Melbourne Main Sewer Replacement

Community Newsletter Issue 2 **December 2007**

Community Newsletter

Replacing the Melbourne Main Sewer

As you may be aware, commencing 2008, Melbourne Water will be replacing part of the existing 110-year-old Melbourne Main Sewer. The new sewer will extend 2.3km from north of the Yarra at Docklands into Port Melbourne, crossing under the Yarra River near the Charles Grimes Bridge.

This is a planned and essential infrastructure project that will have benefits into the future. This *Community Newsletter* is designed to provide information about the project and will be issued at regular intervals.

Melbourne Water is currently completing the technical design of the project and planning for construction to begin in mid-2008. Construction is anticipated to be completed by the end of 2011.

Working with local government and the community

Melbourne Water is working with local authorities and the community to minimise impacts associated with the project. While it is inevitable that some disruption will occur, Melbourne Water is working with residents, businesses and other community organisations, such as schools, to manage, and where possible, resolve potential issues.

A Community Information Session was held on 19 July 2007 at Port Phillip Specialist School with residents invited to attend via a letterbox drop and doorknock of the area surrounding the project site. The session provided an opportunity for local residents to find out about the project, ask questions and raise any issues or concerns with representatives of Melbourne Water's project team.

The management of traffic and construction impacts was of particular interest to residents. Feedback from this session has been used to adjust the planned compound layout at the Swallow Street site and to draft traffic plans.

Communication with local residents will continue throughout the project so that community concerns can inform decisions, where possible.

Changes at Swallow Street Shaft in response to feedback

In Port Melbourne, the Swallow Street shaft site area has been reduced to allow residents directly opposite the compound on Byrne and Ross Streets to park outside their homes. In addition the site will be in place for six months less than originally planned. The compound hoarding (fence) is likely to be in place for about two years with construction activity occurring from time-to-time during this period. Prior to the site establishment, there will be some minor works to relocate stormwater drains and other utility services.

During construction, a section of Ross Street next to the compound will become to one-way with traffic to flow in a northeast direction. Other parts of Ross and Byrne Streets will remain two-way for local traffic.

The road junction between Swallow Street and Byrne Street will be closed during construction. The Swallow Street Shaft compound will be located over this junction, which is where the new sewer will connect up with the existing Hobsons Bay sewer. This temporary road closure will mean local traffic will need to use alternative routes.

Importantly, all construction vehicles will access the site from Swallow Street only and will not use any side streets. In addition, workers at the site will be required to park at the Fennell Reserve shaft site and be bussed to Swallow Street so that local parking is not adversely impacted.

Signs will be installed to assist pedestrians using Swallow Street to move safely around the compound along Byrne and Ross Streets rather than cross Swallow Street. Public safety will be managed by installing additional lighting in the passage between the compound and the Port Melbourne Tennis Club building and also in the park between the tennis courts and the Graham Street overpass.

Prior to commencing the works, a detailed traffic management plan will be developed in conjunction with the City of Port Phillip. Before approval is given, Council will ensure the plan complies with any agreed conditions and relevant regulations.

Reduction in number of shaft sites

Through discussions with stakeholders, including VicRoads, Yarra Trams and City West Water, the project team have been able to reduce the number of shaft sites from seven to six. The Docklands Shaft has been removed and the Batman Hill Shaft has been re-named Wurundjeri Way Shaft. Traffic impacts will be carefully managed during construction works at this site in accordance with VicRoads requirements. The route alignment (see over) has been updated to reflect these changes.

How the sewer will be constructed

The majority of work to construct the new sewer will take place below the surface using state-of-the art tunnelling technology. A tunnel boring machine (TBM) will be used to excavate, build and line the tunnel safely.

Above ground the project will consist of six work sites where access shafts will be built for the tunnel boring machine (TBM). These shaft sites will be located at:

- Swallow Street Shaft, Port Melbourne
- Fennell Reserve Shaft, Port Melbourne
- Johnson Street Shaft, South Melbourne
- South Wharf Shaft, Southbank
- North Wharf Shaft, near Charles Grimes Bridge
- Wurundjeri Way Shaft, Docklands.

