



## PARKVILLE COMMUNITY REFERENCE GROUP

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MEETING 6

Friday 1 June 2018

# INTRODUCING RAIL PROJECTS VICTORIA

- Melbourne Metro Rail Authority has changed its name to **Rail Projects Victoria**
- RPV better reflects the broadened scope of the projects that we will deliver for Victorians

## Projects include:

- Ballarat Line Upgrade
  - Regional Rail Revival Program
  - High speed rail link between Melbourne and Geelong
  - Future rail link to Melbourne Airport
- No change to the way we engage with you, our new name will be reflected in the new branding as we transition



# Parkville CRG

01 June 2018





# AGENDA

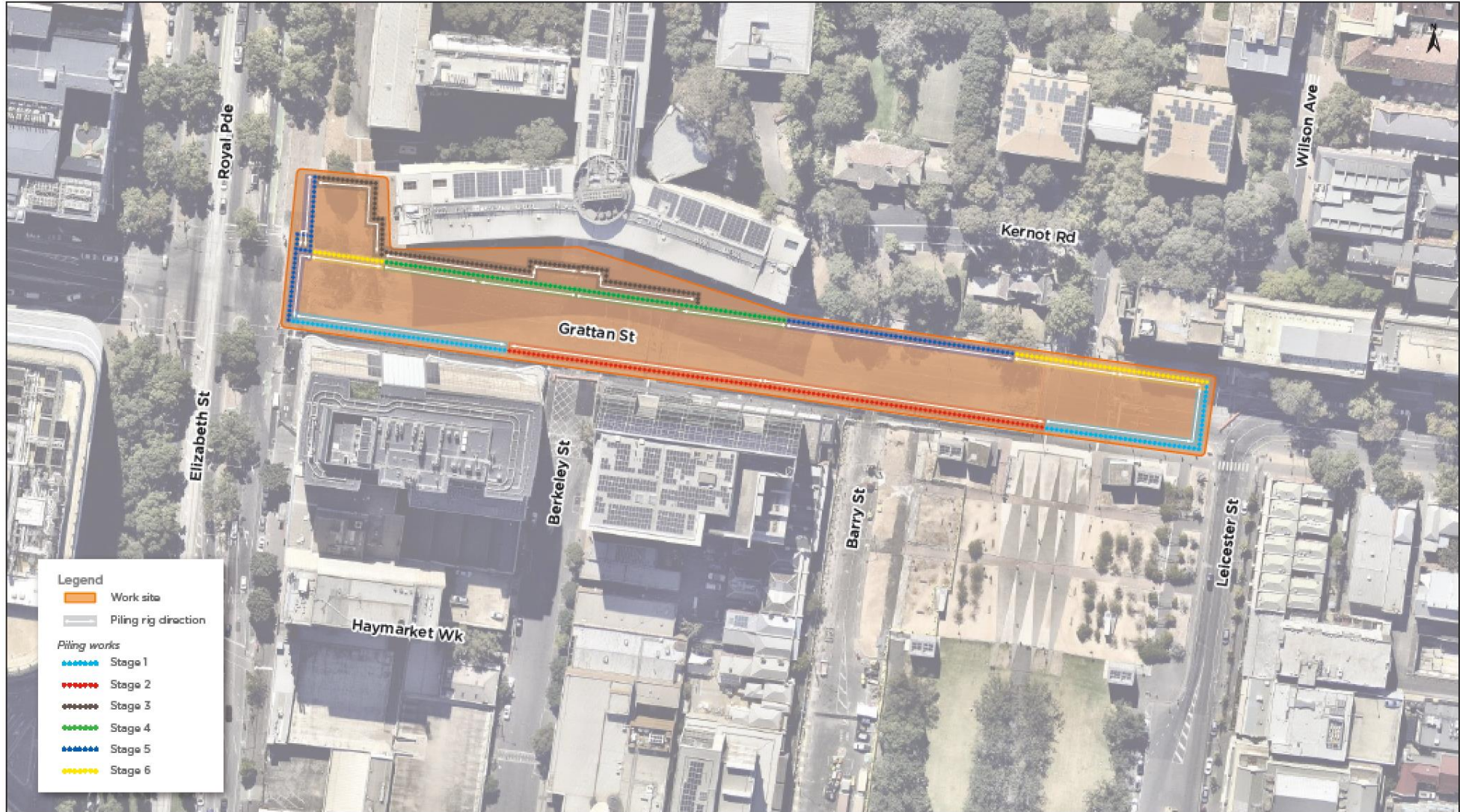
1. Actions from previous meeting
2. Construction update
3. Environment
4. Traffic Management

