

Monthly construction update

Domain Precinct

September 2021

Major construction is continuing in Domain at the site of the future Anzac Station. This update provides an outline of current and upcoming works in your area.

A major milestone was reached at the site of the future Anzac Station site last month, with the completion of the entire station concourse level slab.

Below the concourse, work continues on completing the last sections of the base slab in the southern end of the station box, and the last of the excavation where the temporary Diaphragm wall (D-wall) was located.

In the tram interchange area, the first section of the roof slab has been completed with permanent lining walls and columns being constructed.

D-walls that separate the station box from the station entrances on either side continue to be demolished and removed. As sections of D-wall come down, support columns are constructed for stability and to allow the works to progress.

Construction snapshot

Construction works are continuing within the Domain precinct during September and will include:

- Station box construction
- Station build and fitout
- D-wall demolition
- Anzac Station entrance – tram interchange
- Cross passage construction

Further information on these works can be found overleaf or at metrotunnel.vic.gov.au

When are we working?



Normal construction hours

7am to 6pm, Monday to Friday
7am to 1pm, Saturdays.



Out of hours

Some works are required to take place out of normal construction hours.



24 hours

24 hour works are sometimes required during peak construction activities.

Works in your area

Station box construction

Southern and northern station box site
Ongoing



- In the southern end of the station box, works to construct the base slab for the train platforms continue
- Concrete blinding and waterproofing will occur prior to the base slab steelfixing
- The large crane on the surface may be required until 10pm on some nights to feed steel down to the teams working on the base slab
- These works are expected to generate low to medium levels of noise underneath the roof slab
- Large concrete pours will be required to construct these next sections of base slab
- In addition to the base slab pours, core walls and columns will begin to be constructed at base level this month
- On the concourse level of the south box, vertical walls of the permanent station structure continue to be built. These walls require falsework, steelfixing and concrete pours to complete
- To ensure structural integrity, concrete pours must be continuous and therefore may need to continue outside of normal construction hours
- Excavation and removal of the remainder of the temporary D-wall that sits between the north and south station boxes will be complete by mid-September
- Now that the concourse slab is completed, works will continue on columns and core walls at both the train platform and concourse levels
- This will require installing falsework, steelfixing and concrete pours
- Installation of stairs and landings within the core walls will commence this month
- Some steelfixing may be required overnight, but is contained within the acoustic shed and unlikely to generate noise
- The falsework deck that was installed to support the concourse level pours will slowly be removed
- Once the northern section of falsework is removed, work will begin on demolition of the TBM launch cradles and the last of the false tunnel at base slab level. This will generate periods of high level noise, but will be located within the acoustic shed.

Station build and fitout

South box concourse level
Ongoing



- During September blockwork will continue to be installed to create internal walls for back-of-house rooms and corridors at concourse level
- Door frames will begin to be fitted this month

- In addition to this, painting continues as well as installation of services
- While there may be some additional deliveries of materials to site for the fitout works, the activity will be occurring beneath the roof slab
- In addition to this work in the southern box, mechanical, electrical and plumbing works continue in the northern end of the station box and Shrine entrance, with cast-in works beginning.

D-wall demolition

Wall separating the tram interchange and the Shrine entrance from the northern box

Ongoing until late 2021



- Demolition of the concourse level of the diaphragm walls (D-walls) between the station box and the station entrances continues in September
- As sections of the D-wall are removed, support columns are constructed to act as structural support. This work will be ongoing in the tram interchange station entrance and the Shrine of Remembrance station entrance
- D-wall demolition involves saw cutting and demolishing sections of the northern box D-wall using excavators with hammers
- The D-wall demolition works will generate periods of high-level noise during daytime work hours
- As the D-wall is broken out, excavated material will be loaded into bins at the base of the tram interchange and then transferred via crane into trucks. The loading of concrete into trucks will also generate high levels of noise during the day
- The D-wall demolition will be ongoing intermittently until late 2021.

