



**AUSTRALIAN RAILWAY
HISTORICAL SOCIETY**

MELBOURNE BRANCH

**ARHS Melbourne Luncheon Outing Group,
Metro Tunnel Project Headquarters (THQ) & Arden Station Inspection
Luncheon Outing Tuesday 4th June 2024**

- 9:15 am Meet at ANZAC Station tram stop.
10:00 am After looking at the stop, travel by tram to Bourke Street. Tram up Bourke St to CYP Design & Construction Joint Venture Level 7, 628 Bourke Street, Melbourne Vic 3000. Here we will collect our Personal Protection Equipment (PPE) required to visit Arden Station Site.
11:10 pm Tram or walk to Melbourne Central La Trobe Street where we will have lunch at the Lion Hotel.
12:45 pm Depart Lion Hotel for Melbourne Central Station.
1:01 pm Depart on the first train that operates to North Melbourne via Flagstaff, we will be travelling in the second last carriage.
1:06 pm Walk to Arden Station.
1:30 pm Site Inspection of Arden Station.
2:30 pm Leave Arden Station, walk back to North Melbourne Station, train to Southern Cross, tram up Bourke St to **CYP Design & Construction Joint Venture** Level 7, 628 Bourke Street, Melbourne Vic 3000 to return PPE Items.
3:00 pm Tram or walk to Metro Tunnel Headquarters 125-133 Swanston St opposite the Melbourne Town Hall.
3:30 pm Metro Tunnel Headquarters Presentation.
4:30 pm Presentation finishes. Tour finishes here.

ANZAC Railway Station

ANZAC railway station is a rapid transit station currently under construction as part of the Metro Tunnel in Melbourne, Victoria. The station is named for the nearby Shrine of Remembrance and in honour of the ANZAC spirit of service and sacrifice.

It is being built using the cut-and-cover method.

Originally known as Domain, construction on the station commenced in 2018 and is expected to open in 2025.

The station will provide a direct platform transfer to services on the busy tram corridor along St Kilda Road and will provide access to the nearby Royal Botanic Gardens and Albert Park. It sits in the suburb of South Yarra.

Location

ANZAC station is being built below St Kilda Road in the suburb of South Yarra, and is planned to feature four entrances.

ANZAC precinct

The station will also feature the first platform-to-platform connection between trains and trams in Melbourne, as half of all passengers are expected to interchange between the two modes of transport.

The ANZAC Station tram stop opened to passengers on the 19 December 2022, replacing the Domain Interchange which formerly existed on the same site prior to Metro Tunnel construction.

The train station underneath remains under construction.

The station entrance features a large wooden canopy designed by RSHP, Hassell and Weston Williamson.

Arden Station Construction

Construction on Arden Station is finished, making it the first of the Metro Tunnel's 5 new stations to reach this significant milestone after nearly 6 years of construction on the project. It marks a huge step towards the Metro Tunnel opening to passengers in 2025 – a year ahead of schedule.

Construction on Arden Station started in 2018 with excavation. Since then, workers have:

Dug out 330,000 tonnes of rock and soil.

Built the massive brick archway and façade.

Poured the concrete for the station platforms.

Laid lengths of steel rail through the tunnels.

Installed the escalators, lifts and the Victorian-first platform screen doors.

In recent weeks crews worked on the finishing touches at Arden Station. Below ground they installed paving, seating and passenger information displays. Above ground, work took place on landscaping, paving, and installing signs, seating and bicycle hoops.

Work is continuing on the other 4 underground stations – Parkville, State Library, Town Hall and ANZAC – with Parkville expected to be the next station to be finished.

Arden Station's completion was brought forward so it could become a test case for the remaining stations. Over the coming months, the project team will test station systems to make sure they work together. This includes passenger information displays, platform screen doors and ventilation. They will troubleshoot issues and run software updates before rolling these systems out at the other stations.

Arden Station will become the centrepiece of a new bio-medical and health sciences precinct for North Melbourne, accommodating up to 34,000 jobs and around 20,000 people by 2051.

Testing of turn-up-and-go Metro Tunnel services underway.

The Metro Tunnel Project has begun testing turn-up-and-go train services along the new Cranbourne and Pakenham to Sunbury line for the first time, using its state-of-the-art signalling systems.

<bigbuild.vic.gov.au> 10th April 2024

Arden Railway Station

Arden Railway Station is a railway station in Melbourne, constructed as part of the Metro Tunnel project. When opened, it will be served by the Sunbury, Pakenham and Cranbourne lines. Located in North Melbourne, below Laurens and Arden Streets, it was constructed using the cut-and-cover method.

Major construction commenced in April 2018, and was completed in January 2024.

The station sits in a major inner-city urban renewal area for Melbourne, and will anchor the new high-density suburb of Arden. A structure plan for the former industrial area was gazetted in 2022.

