

Monthly construction update

Domain Precinct

May 2021

Major construction is continuing in Domain at the site of the future Anzac Station. This update provides an outline of current and upcoming works in your area.

Tunnelling in the Eastern Precinct enters its final days, with TBM Alice now getting close to the Town Hall Station site in her final tunnelling drive. Over 1.6 kilometres of the total 1.8 kilometres of tunnel have now been completed, with TBM Alice having just passed beneath the Yarra River.

Station construction for the future Anzac Station continues both above and below ground. Significant progress has been made on the concourse slab, with large concrete pours complete in both the northern and southern ends of the station box. Beneath this concourse slab, excavation and demolition of the sacrificial tunnel continues.

The station entrances continue to take shape as well. Stage one of construction of the Shrine entrance is now complete, with the team backfilling the area prior to handing over to the tunnelling team for storage. The tram interchange station entrance is also progressing, with the base slab under construction.

Construction snapshot

Construction works are continuing within the Domain precinct during May and will include:

- Tunnelling and TBM retrieval
- Tunnelling support site - soil removal and demobilisation
- Station box construction
- Anzac Station entrance - Shrine of Remembrance
- Anzac Station entrance - tram interchange.

Further information on these works can be found overleaf or at metrotunnel.vic.gov.au

When are we working?



Normal construction hours

7am to 6pm, Monday to Friday
7am to 1pm, Saturdays.



Out of hours

Some works are required to take place out of normal construction hours.



24 hours

24 hour works are sometimes required during peak construction activities.

Health and safety

Works on the Metro Tunnel Project are progressing with strict COVIDsafe Plans in place. The health and safety of our workforce and community remains our top priority. For more information and advice about the coronavirus (COVID-19), please visit <http://coronavirus.vic.gov.au>.

Works in your area

Tunnelling and TBM retrieval

Beneath St Kilda Road and Queen Victoria Gardens

Ongoing until mid-2021



- TBM Alice continues her tunnelling drive towards the future Town Hall Station
- At the time of publication, TBM Alice had completed 1.6 kilometres and 962 rings of permanent tunnel
- Within the tunnel completed by TBM Millie, the system of pipes that fed excavated material from the TBM back to the tunnelling support site has now been completely removed. Once TBM Alice finishes, the pipes will be removed from that tunnel also
- Pipes will be removed from site by trucks via the acoustic shed
- Pipe removal will mostly occur within the tunnels and the acoustic shed and will generate low levels of noise
- Work to dismantle TBM Millie continues within the tunnels, with the gantry pieces of the machine being pulled back to the Anzac Station site to be removed
- Once the Shrine of Remembrance station entrance is backfilled to ground level, this area will be used to store TBM parts
- Track the progress of all TBMs on the Metro Tunnel Project website here: metrotunnel.vic.gov.au (indicative only). For specific information regarding the location of a TBM please get in touch with the project team on 1800 105 105.

Tunnelling support site

Edmund Herring Oval

Until late 2021



- The TBM support site at Edmund Herring Oval continues to operate 24/7 to support tunnelling operations until early May when TBM Alice completes the journey to Town Hall Station
- Trucks removing excavated soil from the site will continue to use the primary route of Dallas Brooks Drive, Birdwood Avenue and Linlithgow Avenue (see map). With TBM Alice at work, soil removal is continuing overnight
- Once TBM Alice finishes tunnelling, work will commence on the demobilisation of the slurry treatment plant and tunnelling equipment at Edmund Herring Oval
- From mid-May, work will start on cleaning the slurry treatment plant and dismantling equipment. Demobilisation of the tunnelling support site will take place during normal working hours
- Once the slurry treatment plant is demobilised, the area will be used as a lay down area for the tunnel construction and fit-out teams.

Station box construction

Southern and northern station box site

May ongoing



- In the southern end of the station box, works continue on the excavation and demolition of the sacrificial tunnel
- Excavation will continue beneath the roof slab 24/7, with this section of work being deeper into the station box than stage one
- Crews will work to demolish the sacrificial tunnels and remove the concrete from the tunnel along with the soil beneath the concourse level, to access the base slab level of the station box
- Breakout of the sacrificial tunnels may generate periods of high to medium noise, but will be carried out beneath two concrete slabs, and further away from the large void than the first stage of these works earlier this year
- Noise generated by these works will be monitored closely
- On surface level, activity will include excavators loading out soil into trucks to be removed from site. This loadout on surface will be required until 10pm
- In the northern end of the station box (under the acoustic shed) work continues to construct the concourse level of the station, and permanent columns
- This will require steelfixing and large concrete pours
- Some steelfixing may be required overnight, but is contained within the acoustic shed and unlikely to generate noise
- To ensure structural integrity, concrete pours must be continuous and therefore may need to continue outside of normal construction hours.

