WORKS NOTIFICATION
CONSTRUCTION UPDATE – ARDEN PRECINCT
NOVEMBER – DECEMBER 2018

Major construction of the Metro Tunnel is underway at the Arden Precinct construction site. The current phase of works involves piling, diaphragm wall (D-wall) construction, station box excavation and station box frame construction.

Ongoing works
Construction works are continuing at the site of the future North Melbourne Station throughout November and December and include:
- Ongoing site establishment activities
- D-wall construction
- Piling
- Station box excavation
- Surveying and sampling and testing of groundwater and soil
- Concreting of internal haulage roads and installation of rumble grids.

Out of hours works
Out of hours works will be required to support station box construction and excavation activities
- All out of hours works are expected to generate low levels of noise
- After 6pm, all construction vehicles will enter and exit the site via Arden Street.

6pm – 10pm, Monday to Friday
- D-wall construction, piling and concrete pours may extend up to 10pm, Monday to Friday. This is required to prevent excavations being left unfilled for extended periods of time
- Station box excavation and installing steel supports (struts) inside the excavated station box. The struts will provide the structural frame that supports further excavation of the station box.

10pm – 7am, Monday to Friday
- Station box excavation or installing steel supports (struts) inside the excavated station box will occur overnight, as well as during the day
- Only one of these activities will occur during each night to minimise impact to nearby residents
- These activities are expected to generate low levels of noise.
What to be aware of

- These activities are expected to generate low to medium levels of noise.
- Up to 120 trucks per day are expected until the end of the year.
- Construction vehicles and trucks will access the site via Laurens and Arden streets.
- Intermittent closures of the western footpath on Laurens Street and up to six on-street parking spaces will continue until late December.
- All trucks carrying excavated materials will be covered, and water carts will be used to minimise the spread of dust.
- Rumble grids are being installed to remove debris from the wheels of vehicles to minimise the spread of dirt on local roads.
- Work activities after 1pm on Saturdays will be restricted to pile foundation removal, D-wall excavation, piling, station box excavation and strutting, and concrete pouring activities.
- These activities are expected to generate low levels of noise.
- After 1pm on Saturdays, all construction vehicles will enter and exit the site via Arden Street.

Upcoming works

Short-term lane closures, Laurens Street
- During November, a number of short-term lane closures are required on Laurens Street between Queensberry Street and Miller Street to allow workers to open and inspect manholes and install monitoring equipment on the road.
- Traffic flow will be maintained in both directions using a shuttle-flow arrangement, with traffic controllers in place to direct vehicles and cyclists.
- Some on-street parking spots may be impacted during lane closures.

Concrete batching plant and slurry treatment plant construction
- Works to construct a concrete batching plant and slurry treatment plant will start in late November.
- The concrete batching plant will supply concrete to a number of Metro Tunnel sites.
- The slurry treatment plant will support tunnelling activities from the Arden construction site. It will separate the elements of the slurry (soil and water) excavated by the tunnel boring machines (TBMs) for reuse.
- The initial phase of construction for these plants involves:
  - Minor earthworks
  - Delivery of equipment, materials and pre-fabricated facilities to site
  - Connecting the new facilities to existing utility supplies within the work site
  - Installation of a new access gate for the concrete batching plant at the southern end of Laurens Street.

We’re taking a break
- Please be advised that the Metro Tunnel Project will take a break from construction over the New Year period.
- The last day of construction for 2018 will be Friday 21 December. Work will re-commence on Wednesday 9 January 2019.
- During the closure period, the site will be secured with regular security patrols and measures put in place to minimise the spread of dust. This will include the use of a polymer spray to stabilise all ground surfaces.
- Members of the project team will be on call during this time to directly respond to any issues that arise.

Asbestos removal
- It is not unusual or unexpected for asbestos to be present in demolished industrial sites, as it was commonly used in construction material until the 1980s.
- Asbestos has been identified at this site and we anticipate that more asbestos will be found as works progress over the coming months.
- Removal of asbestos will be undertaken by qualified personnel, in accordance with WorkSafe Victoria’s Compliance Code 2008 for Removing Asbestos in Workplaces.
- Removal of asbestos-containing materials by licensed removalists does not pose any safety risk to site staff or the public.

- The works will involve using hand-held equipment to attach small monitoring instruments to the road. These instruments do not pose any risk to vehicles, cyclists or pedestrians using the road.

Legend
- Work site
- Site gate
- Concrete batching plant construction
- Piling, D-wall construction and station box excavation
- Intermittent pedestrian/cyclist detours
- Slurry treatment plant construction
- Existing hoarding
- Hoarding installation

Indicative only.
Slurry treatment plant

The slurry treatment plant is important to the tunnelling process. The Tunnel Boring Machine (TBM) excavates soil from the ground, mixing it with a bentonite slurry which is pumped in front of the TBM. This supports the tunnel until the concrete segments that form the tunnel walls are in place. The slurry of soil and bentonite is then pumped through pipes to the treatment plant.

Bentonite is a type of clay used to strengthen earthen walls, and is currently being used during D-wall construction.

The treatment plant then separates the soil from the bentonite. After separation, the treated bentonite is sent back to the TBM for re-use.

The slurry treatment plant also tests and classifies the excavated soil, to determine if it can be re-used or how it needs to be disposed of.

The separated water is either re-used by the TBM or treated for use elsewhere on the site.

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

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