



## 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 in the precinct, and 17,000 residents will be within 800 metres of the station location from 2031.



*Domain Station - artist impression.*

### Supporting employment

Once the Metro Tunnel is operational, nearly 40,000 people are expected to use Domain Station each day from 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.

### Domain Station – improving access to trains and trams

Domain 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. It will feature a convenient, direct train – tram interchange within a new tram super stop on St Kilda Road.

The new station 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.

It will also 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.

### Station location and access

Domain Station will be located under St Kilda Road near the intersection with Albert Road and Domain Road. Its train - tram interchange will relieve the busy St Kilda Road tram corridor and enable some tram services to be re-routed to service the growing west of the CBD.

The Metro Tunnel will travel from the new underground station under City Square, then 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 the relocated Domain tram interchange in the middle of St Kilda Road.

Access between the new tram stop at 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 and design of ventilation structure and station utilities will be finalised in consultation with local stakeholders as part of the project's detailed design and development phases.

### What we have heard

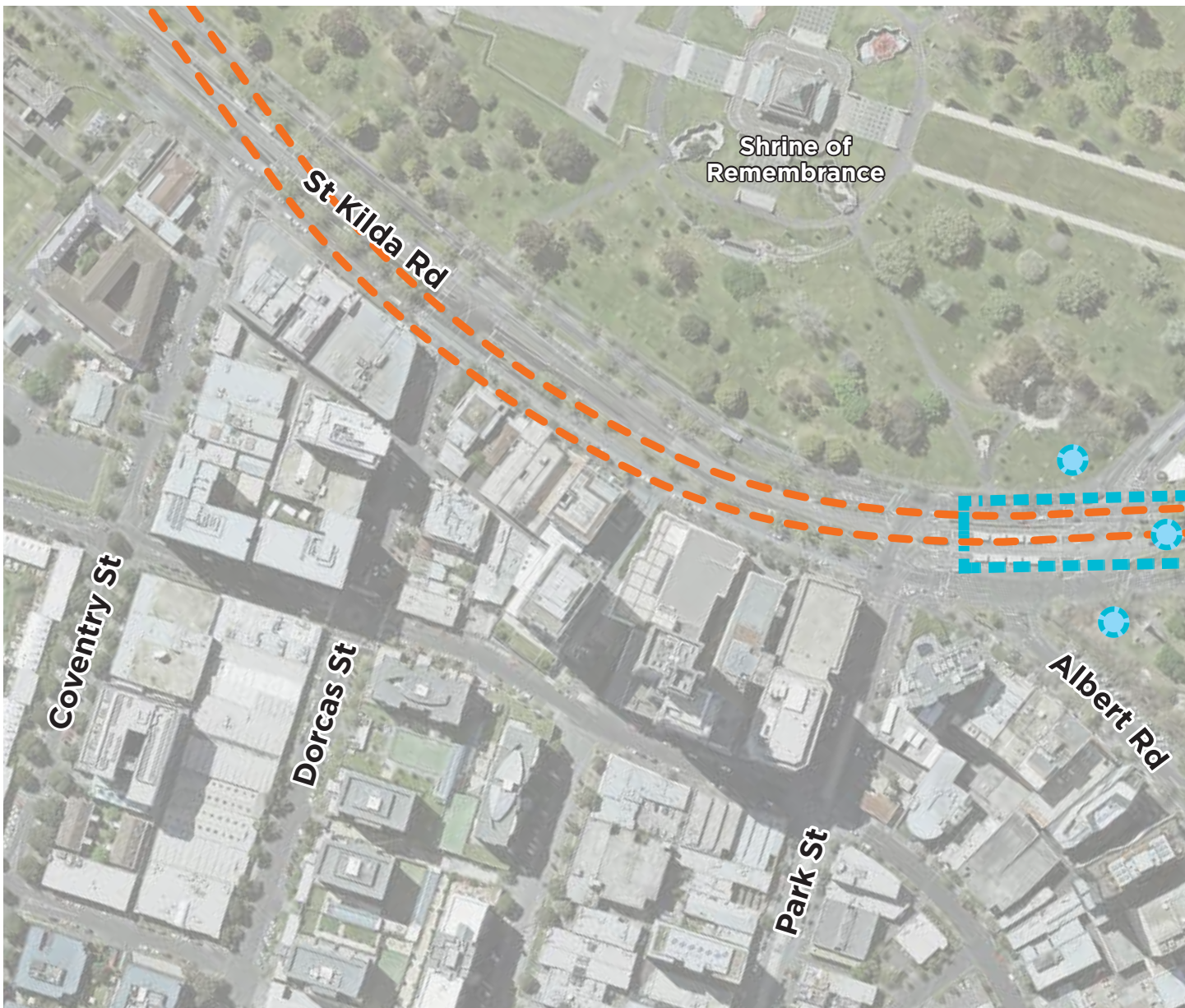
Drawing on the ideas, expertise and feedback from stakeholders and the community is vital as planning for the Metro Tunnel continues.

