

METRO TUNNEL ARDEN STATION



Metro Tunnel's Arden station will trigger significant urban renewal in the Arden-Macaulay precinct, facilitating the expansion of the central city and future proofing Melbourne's economic prosperity.

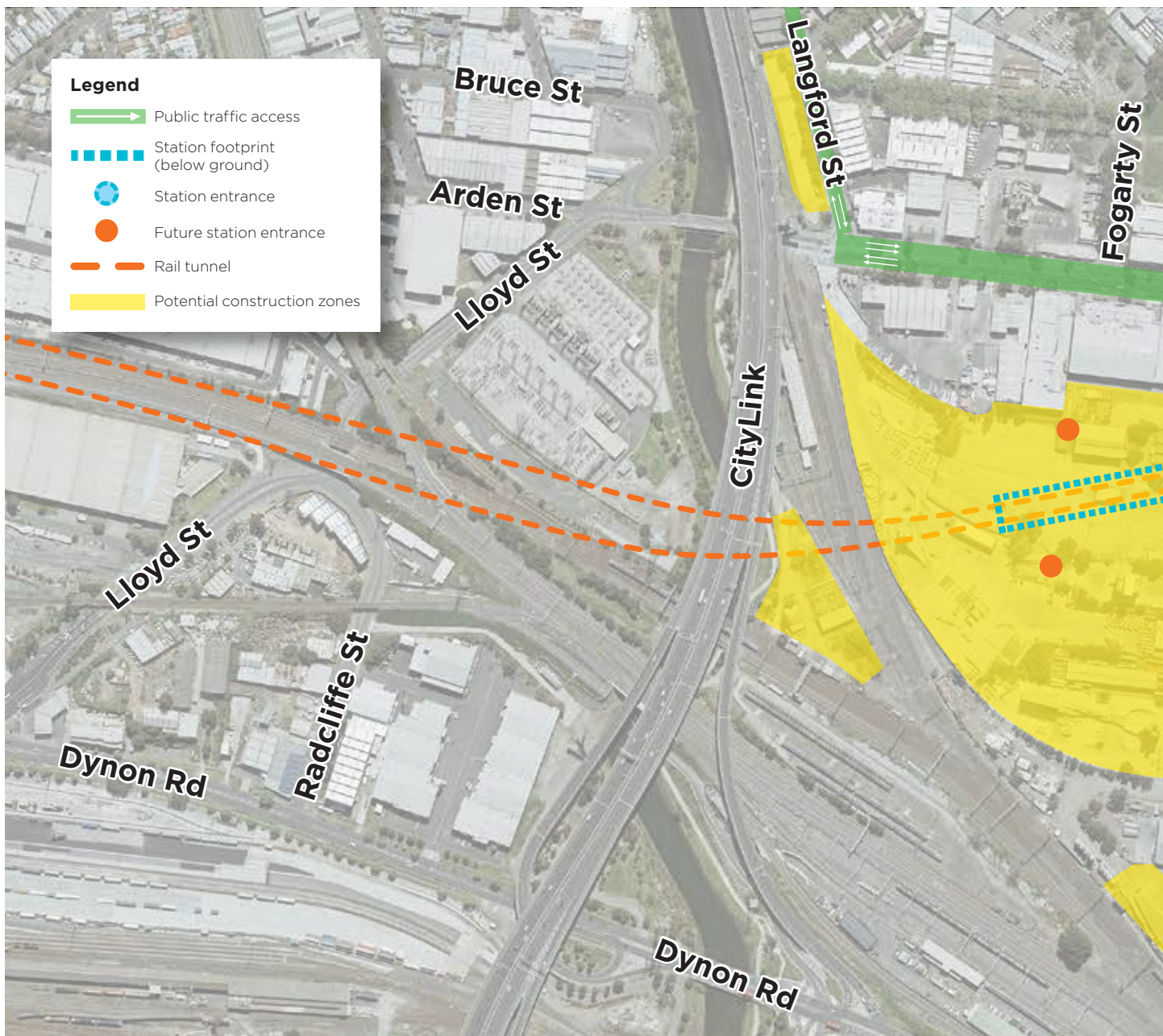
Overview

Metro Tunnel's Arden station provides the opportunity to connect growth areas in Melbourne's west to the growing knowledge workforces and residential communities in Docklands and the Arden-Macaulay precinct as well as established areas including Parkville and the CBD, and existing

communities in North Melbourne and West Melbourne. With the site's potential to accommodate 25,000 residents and in excess of 43,000 jobs, Arden station has the potential to stimulate over \$7 billion of development value in today's dollars.



Arden station - artist impression.



Arden station: Potential construction sites.

Arden station - connecting our growing suburbs to Melbourne's rail network

Urban renewal areas like Arden-Macaulay are key to accommodating the future growth of inner Melbourne.