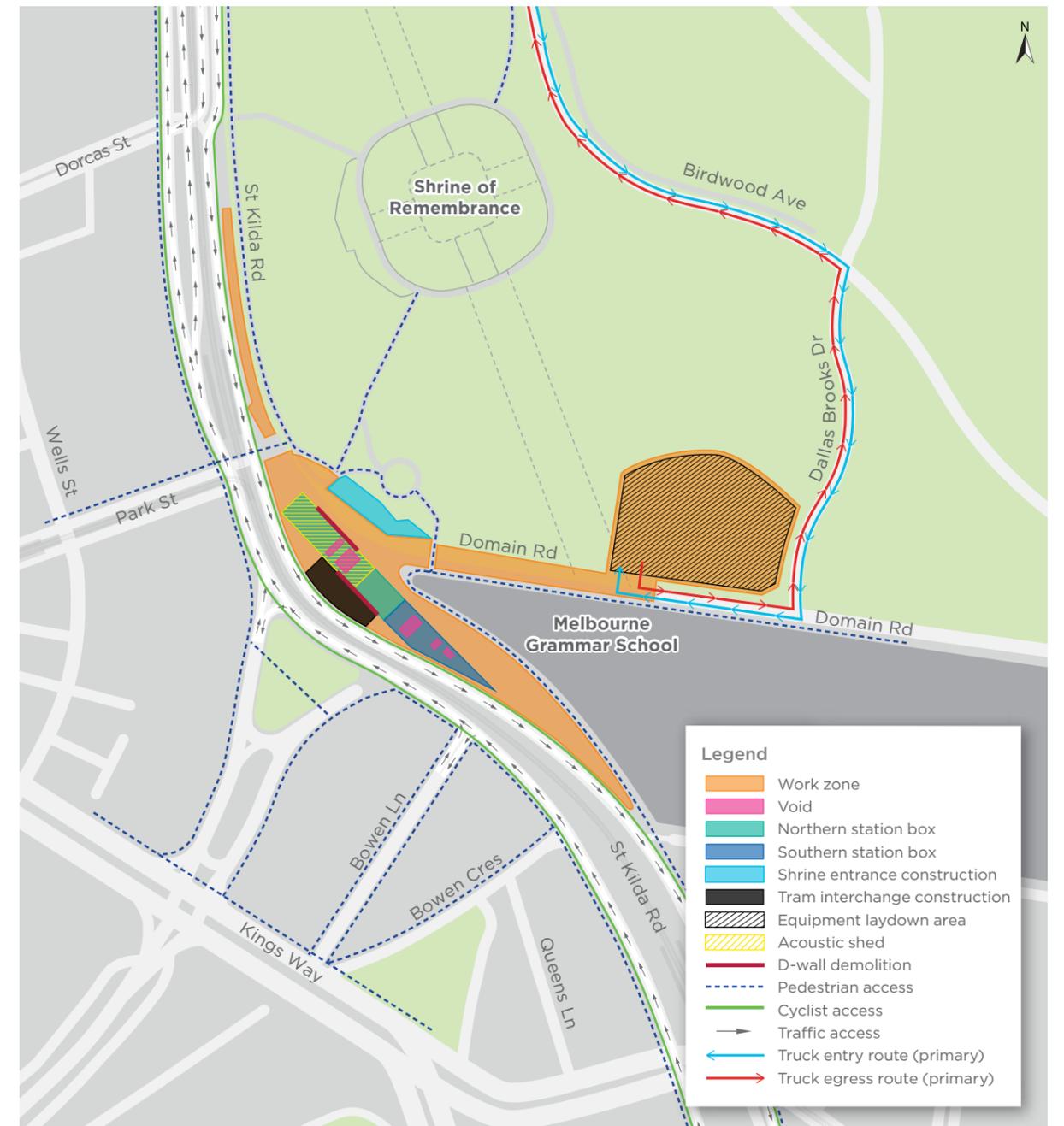
Anzac Station entrance - tram interchange

