



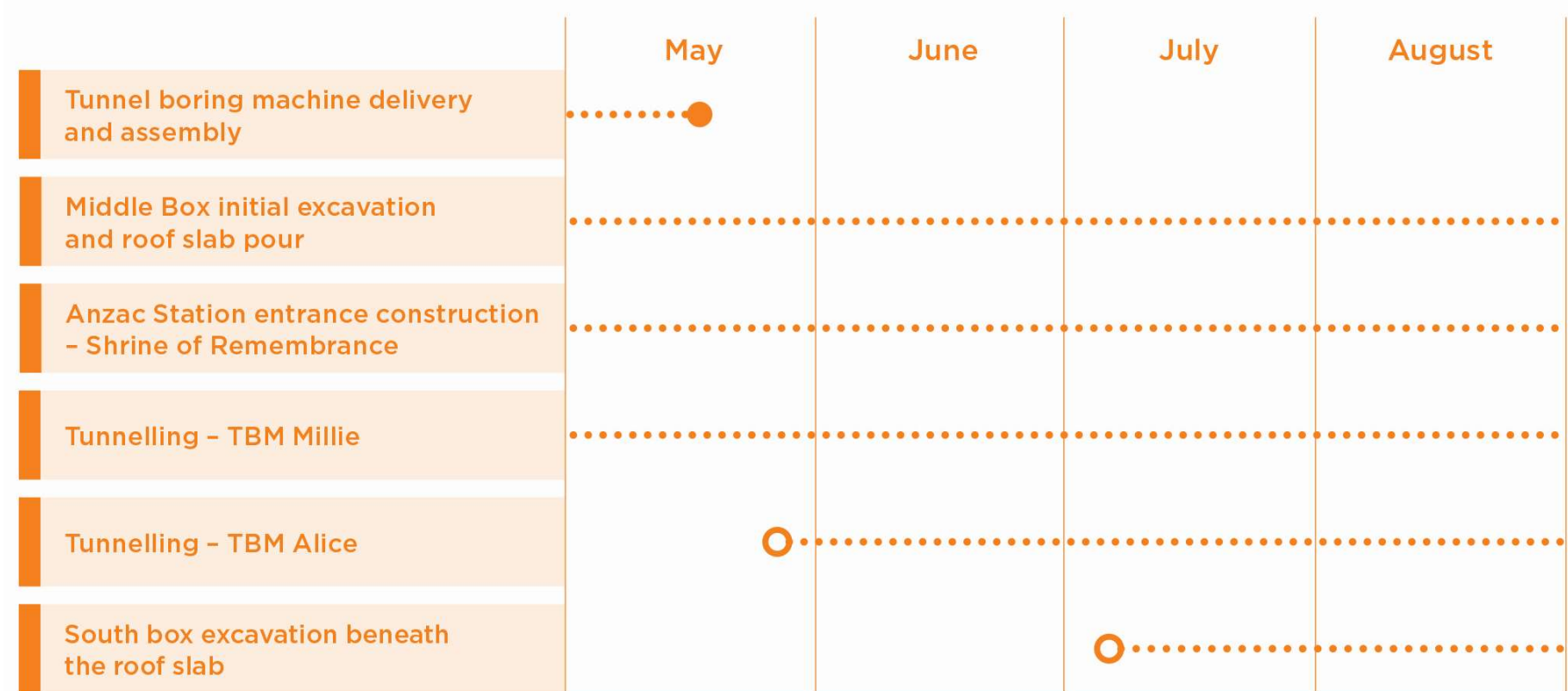
DOMAIN COMMUNITY REFERENCE GROUP

Meeting #22

Wednesday 6 May, Online Meeting

WORKS UPDATE

ANZAC STATION PROGRAM



MIDDLE BOX

- Works continuing in the middle box to construct the roof slab
- This includes:
 - Excavating to roof slab level (pour 1 complete)
 - Putting down a blinding layer of concrete (pour 1 complete)
 - Installing steel reinforcement (commenced)
 - Pouring concrete slab
- The roof slab will be done in three pours, similar to how the south box was constructed
- Whilst the TBMs pass under the middle box, works will pause to ensure structural integrity is not compromised.