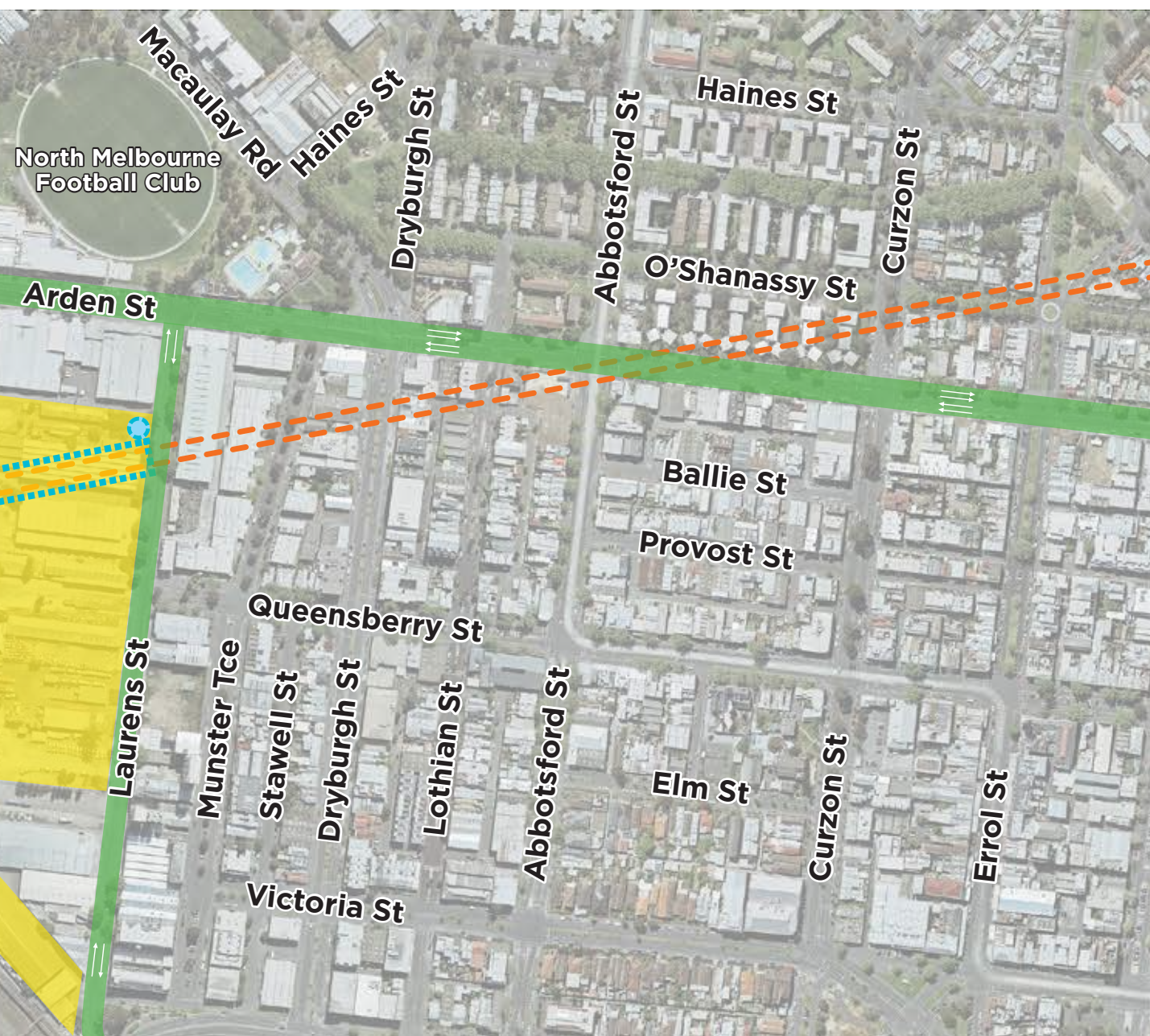
Accessibility and connectivity to neighbouring areas will be central to Arden's renewal. Currently the precinct relies on public transport connections on its perimeter, including North Melbourne and Macaulay stations, tram routes 55, 57 and 59 and bus routes 401, 402, 216 and 219.

Metro Tunnel's Arden station will connect the area to Melbourne's future busiest rail corridor, creating a focal point for development within the precinct.

Arden-Macaulay urban renewal area

Arden-Macaulay is a 14.7-hectare area bordering North Melbourne, Kensington, Melbourne's CBD and Footscray.

Highlighted as a key urban renewal area by the City of Melbourne and the Metropolitan Planning Authority, the area will transform over the next 20 years into a major employment and residential hub on the fringe of Melbourne's CBD.



Station location and access

The new station will be located on Launers Street, just south of Arden Street.

