIONS?

ENVIRONMENT UPDATE

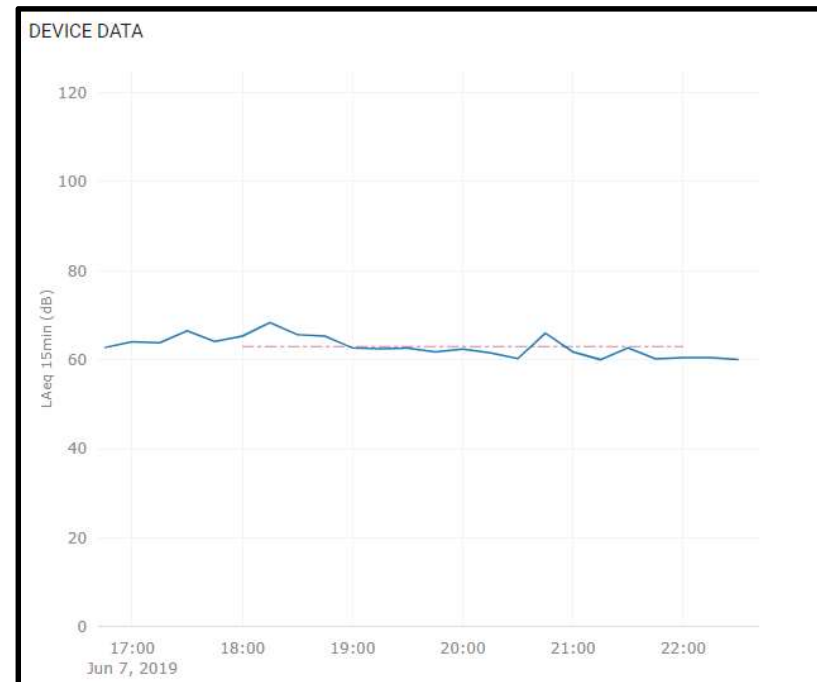


NOISE MODELLING - EXTENDED WORK HOURS

Building	Unmitigated Predicted Noise Level dB <small>L_{Aeq}(15min)</small>	Evening noise guideline target (NV6)	Measured Monday 17 June (first day of extended hours)
The Domain	61	63	62
The Botanica	59	63	59
Hallmark Apartments	59	63	58
Domain Hill	59	63	58
Albert Tower	58	63	58



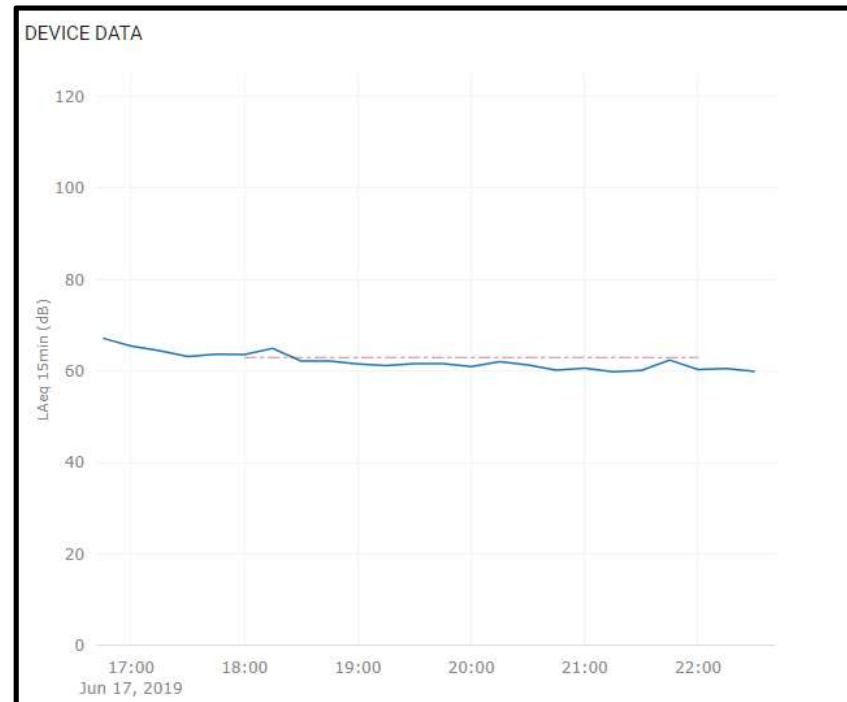
No work on site



Noise levels with no work activities (Domain)