Excavation to roof slab level



Installation of steel reinforcements

MIDDLE BOX



STATION ENTRANCE CONSTRUCTION



- The team will commence to remove the concrete slab that was beneath the bentonite plant
- Services in the area are in the process of being relocated before the surface area is levelled later in May
- The area needs be levelled to accommodate the initial piling works scheduled to commence in the coming months

TUNNELLING UPDATE

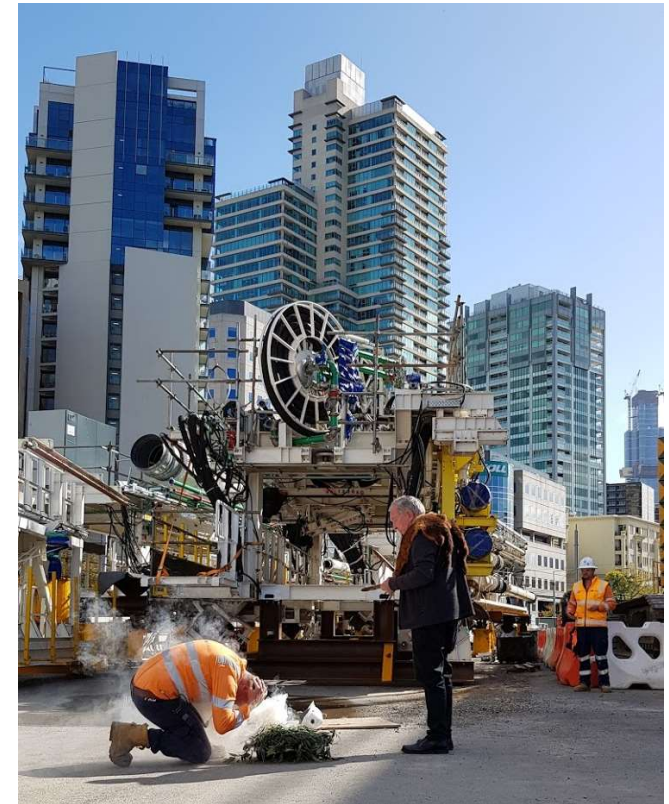


- TBM *Millie* began tunnelling in April, to date 51 metres of tunnel has been excavated
- TBM *Alice* is in its final stages of testing and commissioning and will begin her drive to South Yarra later this month
- TBM *Millie* has now paused tunnelling for the installation of the remaining three gantries, which can be connected now as the machine has moved forward and created more room for their installation underground

