



# MELBOURNE METRO EASTERN PORTAL



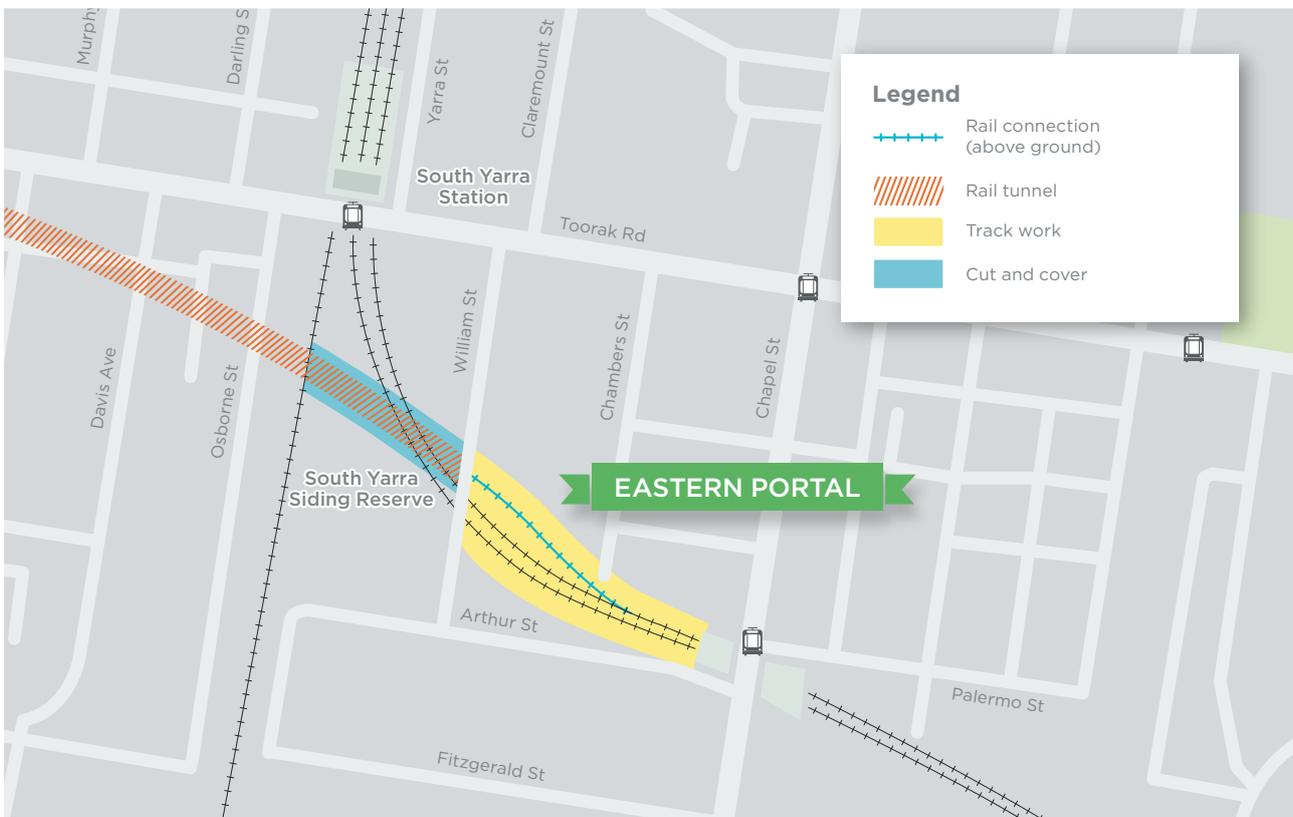
The Eastern Portal in South Yarra is the tunnel entrance that will connect the Cranbourne/Pakenham rail line to the Melbourne Metro tunnels.

## Overview

Melbourne Metro is a city shaping project that will increase the capacity, reliability and efficiency of train lines serving Melbourne's growth areas in the north, west and south-east.

It will deliver twin nine-kilometre rail tunnels and five underground stations to Melbourne's rail network, freeing up space in the City Loop. The rail tunnels will begin at Kensington (Western Portal) and South Yarra (Eastern Portal).

Feedback received during the planning process will inform the development of project designs and construction strategies.



Melbourne Metro Eastern Portal.



Melbourne Metro route.

### Eastern Portal - connecting the Melbourne Metro Rail Project

The Eastern Portal will enable the Cranbourne / Pakenham line to peel off from the existing rail corridor just south of Toorak Road, and travel via the Melbourne Metro tunnels.

### Eastern Portal location

The Eastern Portal is proposed to be located in the South Yarra Siding Reserve. A decline structure will be built so trains can enter the new Melbourne Metro tunnels in the vicinity of William Street and pass underneath the Sandringham line.