ENVIRONMENTAL MONITORING – NOISE



Noise levels during first night of extended work hours (Domain)

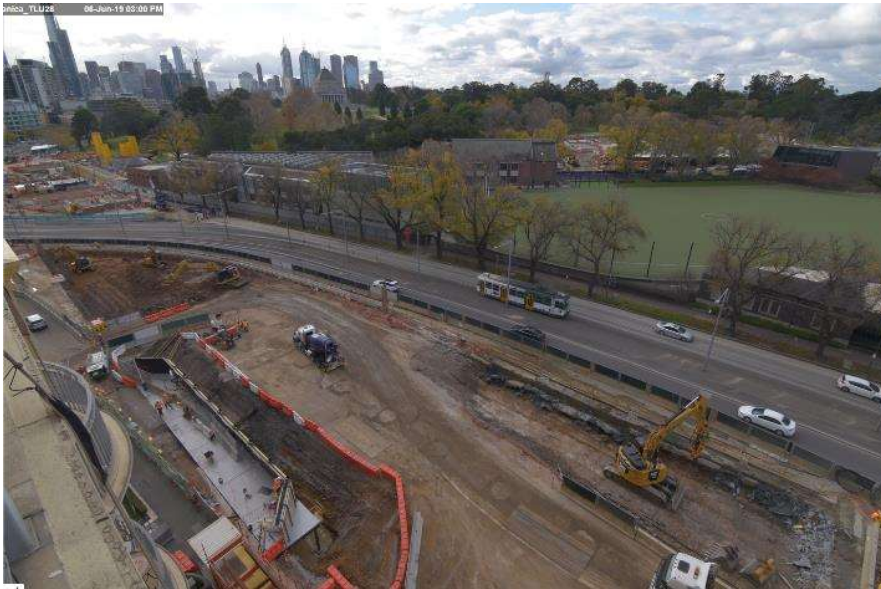


NOISE MODELLING SOUTH BOX ROOF CONSTRUCTION

Building	Unmitigated Predicted Noise Level dB <small>L_{Aeq}(15min)</small> Presented May CRG	Measured Thursday 06 June
The Domain	78	74-79
The Botanica	78	77-82
Hallmark Apartments	62	62-67
Domain Hill	63	62-67
Albert Tower	63	62-67



ENVIRONMENTAL MONITORING – NOISE



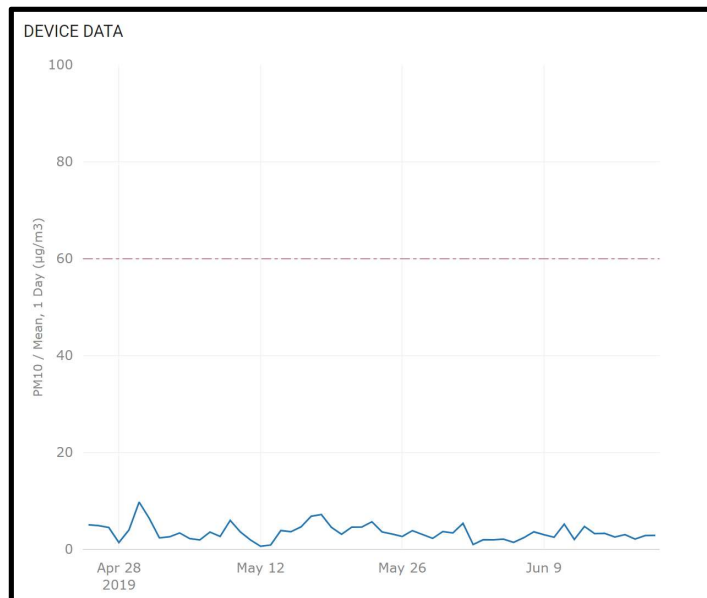
D-wall breakout during south box roof construction