TBM BLESSING & SMOKING CEREMONY



Saint Barbara statue blessed prior to launch

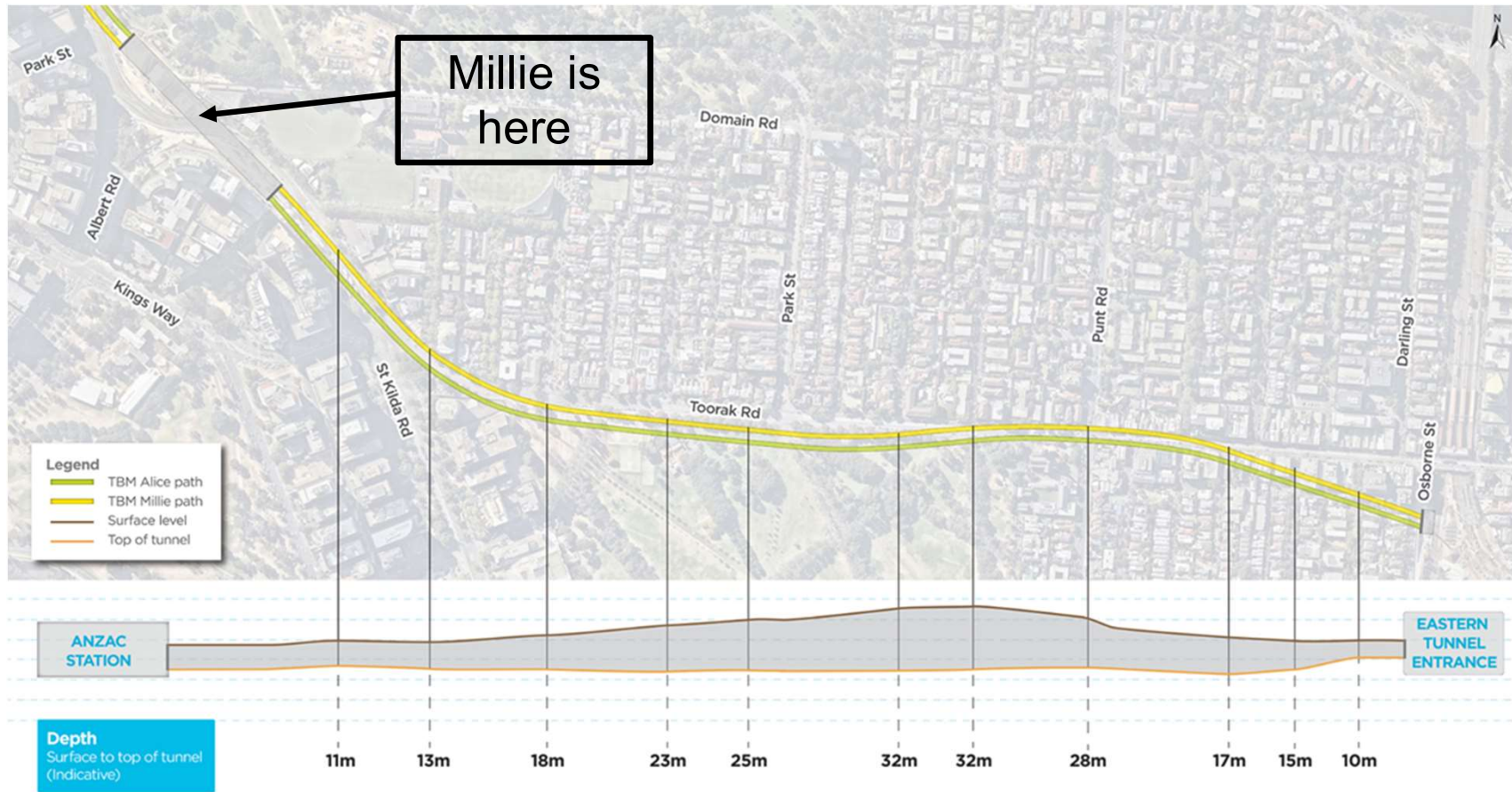


Wurundjeri Elder Uncle Ron Jones performing a smoking ceremony before launch



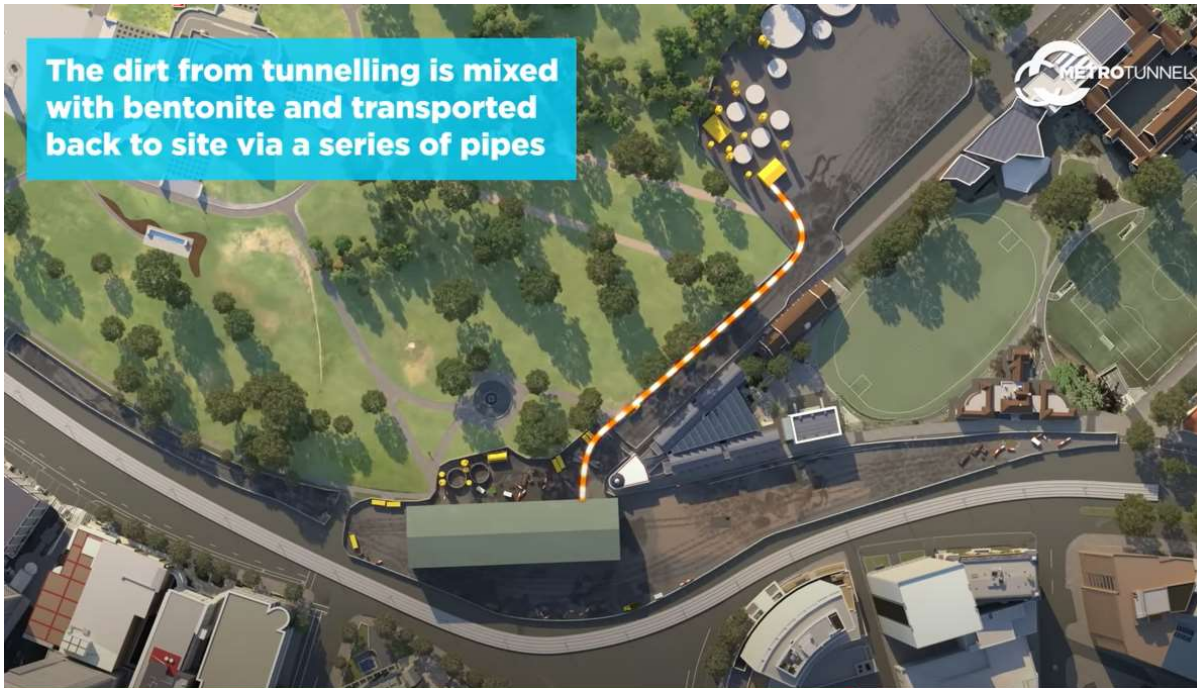
- Currently, TBM Millie has travelled approximately 51 meters and is tunnelling under the middle box
- Millie will break through the rear of the south box in June and begin forming the first section of the eastbound Metro Tunnel from Domain