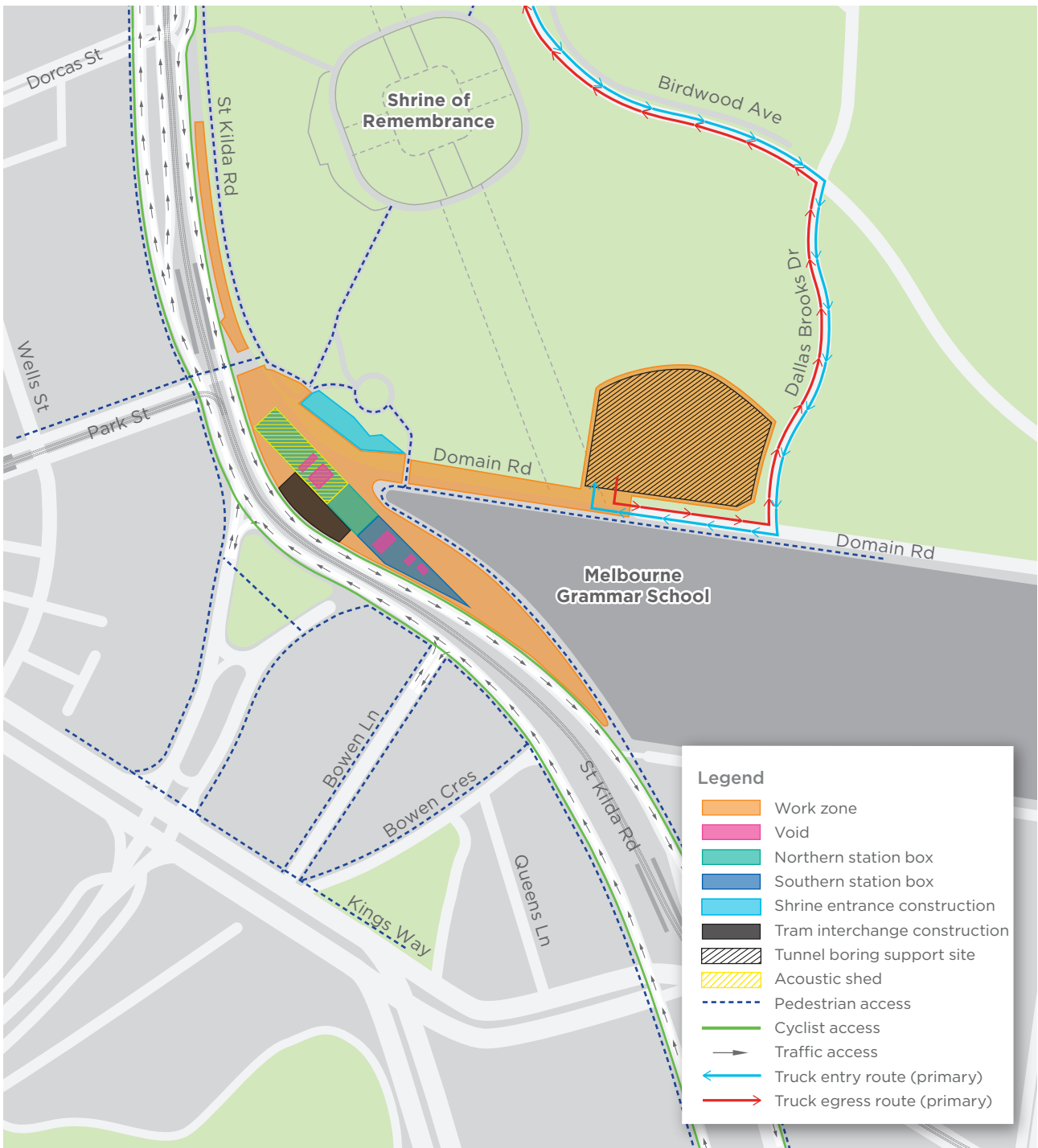
Anzac Station entrance – Shrine of Remembrance

North east of construction site

May



- The first stage of construction for the Shrine of Remembrance Station entrance is complete
- The team is working to complete backfilling the area to return it to normal ground level
- Once the backfill is complete, asphalt will be poured, and then the area will be handed over to the tunnelling team who will use it to store TBM parts.