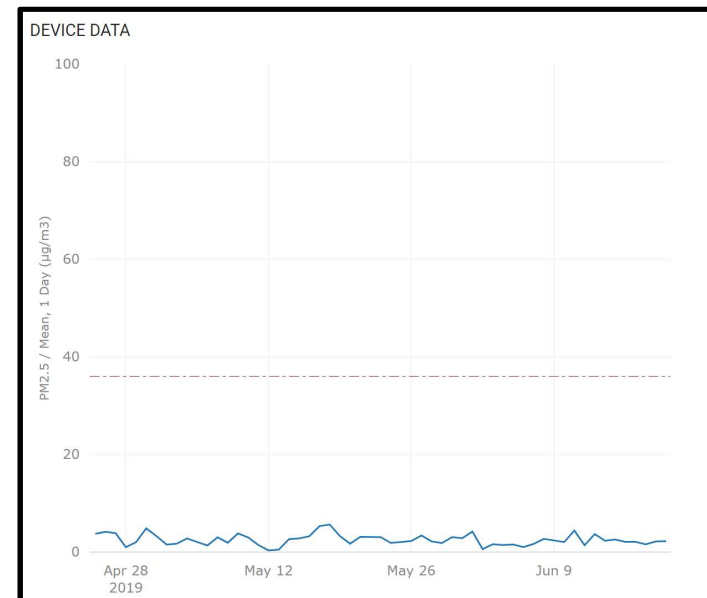
Corresponding north box activities



ENVIRONMENTAL MONITORING – AIR QUALITY



Albert Reserve Air Quality Monitor (PM10)

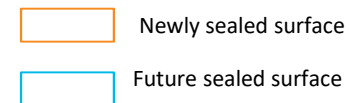


Albert Reserve Air Quality Monitor (PM2.5)


DUST – NORTH BOX AND EDMUND HERRING OVAL




- North box approaching a fully sealed environment
- Majority of activities below the roof slab
- Sweeper trucks to continue through site during bulk excavation
- Edmund Herring Oval site fully sealed as of 28 June
- Wheel wash installed at EHO





 Newly sealed surface

 Future sealed surface

- Amended methodology in South Box to assist with dust suppression
- Blinding layer put down earlier than required
- Central haul road retained to avoid trucks on exposed dirt
- South box to be sealed with realigned St Kilda Road in October 2019



DUST – FUTURE MIDDLE BOX



- Middle box footprint smaller than both North and South boxes (22 D-wall panels)
- Minimise time for exposed surfaces (similar to South Box approach)

QUESTIONS?

CREATIVE UPDATE

ALBERT ROAD RESERVE POP-UP PARK UPDATE

- Melbourne based landscapers Gardenridge have been engaged to build the park
- Working on design to ensure that there is no tree damage
- Once timeframe is clearer, will communicate with all regarding implementation
- Will work with CoPP and locals about what programming is appropriate



Proposed design of Albert Road Reserve pop-up park

DOMAIN ROAD POP-UP PARK

In 2018, we engaged with the local businesses and residents on a proposed Domain Road pop-up park.

This is how we engaged:

- Drop-in style, one-on-one meetings with Domain Road traders - Friday 17 August 2018
- Presentation to the Domain Community Reference Group - Wednesday 22 August 2018
- Online engagement survey on the Metro Tunnel website - Wednesday 22 August to Friday 14 September 2018
- Promoted in the construction update and letterbox drop

Additional and separate commentary from members of the community was received by City of Melbourne officers and shared with Cross Yarra Partnership.



Artist impression of Domain Road pop-up park

WHAT THE TRADERS SAID

- Individual meetings with Domain Road traders provided a forum to review the proposed pop-up park and the proposal's impact on individual businesses.
- Eighty-five per cent of businesses spoken to were strongly in favour of the project, particularly the ability to extend their existing outdoor cafe trading over the summer months.
- Concerns raised by the traders focused on the loss of car parking caused by the pop-up park.



Artist impression of Domain Road pop-up park



ONLINE ENGAGEMENT RESPONSES

A total of 23 responses were received through online engagement and of these, 56 per cent were in favour and 44 per cent were not.