TBM'S CURRENT LOCATION



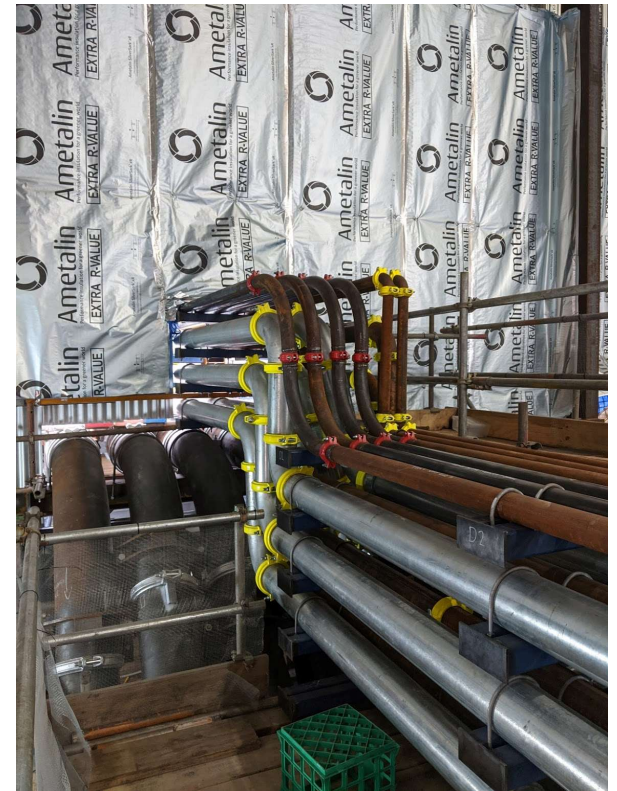
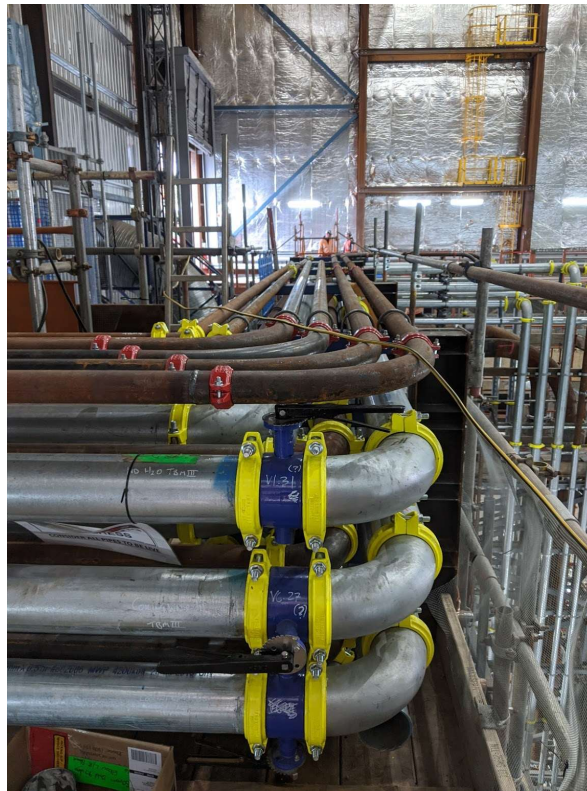
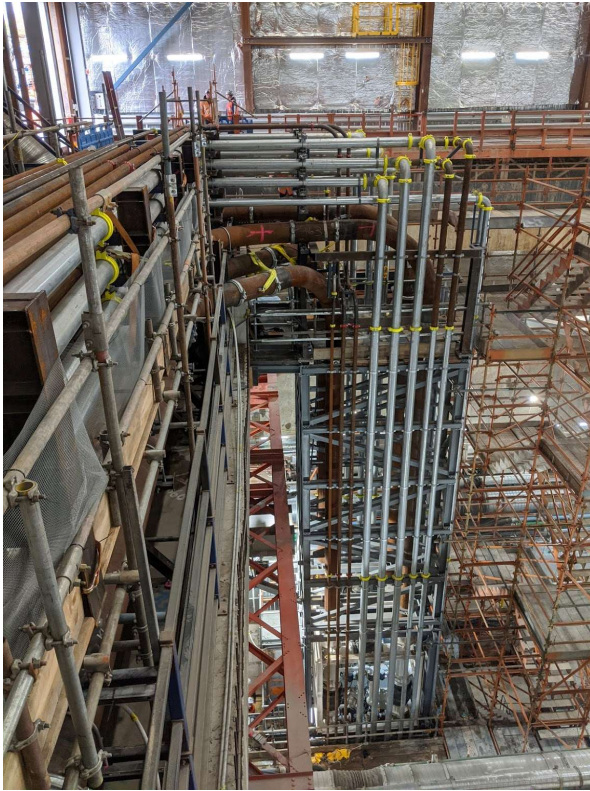
TUNNELLING SUPPORT SITE – EDMUND HERRING OVAL

