



Keeping the community informed

The Kensington Community Children's Cooperative (KCCC), located at the top of JJ Holland Park, is a valued community facility for some 300 plus Kensington families, and a key project stakeholder.

We have been working closely with the KCCC to help their students and staff understand the types of noise they can expect to hear

from construction activities as they occur around South Kensington station. During September, members of our project team including our Construction Manager and Environmental Coordinator visited the KCCC to talk about the arrival of the piling rig, how the rig works, and the types of noise that staff and students may hear as the piling rig operates.

Leaving a positive legacy for Kensington

Once the Metro Tunnel is complete, the Werribee and Williamstown lines that service South Kensington station will benefit from an increased capacity of 63,000 passengers every week, that's 24 per cent more peak capacity.

In addition to the uplift in services, work will be undertaken to reinstate the area on Childers Street and urban

design treatments installed on the new western tunnel entrance.

The project team is currently drafting landscape and architectural plans, part of a document known as a Development Plan, which will detail the proposed final design of the tunnel entrance in Kensington.

To help develop this document and shape the design, the project

is holding workshops with key community representatives from local community groups, schools, sporting clubs and businesses to find out what is important to the community.

The broader community will also get a chance to provide feedback on the plan early next year.

Maintaining the character of Kensington

The Metro Tunnel Creative Program is a uniquely Melbourne way of approaching a large construction project, harnessing the innovation and expertise of the creative sector to help manage the temporary impacts on local amenity. The program will help ensure the artwork to go on the construction hoarding in Kensington reflects the local community.

The project team has been working with the community to determine what elements of Kensington life they would like to see feature in the artwork.

Visit our website at metrotunnel.vic.gov.au to learn more about the Metro Tunnel Creative Program.



More information

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

- metrotunnel.vic.gov.au
- 1800 105 105 (24 hours a day, 7 days a week)
Press 2 and follow the prompts
- facebook.com/metrotunnel
- Subscribe to eNews or construction notification emails: metrotunnel.vic.gov.au/subscribe



Interpreter Service

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Cantonese	廣東話	Serbian	Српски
Greek	Ελληνικά	Sinhalese	සිංහල
Italian	Italiano	Spanish	Español
Korean	한국어	Turkish	Türkçe
Macedonian	Македонски	Vietnamese	Tiếng Việt
Mandarin	普通话		

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

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Kensington Community Update

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Photo credit: Noble Photography.

Working with the community

As part of each stage of construction planning for the Metro Tunnel, we seek information and feedback from the community to minimise and, where possible, eliminate construction impacts. This approach ensures that local issues are well understood by the project team.

The team also meets regularly with directly affected residents as well as key stakeholders including the City of Melbourne, Kensington Association and Lloyd Street Business Estate.

An established Community Reference Group (CRG) meets every six weeks to discuss upcoming works and for CRG members to provide feedback to the construction team.

Regular community information sessions, meetings, pop up events, as well as door knocks and other engagement activities will continue throughout construction, providing the Kensington community with updates on how project works are progressing.

Welcome to this edition of the Kensington Community Update. The western entrance to the new Metro Tunnel is located in Kensington, alongside the existing rail corridor near South Kensington station. We will be working in your neighbourhood for a number of years as we build this major infrastructure project for Melbourne and Victoria. This update shares information on how we are working with the community to manage construction impacts in Kensington. Details about upcoming works will continue to be provided separately via our monthly Kensington Construction Updates.

What's going on in your area

Construction is underway in Kensington

This year we have been busy establishing a site on Childers Street as well as starting work on a shaft from which two tunnel boring machines will be removed once they have dug the twin tunnels from North Melbourne. Key activities we are undertaking through to the end of the year include:

- Piling to create the foundations for the tunnel boring machine retrieval shaft
- Ground improvement works along the tunnel alignment
- Works to construct a car park on Hobsons Road to offset the loss of parking on Childers Street.

For more information, please visit our 'Construction in Kensington' page on our website at metrotunnel.vic.gov.au/construction/Kensington.

Sign up for Metro Tunnel project updates

metrotunnel.vic.gov.au



Keeping the community safe

From door knocks we have undertaken and feedback received at community information and pop up sessions, we know that Kensington residents place a high value on community safety. Safety is the Metro Tunnel Project's top priority and we have safety management systems in place to ensure the safety of the communities in which we work as well as our project team.

We understand JJ Holland Park is highly valued by the community and the project team has worked to avoid having any impact on the park itself. As a result, there are some unavoidable impacts on the local road network to provide access during construction.