North west of construction site

Ongoing



- Steelfixing for the next roof slab pour continues in the tram interchange station entrance
- Steelfixing may be required up until 10pm on some nights. Steelfixing is mostly completed by hand and is a low noise activity
- In early September the second large roof slab pour will take place
- Concrete pours will generally be completed during normal work hours. However, as pours must be continuous to ensure structural integrity, they may sometimes run out of hours
- Waterproofing of the roof slab will be completed this month
- In addition to roof slab work, steelfixing will be completed for station canopy pedestals
- A small section of base slab will be installed once the next stage of D-wall demolition is complete
- Four temporary support struts will be installed, as well as pre-cast walls.



Indicative only

Cross passage construction

Within the completed tunnels and station box

Ongoing



- Construction is ongoing at all six of the cross passages in the tunnels between Anzac Station and Town Hall Station
- A cross passage is a short tunnel that connects the two parallel tunnels. These passages are an important safety feature that allow people, including emergency services, to move from one tunnel to the other
- To construct a cross passage, temporary work platforms are installed in the tunnels along with

support bracing. Then the tunnel ring is sawcut and broken out before a small excavator digs the cross passage between the two tunnels

- As excavation progresses, shotcrete is sprayed on the excavated area for support
- Once the cross passage is fully excavated, waterproofing and permanent concrete lining is installed to finish the connection
- Excavated material will be driven from cross passage sites through the tunnels and removed from the Anzac Station site by trucks
- Cross passage construction will not generate any noise or vibration impacts for residents in the Domain precinct.

Look ahead for 2021

	September	October	November
Station box Concourse level construction			
Station box base slab construction - southern end			
Station build and fitout			
D-wall demolition			
Tram interchange construction			
Tram interchange roof backfill		○	
Cross passage construction			

Business support

While the new Anzac Station will be a significant boost for the local area, construction activities can impact local businesses.

In response to this, our Business Support Team assists businesses through the disruption and any permanent changes that will take place.

Please see the flyer in this notification from **Spence & Larder** located at **403A St Kilda Road, Melbourne**.

We look forward to promoting more local businesses as the project progresses.

Health and safety

The Metro Tunnel Project has been designated a critical state infrastructure project under the latest restrictions. Work is continuing safely with strict COVIDSafe plans in place and we'll continue to comply with all directions from the Chief Health Officer.

We are managing the number of staff attending our worksites, as well as implementing preventative measures to ensure community safety.

Safety measures across the site include temperature screening, additional protective equipment including masks, daily health screening of workers, enhanced cleaning, staggered shifts and break times, and physical distancing.

For more information and advice about the coronavirus (COVID-19), please visit <http://coronavirus.vic.gov.au>.

More information

To find out more about the Metro Tunnel Project:

 metrotunnel.vic.gov.au

 1800 105 105 (24 hours a day, 7 days a week)

Rail Projects Victoria
PO Box 4509, Melbourne, VIC 3001



Interpreter Service (03) 9209 0147

It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit railprojects.vic.gov.au for the latest updates.

SPENCE & LARDER

We're still here and open for takeaway!

Need something for dinner to feed the hungry family? We can make large family pies, lasagnas and more... add some of our delicious salads for a healthy dinner! **

Don't forget our sweets menu to finish off dinner with a treat.

** 48 hours' notice for family sizes servings unless otherwise stated by phone from our local suppliers.



Fressko Keep Cups now available

In both small and large sizes. Receive two free coffees with every purchased cup.
There are 8 colours to choose from (depending on stock availability).

403A St Kilda Rd, Melbourne VIC 3004

 @spence_and_larder

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Ph. (03) 9867 3790

We look forward to seeing you!

6am-3pm Saturday

7am-2pm Sunday