SOIL JOURNEY



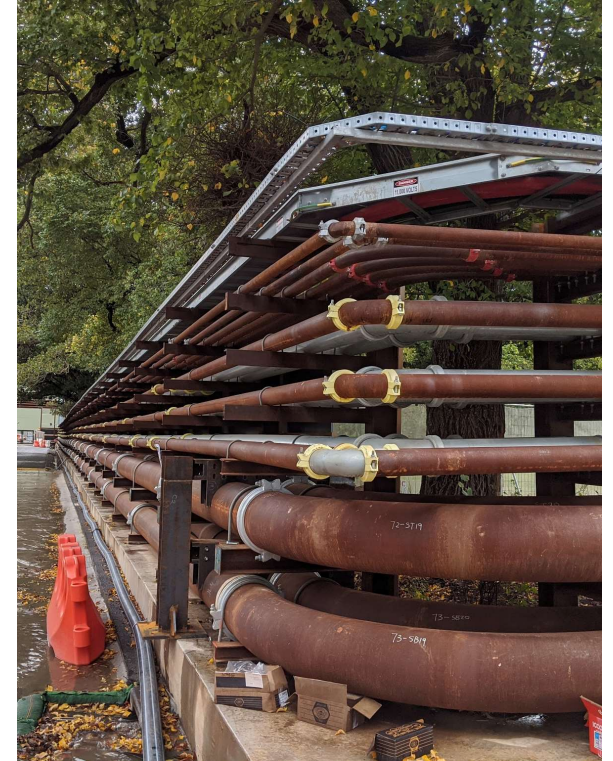
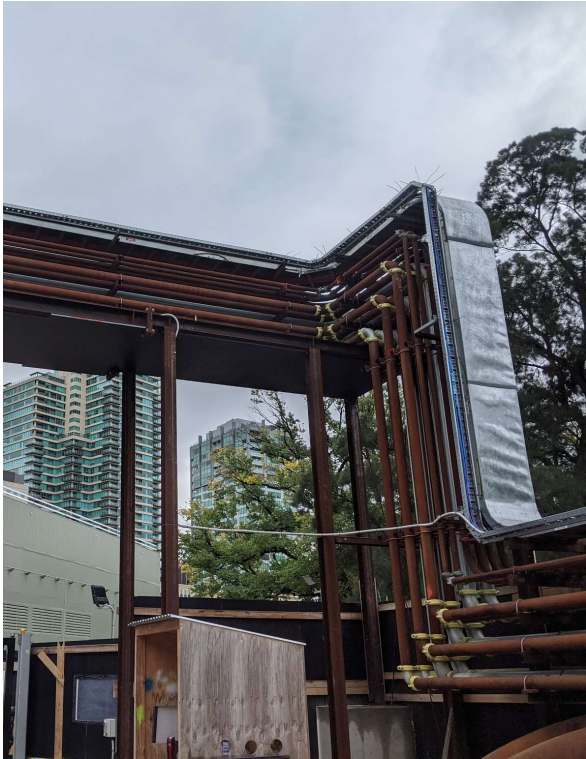
- Tunnelling is now underway and the soil from the TBMs is making its way to the purpose-built site at the former Edmund Herring Oval
- The soil is transported via a series of pipes that wind their way from inside the tunnels, up to surface level, out of the sheds, under the footpath and up to Edmund Herring Oval
- Every 6m, the tunneling team will stop excavation to add new lengths of pipe to the TBM