The Metro Tunnel will travel from Kensington in the west before passing under Moonee Ponds Creek and CityLink and arriving at Arden station. From Arden station, the tunnel will travel under North Melbourne and continue on to the new Metro Tunnel station at Parkville.

Arden station will be located within easy walking distance to North Melbourne Recreation Centre and the Arden Street Oval as well as the 57 tram, several bus routes and North Melbourne station.

Entry points

It is proposed that the main entrance to the new Arden station will be located on Launers Street, between Queensberry and Arden streets. This will provide direct access to existing residential, retail and commercial areas east of Launers Street.

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

The Metro Tunnel project also allows for the provision of two future entrance points to be constructed at the western end of the station to service the Arden area as it develops.

Ventilation shafts

The station's ventilation shafts will circulate air from the station concourse, 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.

Ventilation structures are proposed to be located at both ends of Arden station.

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 feedback relating to Arden included:

- Truck routes, potential truck curfews and alternative routes for heavy vehicles.
- Importance of good pedestrian and bicycle connections to the existing North Melbourne station, tram lines and nearby community facilities.
- The community expressed interest in understanding the urban renewal planned for the precinct and the opportunities this presents once the new station is built.
- The need for innovation in managing construction.
- Noise and vibration mitigation measures for staging areas like Arden.

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

Building Arden station

It is proposed that Arden station 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.

The Arden station site is also proposed to play a key role in supporting the construction of the western section of the Metro Tunnel. It is proposed that tunnel boring machines will be launched from each end of the Arden station box and head in different direction towards the western tunnel entrance in Kensington and the new Parkville station respectively.

The site will also house a number of important facilities including site offices, major storage areas, handling of excavated materials and facilities to manufacture tunnel segments for installation along the length of the Metro Tunnel.

Key construction activities

Key construction activities for Arden station would include:

- Preparatory works, including demolition of buildings, land clearing and the relocation and protection of underground services such as water, gas and electricity.
- Set up of the site area including offices, storm water management, materials storage, access roads and on-site manufacturing facilities.
- Excavation of the new Arden station box and tunnel boring machine launch site.
- Station structural works, including station entrance connections to Laurens Street.
- Station architectural, mechanical and electrical fit out.
- Track works and the installation of signalling and communications systems.
- Site remediation including landscaping.
- Construction of a substation to provide power for the operation of the tunnels and stations. The preferred site for the substation is on Government owned land to the north of Arden Street (between CityLink to the west and Langford Street to the east).



Traffic and transport

The construction of Arden station will require changes to local traffic conditions to allow trucks to transport excavated material from site, as well as the use of plant and equipment on-site to construct the station.

Proposed construction traffic routes have been developed for the Arden station precinct that focus on moving trucks and other construction traffic to CityLink as quickly as possible. Potential traffic routes include Laurens, Arden and Dryburgh streets, Dynon Road and Macaulay Road.

The impacts of additional traffic would be minimised through the implementation of a detailed traffic management plan, which would include minimising truck movements during peak periods, where possible.

Temporary traffic and cycling diversions in other nearby streets may also be required to ensure the safety of bike riders.

FOR MORE INFORMATION SEE THE
TRAFFIC AND TRANSPORT FACT SHEET
AT MELBOURNMETRO.VIC.GOV.AU

Managing impacts in Arden

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

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

- Monitoring dust and air quality, in line with Environment Protection Authority Victoria requirements, and addressing air quality requirements for nearby residences and businesses.
- Undertaking property condition surveys before construction begins to record the existing condition of buildings and residences in close proximity to tunnels and construction sites.
- Implementing measures for providing advance notice of significant milestones, changed traffic conditions and periods of potential high noise and vibration activities.
- Creating opportunities for heritage interpretation at Arden station, referencing the history of the land for railway workshops and sidings.
- Ensuring the design of Arden station gives consideration to the ongoing planning for the future of the Arden-Macaulay urban renewal area including street layouts, over-site development and open space.



Construction timeframes

As one of the project's key construction sites, at this stage of planning, it is estimated that work at the Arden station site will take approximately eight years. This will include early works starting ahead of the main construction activities, tunnelling, support of construction across the project, fitout of the underground station, and rail systems installation and commissioning.

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**

Contact Us

To find out more about the Metro Tunnel and register for future updates:

-  melbournemetro.vic.gov.au
-  1800 551 927
-  @melbournemetro
-  Melbourne Metro Rail Authority
-  facebook.com/metrotunnel
-  Melbourne Metro Rail Authority, PO Box 4509, Melbourne, VIC 3001

	Interpreter Service	Mandarin 普通话	Vietnamese Tiếng Việt
	ph:(03) 9280 0700	Greek Ελληνικά	Italian Italiano
		Cantonese 廣東話	Arabic عربي
		Russian Русский	Spanish Español
		Korean 한국어	Somali Somali

