

MELBOURNE METRO RAIL COMMUNITY UPDATE DECEMBER 2015

A MESSAGE FROM THE CEO



Progress on **Melbourne Metro Rail** continues to gather pace as we further develop our thinking on the tunnel alignment, station locations and construction methodology.

Building a critical infrastructure project of the scale and complexity of Melbourne Metro leads to unavoidable impacts on people, including residents and businesses, ranging from noise and visual amenity through to land acquisition in some cases.

The Melbourne Metro Rail Authority team has been intensely focused on minimising the number of properties required for the project and on reducing the level of disruption likely to be experienced by the community during construction.

We are very mindful of delivering this vital public transport transformation as sensitively as possible. We are committed to working with individuals and community groups to try to address their specific issues and concerns, balanced with the need to find efficient transport solutions.

In terms of reducing disruption we were pleased to confirm that we will be constructing the two new CBD stations under Swanston Street by accessing them from the side of the street, thereby avoiding the need to dig up the roadway at the station locations between Flinders and Collins Streets

and between La Trobe and Franklin Streets. This is a great outcome for the numerous businesses along Swanston Street, the many people who visit the heart of the CBD each day and for the busy tram network, enabling trams to continue running as we build underground.

This smart engineering solution reflects our overall approach to Melbourne Metro - we will continue to look for ways that avoid or reduce impacts on people whilst delivering this city shaping project for Melbourne and Victoria.

Our thinking is of course still subject to ongoing consultation and scrutiny as we move through a rigorous planning approvals process towards the start of major construction works in 2018.



Evan Tattersall
Chief Executive Officer
Melbourne Metro Rail Authority

Cultural Heritage Management Plan

Melbourne Metro will be assessed through an Environment Effects Statement (**EES**) planning process that will address the potential environmental, social and land use impacts associated with the project. This process will be supported by a range of technical studies covering urban design, traffic and transport, construction and social impacts.

As part of the planning, environmental and heritage approvals process, MMRA is required to prepare a Cultural Heritage Management Plan (**CHMP**) to determine the nature of any Aboriginal cultural heritage that could be affected. This will also propose measures to manage and protect it.

Community feedback

We recently wrapped up our latest round of community information sessions, with over 1,000 people attending to speak with the project team, view project designs and provide input.

Key feedback focused on potential Melbourne Metro construction impacts, traffic changes, truck routes and parking, open space, station designs and interchanges with other public transport modes.

Thank you to everyone who came along - feedback collected at the sessions and online through the Your Say engagement portal will inform Melbourne Metro's Environment Effects Statement.

There will be more opportunities for community consultation as planning continues.

Your Say

If you were unable to attend a community information session, you can still provide feedback on the project via our online engagement portal by visiting ***yoursay.mmrailproject.vic.gov.au*** until mid December.

View and contribute to an interactive map, participate in a survey, ask questions and view project materials.

Over 5,500 people have explored the **Your Say** portal since it launched in October, and input gathered via the site will feed into Melbourne Metro's planning documentation.

What's going on under the ground?

Geotechnical drilling is continuing across the Melbourne Metro alignment. These investigations will provide information about the local geological conditions to assist in planning how the new Melbourne Metro tunnels and stations will be built.

Geotechnical investigations involve drilling into the ground to obtain soil and rock samples. These samples provide information on the type of soil and rock that is beneath Melbourne including its strength and density.

To date, our drilling crews have completed over 67 boreholes, drilling over 2,337 metres in total and extracting approximately 37 tonnes of soil and rock.

Geotechnical investigations will continue until mid-2016 and will include an estimated 180 boreholes.

More trains, more often

Melbourne Metro is a project for all Victorians and will transform Melbourne's rail network into an international-style underground metro system.

By creating a new end-to-end Sunbury to Cranbourne-Pakenham rail line across the city, Melbourne Metro takes two of our busiest train services out of the congested City Loop.

Not only will this lead to more reliable, high capacity services on the new line (along with direct connections at Melbourne Central and Flinders Street Stations), but it frees up much-needed space in the City Loop for more trains to run more often on the Werribee, Craigieburn, Upfield, Sandringham and Frankston lines.

More information


To find out more about the Melbourne Metro Rail Project and register for future updates:

 mmrailproject.vic.gov.au

 1800 551 927

 @mmrailproject

 Melbourne Metro Rail Authority

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