A NETWORK OF PIPES

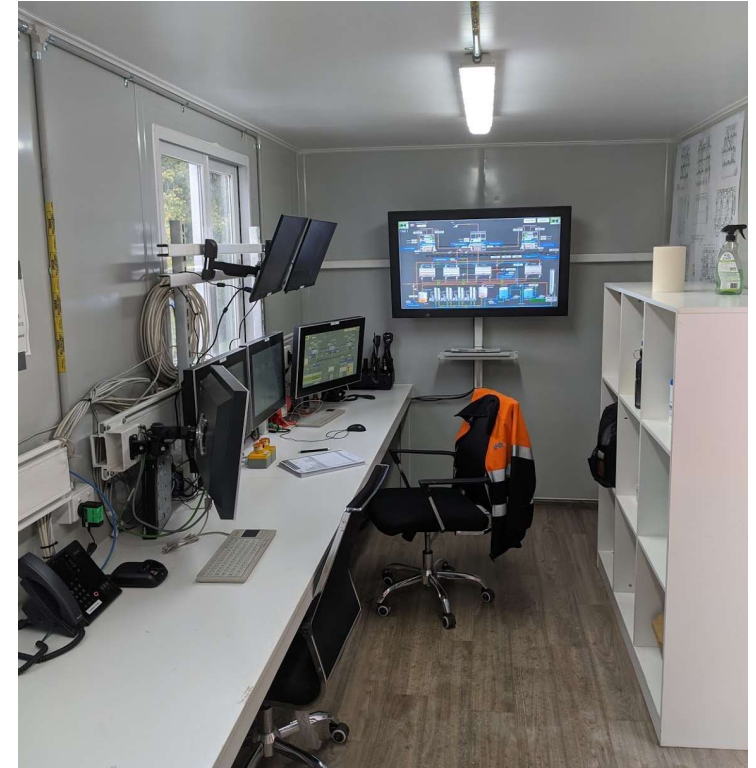


From the underground TBM to outside the acoustic shed

A NETWORK OF PIPES

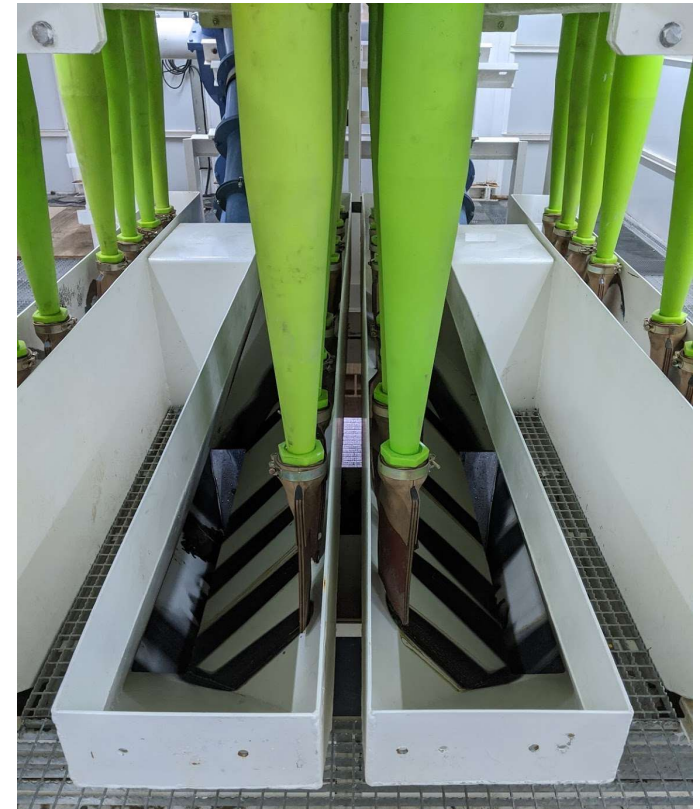


Along Domain Road and into Edmund Herring Oval



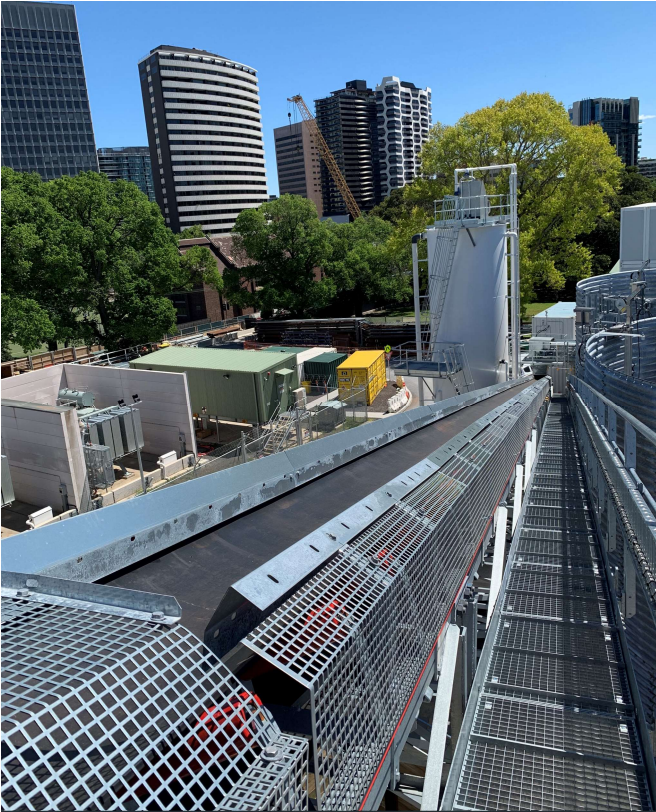
Soil first arrives at the treatment plant where it is separated from the bentonite and water, whilst the plant is managed in the control room

INSIDE THE TREATMENT PLANT



Vibrator screens and cyclones (green) are used to filter soil

MOVING MATERIAL



Once filtered, larger materials are sent along this conveyor belt to the disposal bins

FILTER PRESSES



The finer material is sent on to the filter presses, where it is compressed to remove additional moisture, creating briquettes which are trucked from site



The water and bentonite extracted during this this filtration process is piped back into tanks for future re-use.