Benefits:

- The project would assist traders affected by the closure of Domain Road and tram line removal
- Additional greenery

Concerns:

- Location of the pop-up park and its distance from major construction works happening along St Kilda Road and Albert Road
- More should be done to help businesses and residents closer to the construction interface in these areas

The engagement report can be found at:

<https://metrotunnel.vic.gov.au/about-the-project/creative-program/anzac-station>

"I am sure the local traders will not welcome the eyesore and yet more noise, disruption etc to their businesses. It is lovely looking onto the existing park so why would you want to disrupt that especially coming up to their busy season? I do hope this idea does not proceed."

- Resident

"More green space, stimulating business for local traders, making good use of under-utilised space. It's a fantastic idea and the design looks great."

- Visitor to the area



NEXT STEPS FOR POP-UP PARKS

1. Refine design
2. Fabricate park
3. Implement park and planting
4. Park remains in use through Spring and Summer

The Creative Program commits to communicating all stages of the park installation with residents and will have an ongoing online engagement survey so that people can share feedback while the park is operating.

The program will also manage all maintenance and cleaning of the park in collaboration with the traders, who will be required to manage the furniture outside their businesses.

ROYAL BOTANIC GARDENS CREATIVE TREATMENT

Ink and Spindle



ROYAL BOTANIC GARDENS CREATIVE TREATMENT



ROYAL BOTANIC GARDENS CREATIVE TREATMENT



ROYAL BOTANIC GARDENS CREATIVE TREATMENT



ROYAL BOTANIC GARDENS CREATIVE TREATMENT



Hoarding treatment concept for RBG/Metro Tunnel Creative

ROYAL BOTANIC GARDENS CREATIVE TREATMENT

I was taken by the information I learnt in the Herbarium.
The way that 'plant stories' are collected and added to over time, sometimes over whole lifetimes, like pieces of a puzzle.
New stories arise and make themselves evident for different collectors.

What would happen if I collected indiscriminately from my walks ?
What if we treasured an old golf ball or a piece of twine as much as a rare seed pod?

What might *those stories* look like?



ROYAL BOTANIC GARDENS CREATIVE TREATMENT

Starting with the original folder gifted by the Herbarium (left) and my own arm, each folder explores a different story of associations between plants, objects and colours.



Artist impression of Domain Road pop-up park

Using an instinctive process of assemblage, some objects are made from ceramics, some are found from the metro site on various walks, some from my own collection and some are collected from inside the gardens themselves (with permission).

ROYAL BOTANIC GARDENS CREATIVE TREATMENT



Tai Snaith Collected Walks creative treatment

ROYAL BOTANIC GARDENS CREATIVE TREATMENT

Mesh concept (less detail, no text)



ROYAL BOTANIC GARDENS CREATIVE TREATMENT



Visualisation of mesh hoarding treatment

STRATA PROCESS



WHAT IS STRATA?

What is strata?

- Acquisition of land below the surface where the tunnels pass through
- May be required because tunnels require a buffer zone around them for protection purposes and properties may be within this buffer zone
- The project will need to formally acquire land ranging from 10 to 40 metres below the natural ground where the tunnels will run
- Will not impact use of the property at surface
- May be temporary impacts during construction.



STRATA PROCESS

- Will not commence until planning approval is achieved (late 2016), a Project Area is designated (early 2017) and the appropriate strata footprint is known and declared as 'Underground Land'
- This 'Underground declaration' - third quarter 2019
- The final strata impact of the project may be the same or less than what is currently identified, but it cannot be bigger.



STRATA PROCESS AND TIMING

1. Tunnel Stratum is declared Project Land

If part of the land beneath the surface of your property is required for the tunnel, it will be acquired by way of an Order published in the Victorian Government Gazette.

Prior to gazettal, all affected landowners will be informed in writing by RPV of the upcoming acquisition and provided with further information on the process, including claims process.

2. Claim for compensation

If you believe you have suffered a financial loss as a result of strata acquisition, you will have two years to submit a claim to RPV.

If you submit a claim, RPV must either accept or respond with an alternative offer and the process of negotiation is guided by the Land Acquisition and Compensation Act 1986.

3. Payment

If your claim is accepted or an offer of compensation is made by RPV, the process is the same as that applying to surface acquisitions.



NEXT STEPS

- Pre-divestment letters to be sent (mid to late August 2019)
- Gazettal of underground land (late September to mid October 2019)
- Landowners have two years to make a claim.