Location

Arden Street was chosen as the site for a new railway station to support the expansion of the central city and provide a focus for the development of a new commercial, residential and activity centre in North Melbourne.

The Victorian government has stated that Arden station will support job creation by improving public transport access to inner-west Melbourne, an area which has been earmarked for urban renewal. Fifty-six hectares of land around the proposed Arden station, much of which is owned by the State Government, is earmarked for revitalisation as part of the project. The new suburb is expected to house around 15,000 people and provide 34,000 jobs.

The Arden Station location will also play a key role in supporting the construction of the western section of the Metro Tunnel, as it houses many important facilities such as a concrete batching facility, offices, and storage areas for concrete segments.

Tunnel boring machines were launched towards the western tunnel entrance in Kensington from this location in 2019.

Naming

Following a state government-led naming competition, it was announced that the new station was to be named North Melbourne upon its completion, with the existing North Melbourne railway station to be renamed West Melbourne.

However, after a number of security and logistical concerns relating to renaming the existing North Melbourne station became apparent, the government announced that it had decided to retain the station's working name of Arden.

The station's external design, made out of clay brick, will reflect the area's industrial heritage. A café will be included in the station, with areas for outdoor dining. New public gathering space will provide space for locals and passengers to enjoy. As the station may be prone to flooding, drainage at the station has been designed to capture the natural flow of rainwater and distribute it into nearby garden beds.

The central gateway feature of the design is set of 15 large brick archways above the station entrance. The concrete arches are lined with 104,000 locally manufactured bricks, and were made offsite then craned onto site in 2022.

The station entrance area is raised 150 centimetres (4 ft 11 in) to prevent flooding of the tunnel from the nearby Moonee Ponds creek. The station was designed by RSHP, Hassell and Weston Williamson.

A permanent artwork is being created for the station by Abdul Abdullah as part of the Metro Tunnel project's legacy artwork program.

The artwork, titled Come Together, will cover the eastern facade of Arden with a mosaic recreating J.S. Calder's painting View from Royal Park across West Melbourne Swamp (1860) with outstretched aluminium hands reaching across the mosaic.

Arden Precinct

The Metro Tunnel is set to transform the Arden precinct, with around 6,000 square metres (65,000 sq ft) of public gathering space likely to be created.

As the area is also prone to flooding, the flood-resistant "urban sponge" landscape strategy will be used to absorb stormwater.

This will include rain gardens, tree planters and permeable paving.

Nearby streets such as Laurens and Barwise Street will be upgraded to be more pedestrian-oriented.

Wikipedia

Photos by Geoff Wallace, Wikipedia, information & images from <bigbuild.vic.gov.au>.

Notes compiled by Geoff Wallace

E&OE



ANZAC Station & Tram Interchange June 2017 & March 2023. Image from <bigbuild.vic.gov.au>



Aerial view of Arden Station on Laurens St. Image from <bigbuild.vic.gov.au>



HCMT Train Entering Metro Tunnel at Kensington. Image from <bigbuild.vic.gov.au>



Arden Station from Arden St. Image from <bigbuild.vic.gov.au>



Interior of ANZAC Station. Image from <bigbuild.vic.gov.au>



Public Art in Arden Station. Image from <bigbuild.vic.gov.au>



Arden Station Platform Level. Image from <bigbuild.vic.gov.au>



Arden Station Platform looking up to Concourse. Image from <bigbuild.vic.gov.au>



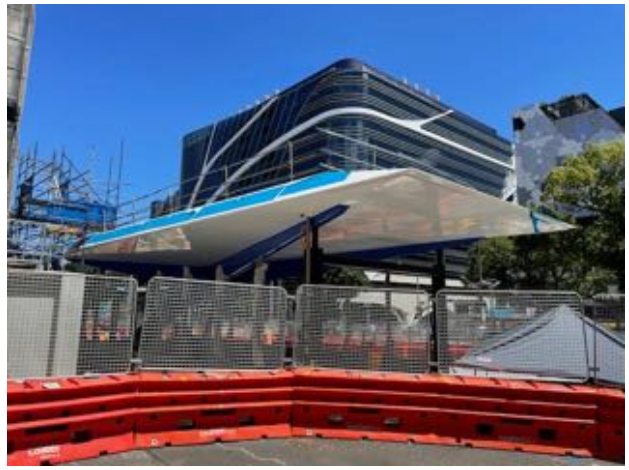
Parkville Canopy over Entrance Grattan St. GWA Image 20240131



Parkville Canopy over Entrance Grattan St. GWA Image 20240131



Parkville Canopy over Entrance Grattan St. GWA Image 20240131



Parkville Canopy on Royal Parade. GWA Image 20240131



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