WHEEL WASH



To ensure the local roads remain clean trucks will go through a permanent wheel wash before exiting site

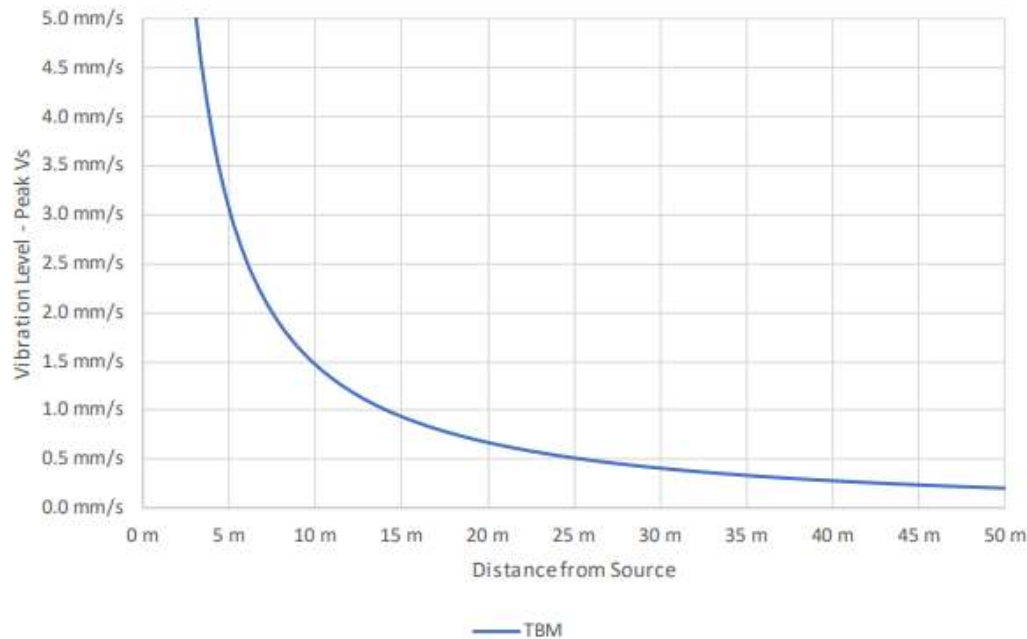
SOIL REMOVAL FROM SITE



- Soil will be trucked away from Edmund Herring Oval via Dallas Brooks Drive, Birdwood Avenue and Linlithgow Avenue to reduce impact on local residents (primary route)
- On average, there will be 20 trucks taking 6 loads per shift
- The project is working closely the Shrine of Remembrance and Melbourne Grammar School to limit the impact of increased truck activity

TUNNELLING NOISE AND VIBRATION

TBM MODELLING – NV8 VIBRATION (STRUCTURES)



EPR NV8 Criteria

Table NV8-1: Short-term vibration on structures

Type of structure	Vibration at the foundation, mm/s (Peak Component Particle Velocity)			Vibration at horizontal plane of highest floor at all frequencies
	1 - 10 Hz	10 - 50 Hz	50 - 100 Hz ¹	mm/s (Peak Component Particle Velocity)
Type 1: Buildings used for commercial purposes, industrial buildings and buildings of similar design	20	20 - 40	40 - 50	40
Type 2: Dwellings and buildings of similar design and/or occupancy	5	5 - 15	15 - 20	15
Type 3: Structures that have a particular sensitivity to vibration e.g. heritage buildings	3	3 - 8	8 - 10	8

