

Melbourne South Yarra Residents Group Annual General Meeting Thursday 17 November 2016

Questions sent by Michael Butcher

1. When is construction likely to start and for how long will it continue?

Works associated with the Metro Tunnel in the Domain precinct are underway, with service relocations delivered by a Managing Contractor, John Holland. This work includes moving and protecting underground services such as gas, power, sewer, and water mains, stormwater pipes and telecommunication cable. Tram works will commence in February 2017 and conclude in late April 2017. The reconfiguration of St Kilda Road close to the Domain Road interchange will take place in late 2017 in preparation for major construction works, including excavation of the station box, in 2018. An acoustic shed will be established over the Domain station construction site on St Kilda Road sometime in 2019 ahead of 24/7 works starting on the station box. Major construction will be complete within 5 years, with the remaining time prior to opening allocated for the fit out of the stations and tunnels and service testing. Trains are scheduled to commence operations in the Metro Tunnel in 2026.

2. What trees will be lost in St Kilda Rd, Domain Rd and the Shrine area?

It is anticipated 103 trees will likely need to be removed as part of the Early Works contract in order to allow the construction of the Metro Tunnel. Removal of significant trees will be subject to approval from the relevant local council and Heritage Victoria, under the Heritage Act 1995. We are working to minimise the amount of tree removal required and also to progressively replant trees and vegetation once works have been completed in an area (where possible) and at the completion of the project.

We are working closely with the City of Melbourne, other councils and tree experts to reduce the number of trees that need to be impacted. We have already saved many trees by refining our construction approach in some areas.

- Removal of Fawkner Park as Tunnel Boring Machine launch site – saving 62 trees
- Removal of the emergency access shafts in Fawkner Park and Domain Parklands – saving 7 trees (and potentially a further 14 trees)
- Tunnels to travel under the CityLink tunnels rather than over – saving 46 trees

By the time we complete the Metro Tunnel project we will have replanted at least 900 trees and they will be in better growing conditions.

In recognition of the significant contribution trees make to Melbourne's public realm, measures will be taken to re-establish canopy cover, restore continuity of tree-lined avenues and reinstate trees in public open spaces as quickly as practicable.

3. What changes will be made to traffic and public transport and will they be permanent?

Melbourne Metro Rail Authority is committed to keeping Melbourne moving during construction. A detailed traffic impact assessment was undertaken and publicly exhibited as part of the planning process for the Metro Tunnel. This assessment will inform the construction approach and mitigation strategies. Feedback from key stakeholders, local councils and community members formed part of this assessment.

We acknowledge there will be some unavoidable disruptions while the Metro Tunnel project is delivered, such as impacts on roads including Grattan Street, Franklin Street, Domain Road and St Kilda Road. St Kilda Road will be reconfigured to one lane of traffic in each direction from late 2017, to provide space for construction of the new Domain station whilst enabling traffic to keep using the road. Trams will continue to run along St Kilda Road / Swanston Street and bike lanes will be maintained throughout construction. The final configuration of St Kilda Road will be determined by the relevant road authority. Domain Road will be closed between St Kilda Road and Dallas Brooks Drive from mid-2017 for approximately five years to support construction of the new station. Trams that currently travel along Domain Road will be rerouted to Toorak Road West ahead of the road closure. PTV will be responsible for evaluating the new arrangements and determining whether trams will return to Domain Road following completion of the Metro Tunnel.

MMRA has been working closely with VicRoads, Public Transport Victoria, councils and other stakeholders to develop plans to deliver transport network changes that keep people moving throughout the construction of the Metro Tunnel. A transport and traffic working group has been established with the relevant transport authorities and local councils to coordinate these works to minimise and manage potential disruption to the road and public transport network.

Measures to help alleviate disruption will be announced and implemented closer to major construction starting on this massive project. Changes to the transport network and alternative travel options will be communicated to local residents, businesses and commuters well in advance of the changes being made.

4. During what hours of the day and days of the week will construction proceed?

Works will generally be undertaken during normal working hours of 7am – 6pm Monday to Friday, and 7am – 1pm Saturdays. Some Saturday afternoon or night works may be required to minimise disruption to transport and businesses.

We will notify local residents and businesses of works occurring in their area ahead of works commencing. Should works need to occur outside of normal working hours for any reason, we will provide additional notification.