From the Eastern Portal, the tunnels will pass under Osborne Street, Davis Avenue, Powell Street, Myrtle Street and Macfarlan Street and travel west under Toorak Road and Fawkner Park to connect with the new Domain station.

#### Did you know?

The rail corridor in this area was first established in the 1860s, as part of the Princes Bridge to Brighton line and in the late 1870s the rail line between South Yarra and Oakleigh was established. There are a number of buildings on Toorak Road that provide a glimpse into the area's history including the former South Yarra Railway station (located right beside the current station building) and the former South Yarra post office.

### Above ground structures

The Eastern Portal will require the construction of a ventilation shaft that will be used for maintaining air quality during tunnel maintenance and removing fumes in the event of an emergency. The Melbourne Metro tunnels will be used exclusively by electric trains, which do not emit fumes.

While the final location of the shaft is to be confirmed, it is proposed to be located within the Osborne Street Rail Reserve. The location and design of the ventilation shaft will be determined in consultation with stakeholders and the community as part of the project's planning phase.



Other utilities required for the Eastern Portal will be located below ground or within the rail reserve where possible.

### Managing construction

Construction of the Eastern Portal will involve significant construction activity in South Yarra Siding Reserve, Osborne and William streets and within the existing rail corridor.

To construct the Eastern Portal, rail tracks will need to be reconfigured between South Yarra station and Chapel Street, and a decline structure will be built so that Cranbourne/Pakenham services can enter the new tunnels in the vicinity of William Street and pass underneath the Sandringham line. The rail corridor will be widened to facilitate these changes.

The William Street bridge will need to be rebuilt to accommodate the wider rail corridor underneath. The rebuilt William Street bridge will be higher than the current bridge in order to pass over the reconfigured tracks, which will sit 1-2 metres higher than their current level. This height increase is due

to the Frankston line needing to pass over the top of the Cranbourne / Pakenham trains entering the Eastern Portal.

Construction activities are likely to impact on adjoining streets. The project team is continuing to refine the construction approach to determine the best way to reduce impacts on adjoining dwellings, residents, businesses and road users.

Tunnel boring machines (TBMs) will be used to create the tunnels linking the Eastern Portal to Domain station and the rest of the network.

Two potential TBM launch sites are being considered to support tunnelling activities in the eastern section of the project. The sites are St Kilda Road to the north of Domain station or a portion of Fawkner Park near Toorak Road West. The Eastern Portal area is proposed to be the site of a TBM retrieval shaft.



## Changes to access during construction

It is expected that traffic along Osborne Street, William Street and the adjoining streets will be affected during different stages of construction with some changes to lanes as well as temporary closures. The Lovers Walk pedestrian path will also be closed and reinstated after construction is complete. Traffic management will be in place and changes to local road network communicated well in advance to users.

It is also expected that part of Domain Road, near St Kilda Road, will be temporarily closed for an extended period while the Domain station box is excavated. Trams currently travelling along Domain Road and Park Street will need to be rerouted via Toorak Road West during this time. Tram infrastructure will be installed along Toorak Road West between Park Street and St Kilda Road.

In addition to community and key stakeholder consultation, traffic impact assessments are being carried out during the planning process to identify how road and traffic impacts can be reduced and best managed.

## Construction timeframes

At this stage of planning, it is estimated that construction of the Eastern Portal will take around three years, with major works on the project scheduled to start from 2018.

## How can I get involved?

Melbourne Metro is a project for all Victorians, and community members are encouraged to learn more and provide feedback to the project team during the planning approvals process.

You can have your say by phone, email, post or via the project website (details below). Feedback received from the community and key stakeholders, along with technical and environmental assessments, will be incorporated into the project's Environment Effects Statement (EES).

Following the development of the EES, the public will be able to view planning documentation and provide further feedback during the EES public exhibition phase in mid 2016.

### Planning for Melbourne Metro

The Melbourne Metro Rail Project is being assessed through an Environment Effects Statement (EES) process.

The EES for Melbourne Metro is assessing the environmental, social and planning impacts associated with the project. This process is supported by a range of technical investigations that will assess the project's environmental, heritage, urban design traffic and transport, economic and social impacts.

For more information see the Melbourne Metro Rail Project – Planning Approvals Process fact sheet.

### HAVE YOUR SAY

Please visit the following website to have your say about the Melbourne Metro Rail Project:

[yoursay.mmrailproject.vic.gov.au](http://yoursay.mmrailproject.vic.gov.au)

### More information

To find out more about the Melbourne Metro Rail Project and register for future updates:

 [mmrailproject.vic.gov.au](http://mmrailproject.vic.gov.au)

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