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

Key Domain feedback included:

- High interest in retaining trees on St Kilda Road and in the precinct, and reducing impacts on local parks and open space
- 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 58
- Requests that the design of the station entrances and access points integrate well with the surrounding landscape and not detract from landmarks.





Domain Station: Indicative station location and entrances.

### 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. It is proposed that tunnel boring machines (TBMs) would be launched from each end of the Domain Station box and head towards the new underground station under City

Square 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 between St Kilda Road and the western edge of Edmund Herring Oval during this time. Trams travelling along Domain Road and Park Street, South Yarra will be rerouted to Toorak Road West to enable the closure of Domain Road.

Following stakeholder consultation, further investigations by MMRA determined the use of Fawkner Park is not required as a construction and TBM support site for the Metro Tunnel Project, and the rail tunnels will pass under CityLink.





The project also assessed locations for two shafts along the tunnel alignment in the Domain area to provide emergency services with access to the Metro Tunnel. Following further design work, it has been determined that an emergency access shaft is no longer required at Fawkner Park or Linlithgow Avenue.

These design changes protect **115 trees** that were identified in the EES as being potentially impacted in the Domain precinct.

A site at Linlithgow Avenue, at either the Queen Victoria Gardens or Tom's Block, may be used as a potential temporary secondary access to the TBM tunnels if required by the appointed contractor. Tree removal may be avoided entirely if the access shaft is required.

We will replant at least two trees for every tree removed for construction of the Metro Tunnel to enhance long term canopy cover.

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.

Heritage permits have been sought for early works on St Kilda Road and the South African Soldiers Memorial. Further permits will be required ahead of tunnels and station construction in this area.





### Key construction activities

Construction has commenced in the Domain precinct in preparation for works on the tunnels and station in 2018. This includes:

- Tree protection and removal, and the relocation of underground services such as water, sewerage, gas, power and telecommunications.
- Tram works on Toorak Road West and St Kilda Road tram interchange.

Key activities for the construction of Domain Station and tunnels would include:

- Relocation and removal of traffic islands, trams stops and shelters, and car parking spaces along St Kilda Road, Albert Road, Domain Road and Toorak Road West, including the diversion of tram services.
- Excavation of the Domain Station box 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.

From mid-July, Domain Road, between St Kilda Road and the western edge of Edmund Herring Oval, will be temporarily closed to trams and traffic for an extended period to support construction of Domain Station. Trams currently travelling along Domain Road and Park Street, South Yarra, will 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 to and from the site as quickly as possible and on to Kings Way and CityLink in line with construction traffic routes nominated in the Environment Effects Statement (EES).



A range of changes to the transport network will be made ahead of construction and a number of alternative traffic routes have been identified to help keep traffic flowing around the Domain precinct, including Canterbury Road, Beaconsfield Parade and Kings Way. A 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 developed to avoid, reduce or manage construction impacts in Domain.

Some of the 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 activities, 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. 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.

FOR MORE INFORMATION SEE THE **BUILDING THE PROJECT BROCHURE** AT **METROTUNNEL.VIC.GOV.AU**

### Contact Us

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

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