The main construction site for the project will be established at Fennell Reserve. This is the site where most of the work will occur, including the removal of spoil from the tunnel. The TBM will be inserted into the ground at this point. It will first head south to the Swallow Street Shaft where it will be removed and then re-inserted at Fennell Reserve Shaft to then tunnel north to the South Wharf Shaft on the bank of the Yarra River.

Crossing the Yarra River will involve "open cut" construction methods using temporary sheet piling walls to allow work to proceed in dry areas below the water level. The sheet piling will be built in three stages to allow boat traffic to continue during works. More information about the Yarra River crossing will be provided in future newsletters.

Once the new main sewer is built, local sewers will need to be reconnected to the main sewer. Works to reconnect these branch and reticulation sewers, including those along Ross Street, will involve conventional small pipe construction methods, which may cause some temporary disruption.

Communicating with the community

Involving the local community in discussions about the project is an important element in working to minimise impacts from the project. Melbourne Water is committed to continued open and transparent communication with community members throughout the project.

Community information sessions will be held throughout the project. The purpose of the sessions is to provide an opportunity for the community to learn more about the progress of the project, ask questions and provide feedback. The next community information session will take place prior to the beginning of construction. Invitations will be mailed to properties along the alignment.

A 1800 toll free number will also be set up during construction to provide an avenue for community feedback, questions and concerns.

For more information:

For more information about the project including copies of previous community newsletters, please visit Melbourne Water's website www.melbournewater.com.au

If you have questions or feedback about the project, please contact:

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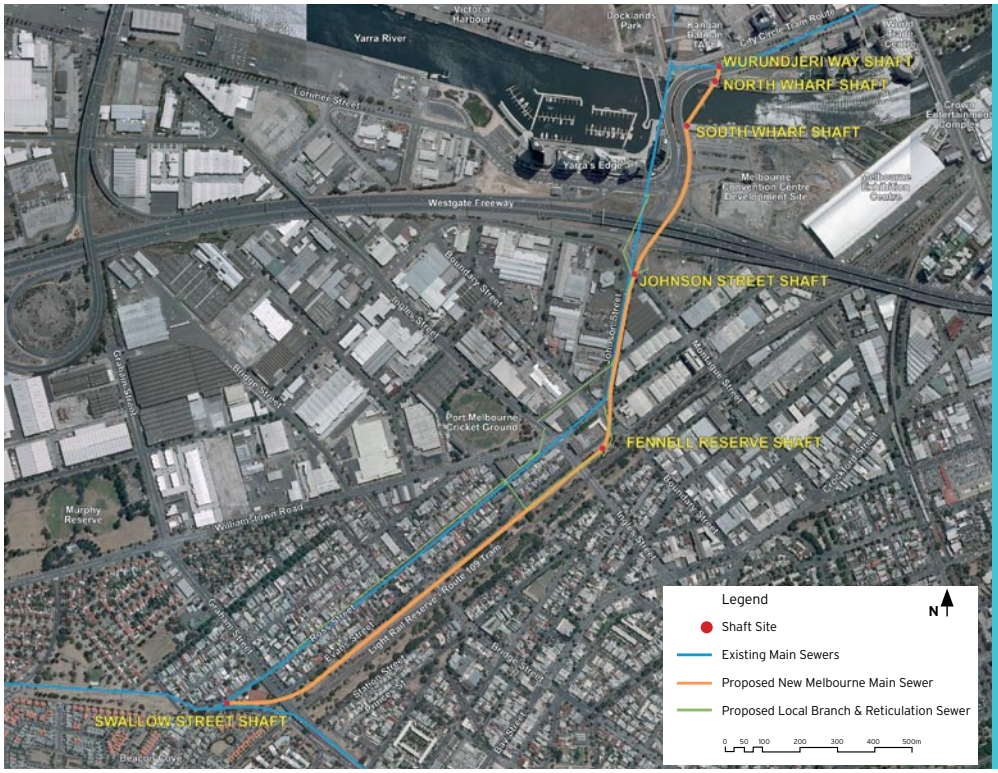

Updated alignment of the Melbourne Main Sewer Replacement

Note: the green line indicates the future Dudley Sewer branch, but only the component Melbourne Water is to build.