# CONSTRUCTION UPDATE

1. Piling
2. Excavation
3. City Ford demolition



# CONSTRUCTION UPDATE



Indicative only.

# APPROACH TO EXCAVATION METHODOLOGY

## Approach

1. Enclose the excavation by placing a roof deck over the top and continue with excavation below
2. Once excavation is at a certain depth, will be too steep for trucks to enter / exit, at this point gantry cranes will be used
3. Acoustic sheds will enclose, mucking out by the gantry cranes

# OPTIONS VARIANCE ANALYSIS

	Reference	Tender	Proposed
Noise	No Change	No Change	No Change Improves EPR risk to noise criteria (due to elimination of out of hours)
Dust	No Change	No Change	No Change
Amenity	Poor	Poor	Improved
Out of Hours	Yes	Yes	No Improves EPR risk to noise criteria
Productivity	Low	Low	Improved
Duration to establish cover (i.e. Shed and Deck)	-	-	Better

Summary : A key benefit of the new methodology is eliminating the reliance on out of hours work, which has increased risk on Noise EPR. If work was to occur at night would be as a consequence of other risk or opportunities; which are currently not foreseen.

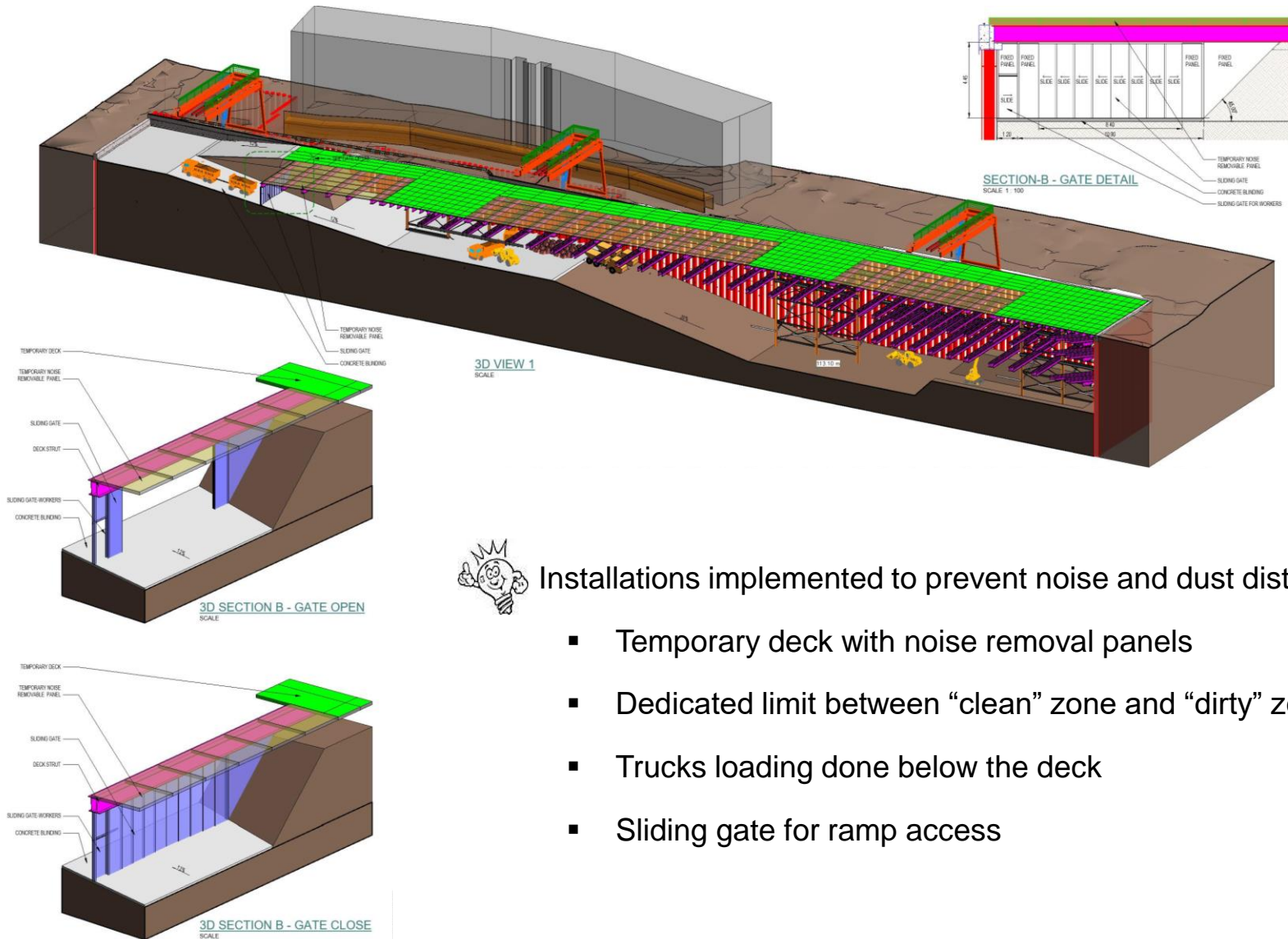


# CONSTRUCTION METHODOLOGY

Three key stages of excavation:

- Stage 1 – Open excavation
  - Initial bulk excavation to a depth of six metres
  - Deck and shed installation commenced
  - Equipment: dozers, excavators, truck and dog
- Stage 2 – Closed excavation with ramps
  - Ramp
    - traditional Station Box construction
    - concrete covered ramp
    - concrete covered turning points
  - Equipment: dozers, excavators, truck and dog
- Stage 3 – Closed excavation with sheds
  - Crane and mucking bucket
  - Shed – noise and dust containment
  - Equipment: dozers, excavators, truck and dog