G12+ DESIGN OBJECTIVES

Design for Domain Precinct

G12+ objectives

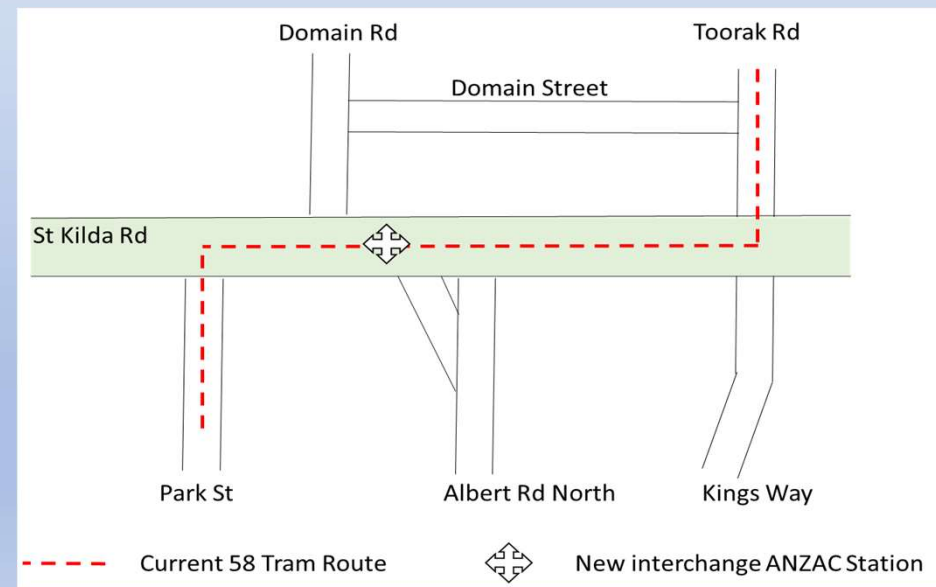
Fully integrated public transport

Context

- Proposed route for 58 tram will not interchange with Anzac Station

Solution

- Retain current Toorak Rd route



St Kilda Rd alignment and traffic

Context

- Encroachment into Albert Rd reserve
- Increased focus on public transport
- More bike movements with median path

Solution

- Kingsway continue to carry through traffic
- Reduce St Kilda Rd through traffic – just two lanes each way



Dedicated median bike path

Context

- Welcome the Government policy commitment
- Moving traffic lanes closer to pedestrians and residents
- Risk to median tree plantings

Solution

- Reduce St Kilda Rd through traffic – just two lanes each way
- Keep local access



Anzac Station footprint and canopy

Context

- Design objective: a landmark building
- Inconsistent with the heritage values

Solution

- Redesign canopy and reduce scale
- Reduce above ground scale of plant
- Underground bike and vehicle parking



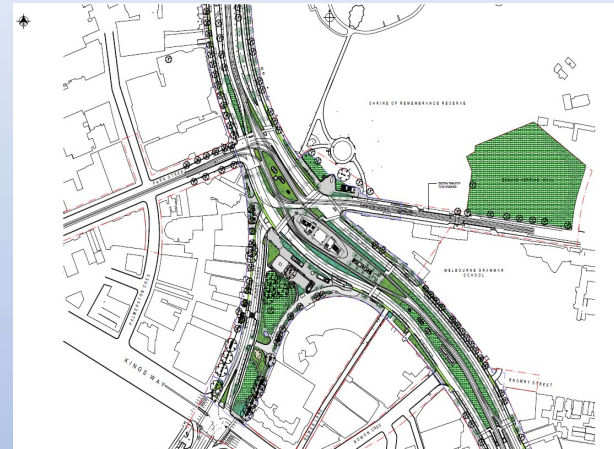
Tree replacement and the Albert Rd Reserve

Context

- Tree coverage has been decimated
- Heritage Victoria requires reinstatement
- Albert Rd reserve is to be extended south

Solution

- Planting of advanced specimens in St Kilda Rd
- Don't remove any further trees – plan around existing plantings
- Albert Rd reserve extension to have grassed area and mixed tree planting



Related traffic issues

Context

- Park Street is unsafe
- Severe negative impact on local vehicle access
- Anzac station will increase pressure

Solution

- Planning for pedestrians and cyclists
- Planning for resident vehicle access