VIBRATION MONITOR

The monitors used to measure vibration from the TBM against our modelled data

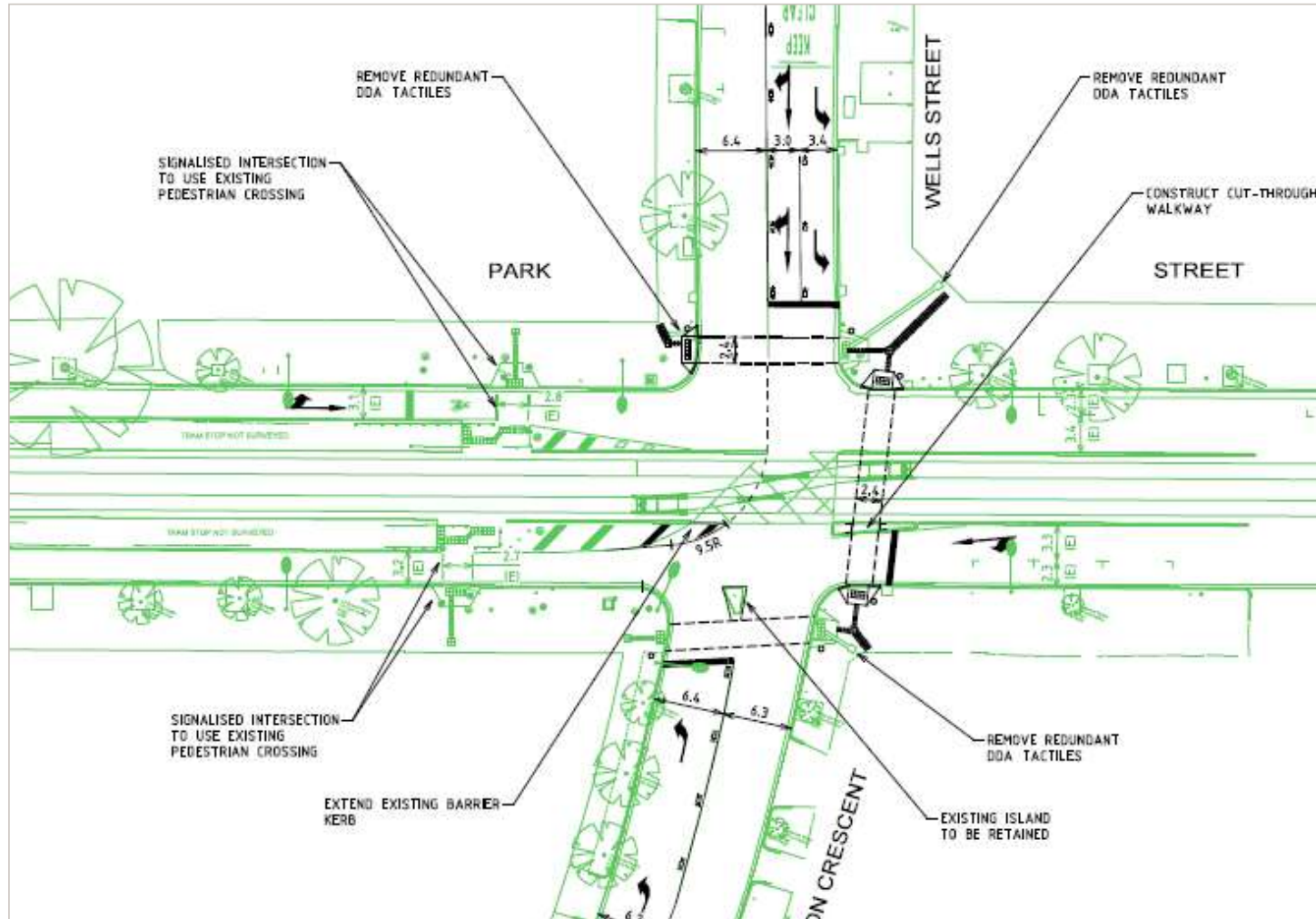


DOMAIN NOISE MONITORING

- TBM support infrastructure (EHO) operating
- CNVIA predicts between 62db – 65db for key sensitive receivers surrounding Domain
- Monitoring undertaken onsite:
 - Hallmark = 56dBa
 - The Botanica = 56dBa
 - The Domain = 62dBa
- Notes:
 - Trams dominant noise source
 - Street sweeper

PARK AND WELLS STREET SIGNALISATION

PARK AND WELLS STREET SIGNALISATION



TREE AND PLANTER BOX INSTALLATION

ST KILDA ROAD PLANTER BOXES



- 10 portable trees in planter boxes will be placed in front of The Botanica and 390 St Kilda Road
- *Tristaniopsis Laurina 'Luscious'* is an Australian native around 2.3m tall with large dark green leaves
- The trees will be placed in tanks with a Colorbond Ironstone finish
- The City of Port Phillip will maintain the trees and repurpose them elsewhere when no longer required

METRO TUNNEL CREATIVE PROGRAM

• DOMAIN POP-UP PARK

- Extra signage and increased cleaning and sanitisation due to Covid-19
- Feedback closed April 17 - engagement report is being developed and will be put online and shared with interested parties
- Creative Program is now working with RPV and City of Melbourne on next steps either:
 1. Extend permits for the park to continue operating for the rest of 2020.
 2. Remove and store the park's modules and reinstall during the summer months.
 3. Move the park modules to a different location.



QUESTIONS