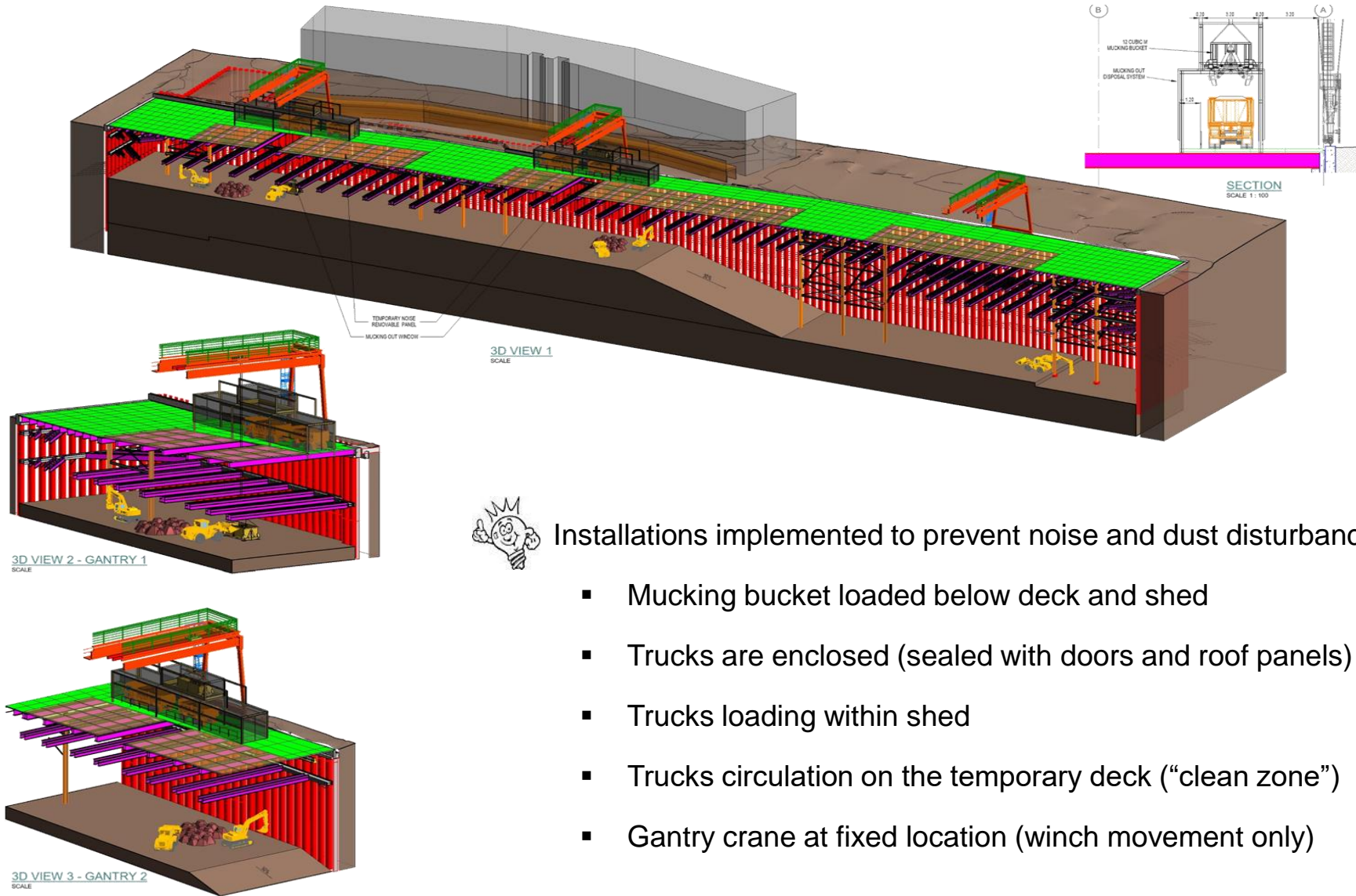
# EXCAVATION – PHASE 1



Installations implemented to prevent noise and dust disturbances:

- Temporary deck with noise removal panels
- Dedicated limit between “clean” zone and “dirty” zone
- Trucks loading done below the deck
- Sliding gate for ramp access