Indicative only

Anzac Station entrance – tram interchange

North west of construction site

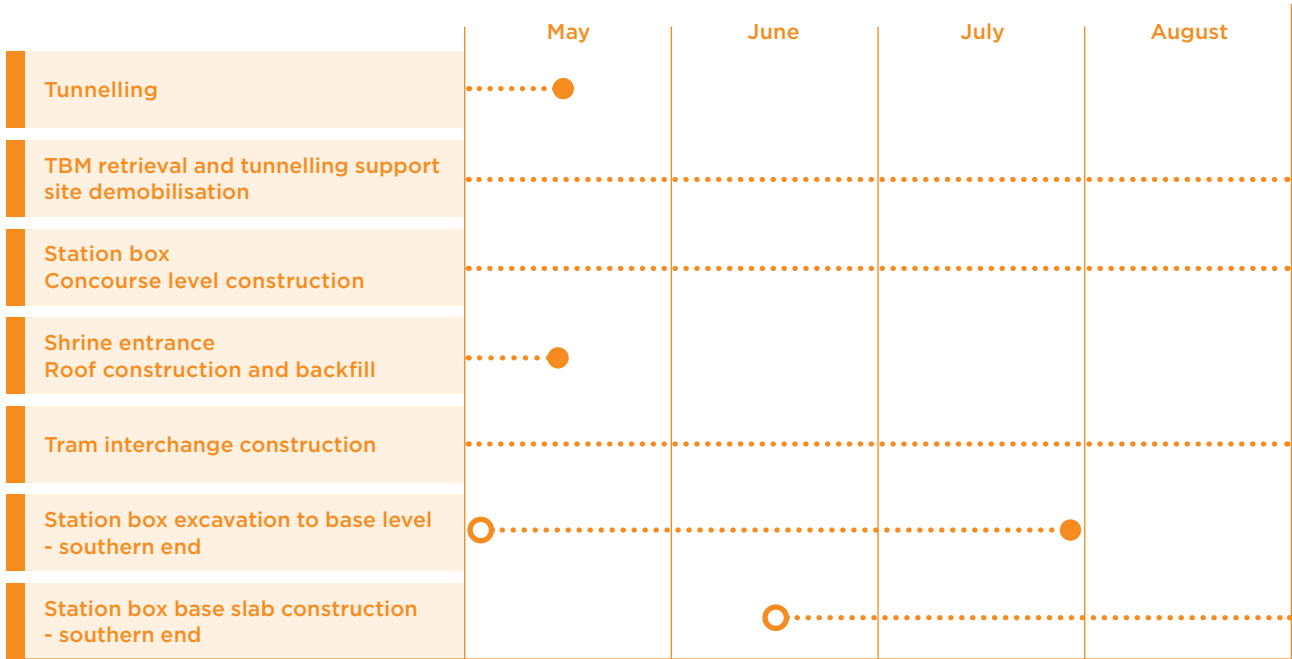
May ongoing



- Works continue to construct the base slab of the tram interchange station entrance
- Crews will progressively waterproof the area, and then begin steelfixing and formwork for each base slab concrete pour
- Additional to the base slab, works will commence to construct some vertical walls and columns. This is the same methodology as the Shrine entrance construction

- Some steelfixing may be required until 10pm and may generate low levels of noise
- There will be smaller concrete pours throughout the month to construct some vertical columns and walls
- Two large concrete pours are planned for the base slab construction this month
- To ensure structural integrity, concrete pours must be continuous and therefore may need to continue outside of normal construction hours.

Look ahead for 2021



Traffic and transport impacts

— There will be ongoing 24/7 truck activity in the Domain precinct until mid-2021 associated with the removal of pipes, delivery of pre-cast concrete tunnel segments and excavated soil removal from the tunnelling support site (see map).

Business support


While the new Anzac Station will be a significant boost for the local area, construction activities can impact local businesses. In response to this, our Business Support Team assists businesses through the disruption and any permanent changes that will take place.

Please see the offer in this notification from **Albert Road General Practice** located at **38 Albert Road, South Melbourne**. We look forward to promoting more local businesses as the project progresses.

More information

To find out more about the Metro Tunnel Project:

 metrotunnel.vic.gov.au

 1800 105 105 (24 hours a day, 7 days a week)

Rail Projects Victoria
PO Box 4509, Melbourne, VIC 3001

 Interpreter Service (03) 9209 0147

It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit railprojects.vic.gov.au for the latest updates.



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