



Kensington Community Update

APRIL 2019



A fence fit for Kensington

In February, an exciting piece of community art took shape on the hoarding along the southern boundary of JJ Holland Park. The Metro Tunnel Project team worked with artist Mike Makatron to bring to life a unique piece of hoarding artwork for the Kensington community to enjoy during construction of the western tunnel entrance.

In October 2018, we asked what Kensington meant to you, and Mike used your comments and ideas to develop the end concept. We'd like to thank everyone who contributed their words, photos and artwork.

We'll be celebrating the new artwork at the Kensington COMMUNITY Festival on Sunday 31 March 2019 and we'd love to see you there.

We'll be at the festival from 10am - 4pm. Find us at the Ormond Street end of the hoarding.

What's going on in your area

In 2018 we kicked off major construction of the Metro Tunnel's western entrance. It has been a busy start to 2019 with the remainder of Childers Street now closed and our worksite extended to provide space for works on the decline structure that will connect the Metro Tunnel to the existing Sunbury rail line.

Key activities happening now, and over the next few months, include:

- Piling and excavation to create the tunnel boring machine (TBM) retrieval shaft. TBMs will be pulled out from the retrieval shaft in Kensington after tunnelling from North Melbourne
- Ground improvement works in a number of tunnel cross passage locations in Lloyd Street and

within the Lloyd Street Business Estate. A cross passage is a short tunnel that connects two parallel tunnels. These passages are an important safety feature that allow people to move from one tunnel to the other in the event of an emergency

- Installing concrete piles which will become the foundations for the train tracks leading into the new tunnel entrance
- Installing concrete guide walls to assist with construction of the diaphragm walls (tunnel entrance walls)
- Construction of a temporary bentonite plant to support upcoming diaphragm wall construction. Bentonite is a type of naturally occurring clay used to help stabilise diaphragm walls.

Sign up for Metro Tunnel project updates

metrotunnel.vic.gov.au

Piling 101

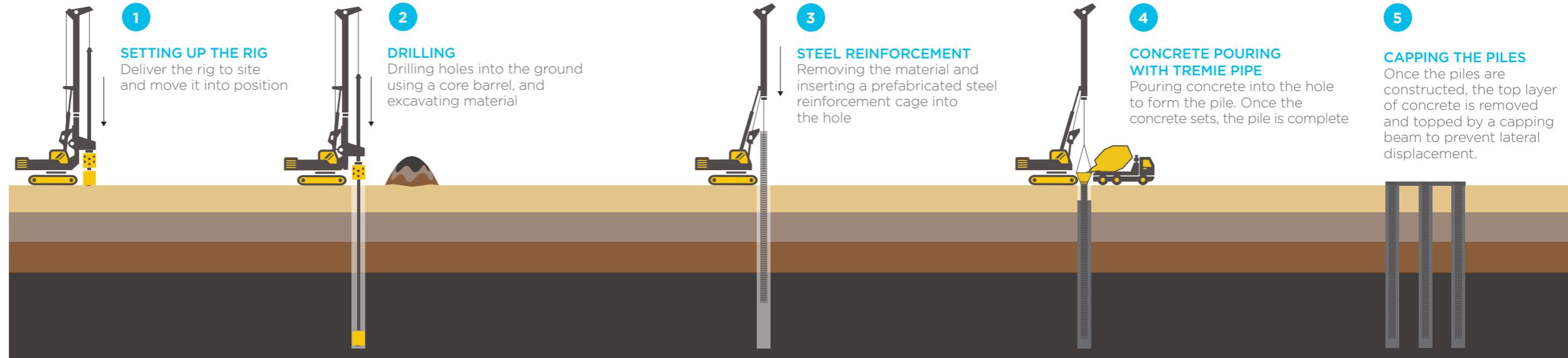
Building the Metro Tunnel through the heart of Melbourne is a complex and challenging task, as is constructing the western tunnel entrance in Kensington. Constructing the tunnel entrance provides a number of engineering challenges including working in changing ground conditions, directly beside a high-pressure gas main and next door to a live rail corridor.

Piling is a construction activity which is crucial to help support the foundations of the new rail infrastructure. A number of different piling methods will be used in Kensington during construction of the tunnel entrance.

Bored piling process

Bored piling involves using a large piling rig to drill holes deep into the ground. These holes are then filled with concrete and can have steel cages placed into them to make them even stronger.