A dedicated lane will be maintained within the worksite for use by construction traffic and over-height vehicles requiring access to and from the Lloyd Street Business Estate. Maintaining access through our site for these vehicles ensures businesses

can continue to operate and trucks are off local streets whenever possible.

There will be limited times when certain construction activities mean that vehicles can't safely pass through the construction site.

We have carefully considered feedback received from the community in planning for the necessary short-term closures of Childers Street and the detouring of some traffic via Kensington Road, Derby and Tennyson streets.

To ensure the safety of Kensington locals and those visiting the area, the detour route will be actively managed by dedicated traffic controllers who will direct vehicles, pedestrians and cyclists safely along the detour. In addition, working closely with Holy Rosary Primary School and the City of Melbourne, the project will place a school crossing supervisor at the school crossing located on Derby

Street, adjacent to the corner of Gower Street. The supervisor will be on duty between 8am - 9am and 3pm - 4pm whenever the detour is in place. Speed restrictions will also be in place and a new signalised pedestrian crossing installed on Derby Street.



Managing construction impacts

A project of the size and scale of the Metro Tunnel cannot be built without some unavoidable impact on the surrounding area. We recognise our Kensington construction site is close to residents, businesses and educational and sporting facilities, and we are committed to minimising the impacts of construction as much as possible. To find out more about how we will manage construction impacts in Kensington, please visit metrotunnel.vic.gov.au/construction/kensington.

Feedback from you and your neighbours helps shape what we include in our regular updates.

Tell us what you want to hear about by emailing us via our website metrotunnel.vic.gov.au/contact.

The Metro Tunnel Environmental Performance Requirements (EPRs) are a set of requirements that the project must meet during construction and operation of the Metro Tunnel. The EPRs outline clear project delivery accountabilities so that the environmental effects of the project are managed appropriately. The EPRs guide our approach to construction and the management of impacts on Kensington and other areas where construction of the Metro Tunnel is occurring.

Soil management in Kensington

Working with, removing and managing contaminated soil is undertaken on a daily basis across most worksites in Melbourne, including at our work sites in Kensington.

It is common for soil found in the rail corridor to be contaminated given the age and industrial nature of the railways in Melbourne. In addition,

parts of Kensington were used as a rubbish tip until the 1960s.

For this reason we have strict rules for how we manage excavated contaminated material including processes for identifying contaminants as well as a specific set of methods and procedures for safely removing them from site.

Understanding the history of the area helps our experienced team manage the removal of excavated material safely.

Trucks will be traveling through and around Kensington as we move materials to and from site. To minimise the impact of construction traffic on local roads, we choose truck routes that link trucks to major roads and

Noise and vibration

Predicting noise and vibration

The use of heavy machinery such as piling rigs, cranes, excavators and tunnel boring machines (TBMs) during construction will generate varying levels of noise and vibration.

Prior to the start of works, a Construction Noise and Vibration Impact Assessment is prepared by qualified noise consultants who undertake extensive modelling of predicted air-borne and ground-borne noise and vibration impacts.

When noise and vibration modelling predicts that guidelines will be exceeded, and the construction methodology can't change, the project team will work with key stakeholders and the community to determine the best way for impacts to be managed.

In addition to reducing impacts at the source of any noise generating activities, other ways the impacts of noise and vibration can be managed include:

- Enclosing equipment with noise mats
- The use of low impact construction techniques when possible
- Designated traffic routes for construction vehicles, directing construction traffic away from residential areas and the local road network
- Designated loading and unloading areas to minimise machinery movement
- Turning equipment off when not in use
- Placing acoustic hoarding around the construction site
- Fitting construction vehicles and equipment with squawking reversing beepers
- Limiting high noise and vibration-causing activities to standard construction hours where possible
- Training staff in noise reducing behaviours.

Monitoring noise and vibration

Throughout construction of the Metro Tunnel, attended (in person) and unattended real-time noise and vibration monitoring is undertaken.

A noise monitor and vibration monitor are currently installed at a property nearest to our work site on Childers Street and will remain there for the duration of construction. As our construction site expands to occupy the full length of Childers Street, we will install monitoring devices in additional locations to ensure coverage at different areas of our site.

Having permanent monitors close to the source of works, and doing in person monitoring, gives the project team access to real time noise and vibration data. This data allows us to compare real noise levels against modelled noise levels and helps us to improve how we mitigate the impacts of noise to protect the amenity of residents and businesses.