The contract for the Metro Tunnel major works package is anticipated to be awarded in late 2017, and in 2018 construction of the Domain station box and Tunnel Boring Machine (TBM) shafts will commence. Once the acoustic shed is erected, it is proposed that underground work will take place 24/7.

5. Where will soil and rock be stored, during what hours and days will trucks be removing it and what routes will the trucks take?

Excavated material from the tunnels and station will be removed via a support site to be established at nearby Edmund Herring Oval. There are two main routes proposed for trucks removing excavated material. During the day it is proposed that trucks will exit via Park Street and Toorak Road West to Kings Way and the nearest entrance to the Westgate Freeway. At night the trucks will exit via Dallas Brooks Drive, away from residential homes.

Melbourne Metro Rail Authority will work with contractors once they are appointed to determine the most appropriate means of disposing of excavated soil. Most of the soil excavated from the new Metro Tunnel project tunnels and stations is anticipated to be suitable for sustainable re-use and investigations will consider all locations that are both

suitable for the type of soil and are accessible to the project. No decisions have been made at this stage of planning in regards to locations for soil disposal.

6. What steps will be taken to mitigate the impact of noise and dust upon residents particularly in the streets used by trucks?

Melbourne Metro Rail Authority (MMRA) is aware that construction will take place in a built-up urban environment, and this is an important factor in determining how and when construction works will be undertaken.

MMRA will have Environmental Management Plans in place, which will set out how environmental impacts associated with construction are managed.

Tailored sub-plans may also be developed for different areas to address specific environmental concerns, such as dust and construction noise, as the project is progressively developed and refined. These plans will include controls to manage activities that may impact on the surrounding environment and the liveability of local areas. Typical measures that may be used to minimise dust include:

- watering areas of earthworks
- having additional water carts on standby on hot and windy days
- covering truck loads.

All Environmental Management Plans will be prepared in accordance with relevant Environment Protection Authority (EPA) guidelines and policies as well as the Environmental Performance Requirements (EPRs) determined through the Environment Effects Statement process. You can view the draft EPRs on the Metro Tunnel website.

7. What specific steps will be taken to minimise the traffic in streets such as Domain St, Hope St, Millswyn St and Park St when Domain Rd is closed and St Kilda Rd changed?

A program of changes to the transport network is in development to improve the capacity and movement of traffic on arterial and main roads ahead of Metro Tunnel construction commencing. Development of this program will include looking at measures to increase resilience in the existing road network to cope with some of the changes. Information will be provided to road users ahead of changes to Domain Road and St Kilda Road on alternative routes available and to discourage traffic on local roads.

More information on these changes will be available in the coming weeks.

8. Is it correct there will be no interference with Fawkner Park and pre-school etc?

Melbourne Metro Rail Authority (MMRA) recognises that the local community places great importance on Fawkner Park and its facilities, including the tennis courts and childcare centre. Following stakeholder consultation and further investigations, MMRA has determined that the use of Fawkner Park is not required as a southern support site for the project's Tunnel Boring Machines.

A smaller construction site in the north east corner of Fawkner Park was also identified for potential construction of an emergency access shaft. This is also no longer required. As a result, there is no construction planned for Fawkner Park, which we believe is a good outcome for the community.

9. What trees will be lost in Toorak Road West?

No trees will be removed in Toorak Road West, however some trees may need to be pruned for the tram works.

10. Will Dallas Brooks Drive be closed during the construction period or otherwise?

No, Dallas Brooks Drive will remain open to traffic during construction.

11. What will be the changes to the important No. 8 tram and will they be permanent?

Large construction sites for the Metro Tunnel will be established on St Kilda Road and Domain Road during 2017 to build Domain station and eventually provide a launch site for the massive Tunnel Boring Machines.

These sites will prevent Route 8 trams turning right onto St Kilda Road from Domain Road. As a result, the project will build new tracks along Toorak Road West, enabling trams to continue along Toorak Road West and turn directly onto St Kilda Road south of the Domain construction site.

Through the staging of works and reconfiguration of the roadway, trams, vehicles and bicycles will continue to run along the busy St Kilda Road corridor during the construction of the Metro Tunnel.

PTV is currently assessing options for re-routing bus services during the construction of the Metro Tunnel around the Domain area. This includes options for re-routing a bus service close to the corner of Domain Road and Park Street to provide a service for those unable to walk the short distance to Toorak Road.

As the network planner, PTV will consider the likely future need for tram tracks on Domain Road, however no determination has been made as to their reinstatement once works on Domain Road conclude.