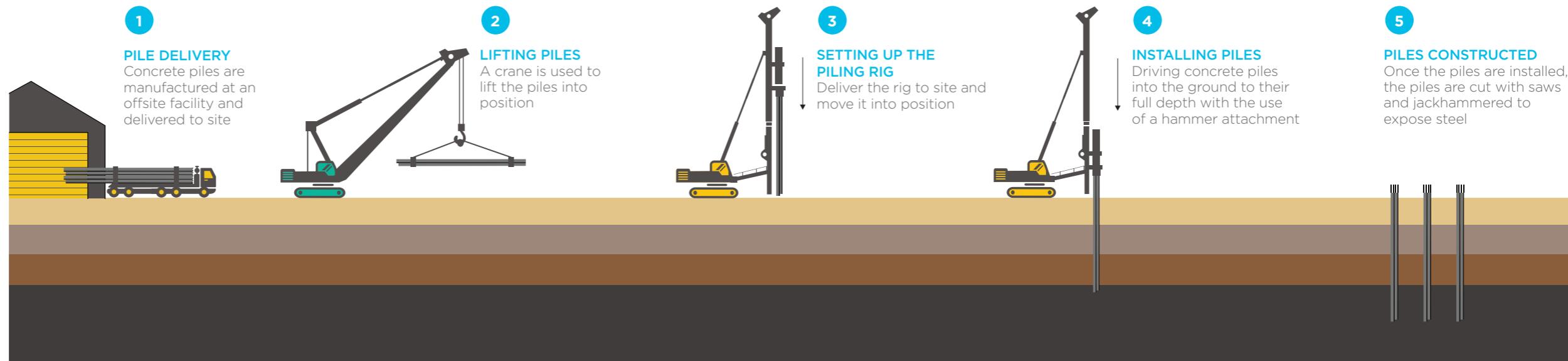
In Kensington, interconnecting bored piles are being used to create the TBM retrieval shaft.



Driven piling process

Driven piling involves using a crane and piling rig to push large concrete piles reinforced with steel, down into the ground.

In Kensington, driven piles will be used to construct the foundations for the train tracks leading into the new tunnel entrance.



Managing soil and air quality

While we build the western entrance to the new Metro Tunnel, the construction activities at our Childers Street worksite will continue to change. This means there will often be areas of exposed ground that cannot be permanently sealed. With this in mind, we are committed to minimising the spread of dust and protecting air quality for surrounding

residents, businesses and users of JJ Holland Park. Just like noise and vibration, we monitor air quality in real time. Our monitoring system is programmed with the limits outlined in the Metro Tunnel Project's Environmental Performance Requirements (EPRs) and sends alerts to the project team before these limits are exceeded,

so that mitigation measures can be put in place.

In addition, we manage dust in Kensington by:

- Using water carts and hoses to wet down exposed earth
- Using covered trucks to transport soil to and from site

- Street sweepers regularly cleaning approved haulage roads around the site
- Using a polymer spray to seal exposed earth, when suitable
- Using designated site entry and exit points.

Some of the soil found in our site is contaminated given the industrial history of the areas we are working in. Before we disturb any soil, or remove it from site, we test it to understand the type and quality of the materials. Real-time air monitoring occurs throughout the testing, handling and removal of contaminated materials to

ensure the safety of our workers and the community.

More information about how we manage soil in Kensington is available at metrotunnel.vic.gov.au

Keeping Kensington moving

In late January we completed important traffic and transport changes that will be in place in Kensington until 2022. These changes help to move pedestrians, cyclists and vehicles through the area safely whilst we undertake major construction works within and around Childers Street.

Car park

The temporary public car park on the corner of Hobsons and Kensington roads is now open for use while the parking spaces on the south side of Childers Street are closed. The car park is 750 metres from the entrance to South Kensington station and is open 24/7 to all members of the public, including users of South Kensington station and JJ Holland Park.

Cycling route

The new cyclist detour route via Altona Street is available for use after works were completed to install ramps over the truncated section of road. The ramps provide access for cyclists while preventing vehicles traveling through. Cyclists are encouraged to use this approved route, obeying the newly installed signage, when traveling through the area.

Over-height vehicles

A dedicated traffic lane through the project worksite on Childers Street will continue to be available for over-height vehicles accessing the Lloyd Street Business Estate and residents of Childers Street and Tennyson Street (south of the truncation).



We'd like to thank everyone who has provided us with feedback on these traffic and transport changes. As a result of your feedback, we have installed additional signage and barriers along the shared pathway in JJ Holland Park, and made changes to on-street cycle line markings.

Kensington legacy design update

Once construction of the western tunnel entrance is complete, the project will reinstate Childers Street and the surrounding area.

Our urban design and reinstatement plans for the Kensington area were available for public comment in February. The plans detailed the proposed design for the reinstatement of roads, footpaths, pavement and car parking as well as an updated South Kensington station

entry and forecourt, and landscaping. These plans make provision for the design of the ancillary building for which a separate development plan process was undertaken in April 2018.

We held a series of three workshops in October, December and January where key community representatives provided feedback which helped shape the designs for your local area.

The project team would like to thank everyone who took the time to make

a submission on the plan.

Throughout 2019, the project's architects, engineers and urban planners will continue working together, considering community feedback, to produce detailed concepts of what the Childers Street area will look like after construction. We will continue to keep the community informed as designs progress.

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

(03) 9280 0700

Arabic	العربية	Russian	Русский
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.