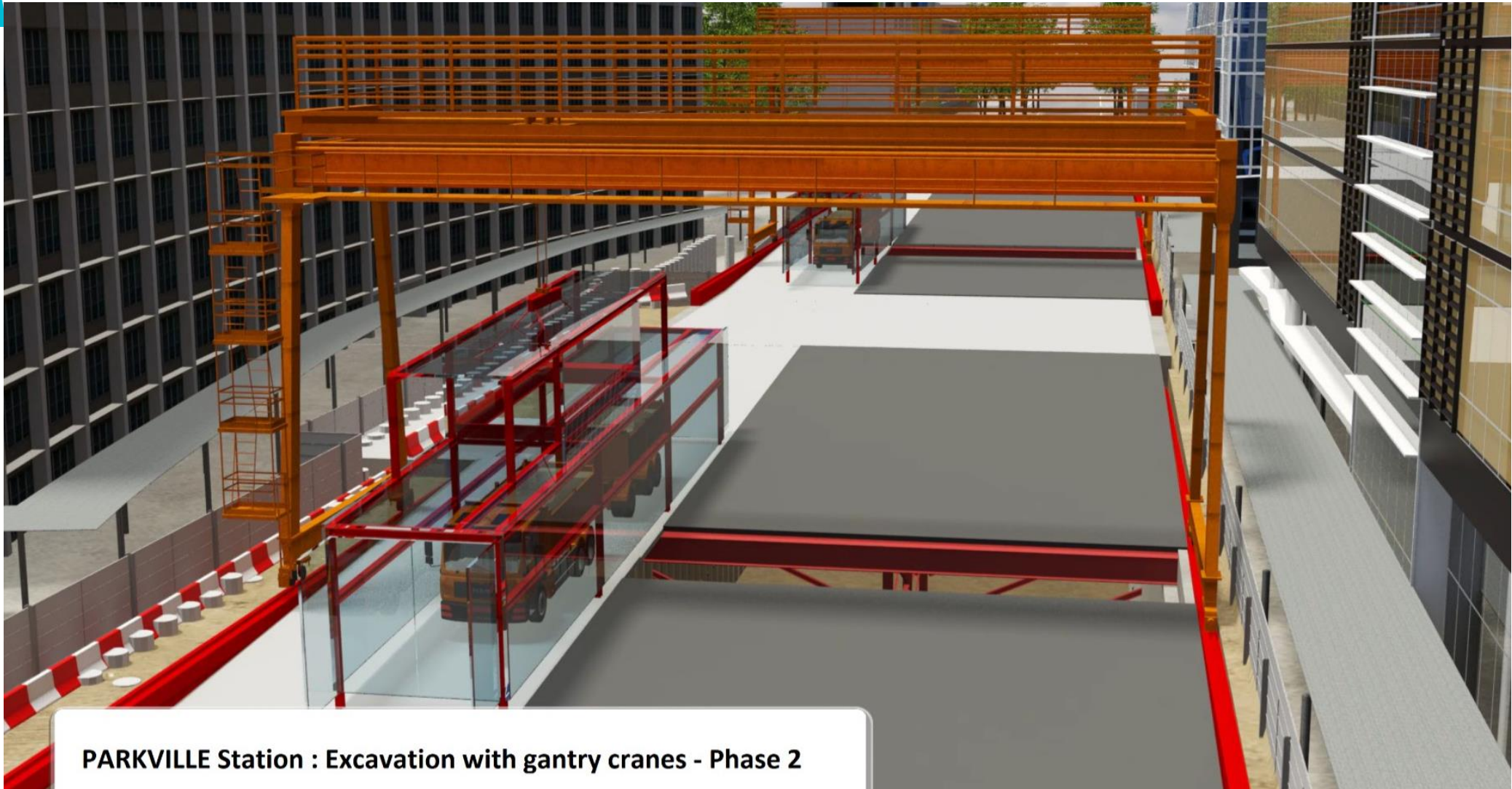
# EXCAVATION – PHASE 2



Installations implemented to prevent noise and dust disturbances:

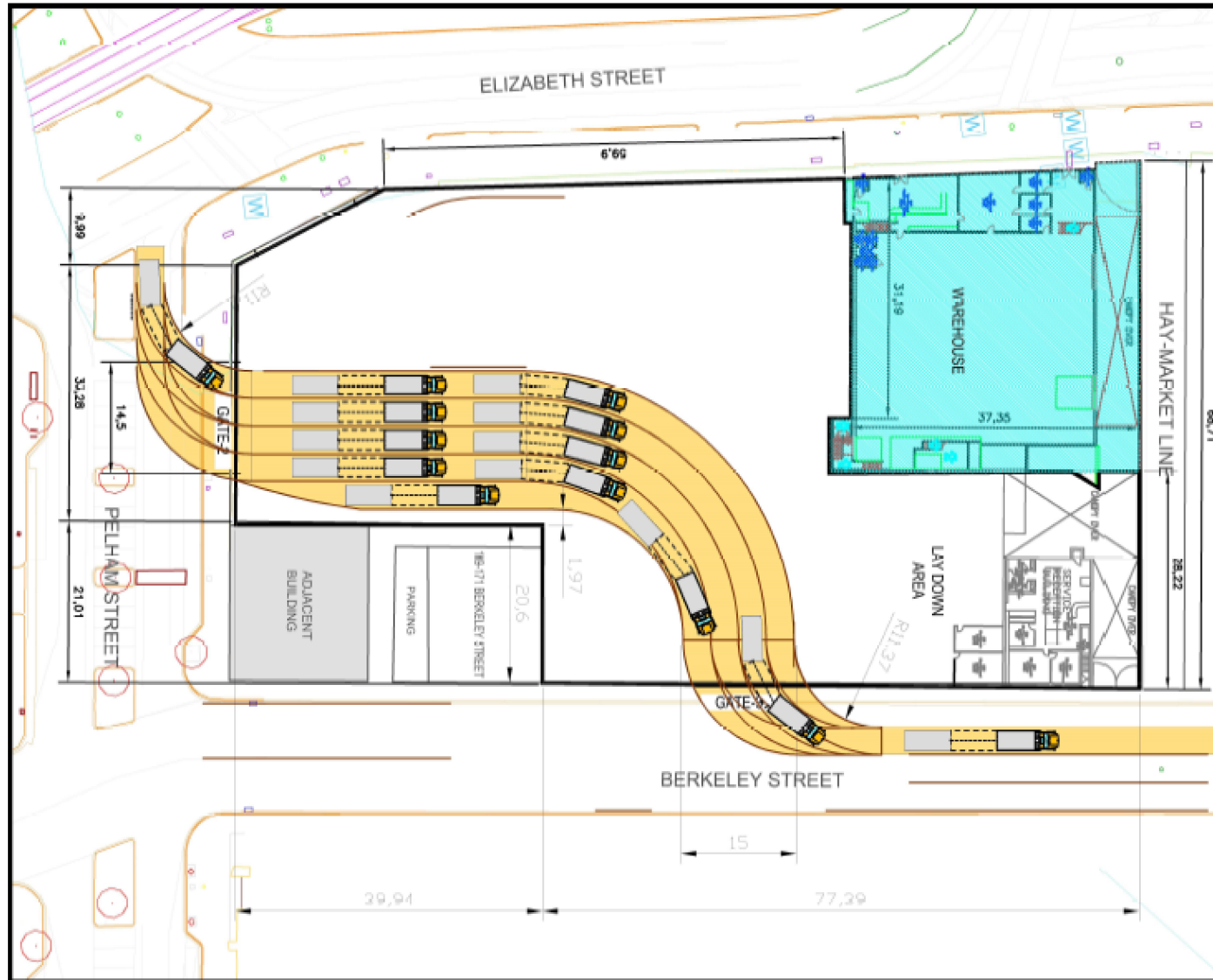
- Mucking bucket loaded below deck and shed
- Trucks are enclosed (sealed with doors and roof panels)
- Trucks loading within shed
- Trucks circulation on the temporary deck (“clean zone”)
- Gantry crane at fixed location (winch movement only)

# CONSTRUCTION UPDATE



**PARKVILLE Station : Excavation with gantry cranes - Phase 2**

# CONSTRUCTION UPDATE – CITY FORD SITE



Indicative only – subject to change.

# ENVIRONMENTAL MANAGEMENT

- Operational noise and vibration
  - EPR 16 – Noise and vibration modelling (Operation)
  - EPR 17 – Victorian Passenger Rail Infrastructure Noise Policy (PRINP)
  - EPR 18 – Noise from fixed plant
    - SEPP N-1
    - AS/NZS 2107 – satisfactory Recommended Design Sound Levels
  - EPR 19 – Ground-borne Noise Guideline Targets for Operation
  - EPR 20 – Vibration Guideline Targets for Operation

# TRAFFIC UPDATE

- Traffic Monitoring update

Location	Pre-closure (VPD)	May 2018 (VPD)	Difference (VPD)	Difference (%)
Park Drive	1782	1970	+188	+10.5%
Story Street	2150	2142	-8	-0.4%
Gatehouse St	12019	12536	+517	+4.3%
Degraves St	516	681	+165	+31.9%
Bayles St	707	742	+35	+4.9%
Morrah St	1021	924	-97	-9.5%

Degraves Street Speed = 40 km/h

# TRAFFIC MONITORING

- Gatehouse Commercial Vehicle

Vehicle Class	Pre-closure (VPD)	May 2018 (VPD)	Difference (VPD)	Difference (%)
Commercial Vehicles	535	421	-114	-21.3%





Western Portal

South Kensington

North Melbourne

Parkville

West Melbourne

Melbourne Central

State Library

Parliament

Flagstaff

Town Hall

Southern Cross

Flinders Street

Richmond

Anzac

South Yarra

Eastern Portal

The existing 'North Melbourne' station will be renamed West Melbourne.

Sunbury Line

Cranbourne / Pakenham Line