



NEXT GENERATION TRAMS PROJECT

MAIDSTONE TRAM
MAINTENANCE AND
STABLING FACILITY

Information booklet

September 2022

transport.vic.gov.au

PUBLIC
TRANSPORT
VICTORIA **PT**>



Introduction

The Victorian Government is investing \$1.85 billion in 100 Next Generation Trams and a new tram maintenance and stabling facility in Melbourne's west.

This will be the largest investment in locally made trams in Australia's history, with the Victorian-built Next Generation Trams setting the standard for modern public transport. The new trams will provide a more comfortable, accessible and energy-efficient journey for passengers in this part of Melbourne.

When they start rolling out from 2025, the new trams will enable the retirement of some of Melbourne's longest-serving high-floor trams helping to make public transport more accessible for all Victorians.

To support these improvements to Melbourne's tram network, a new tram maintenance and stabling facility will be built on part of the old Victoria University site at the corner of Williamson and Hampstead roads in Maidstone.

The Department of Transport is revitalising this site on behalf of the Victorian Government. Part of the site will be used for the tram maintenance and stabling facility. The remainder of the site will be used for other essential services to support community needs.

The tram maintenance and stabling facility will be used to maintain, clean and stable the trams, and will also house the tram operations.

The new facility must be located near the existing tram network to allow the Next Generation Tram fleet to begin services efficiently each day.

In addition to providing transport and accessibility benefits, the project will create approximately 280 jobs in construction, ongoing maintenance, and the supply chain with local suppliers providing materials and services.

The Maidstone tram maintenance and stabling facility project is part of Victoria's unprecedented \$90 billion investment in transport infrastructure projects, which will provide better, more connected and more accessible services for Victorians.

Early works on the tram maintenance and stabling facility are expected to start in 2023, subject to approvals. The facility will house Next Generation Trams from 2026.

The use of the remainder of the site is still to be determined and will be subject to a separate approvals process.



Planning project boundary

Works for the tram maintenance and stabling facility will predominantly be within 61-71 Hampstead Road. The project will also extend the tram tracks on Hampstead and Williamson roads for trams to access the facility and undertake works on the existing tram network. Land at Mitchell Street may also be used temporarily for storing materials, car parking and site facilities during construction.





Planning approval

The key planning approval required for the project is a planning scheme amendment to insert a project-specific Incorporated Document into the Maribyrnong Planning Scheme (Planning Scheme) under section 20(4) of the *Planning and Environment Act 1987*. It will also apply a Clause 45.12 Specific Controls Overlay to the land within the planning project boundary.

The Incorporated Document and Specific Controls Overlay will allow land within the Specific Controls Overlay area to be used and developed for the purposes of the project, in accordance with the specific requirements contained in the Incorporated Document. These are:

- the use and development must be carried out in accordance with the project's Environmental Management Framework, to be approved by the Minister for Planning
- buildings and works relevant to drainage and surface water management (including stormwater retention and treatment) must be undertaken to the satisfaction of Melbourne Water.

The planning scheme amendment will also make the Minister for Planning the responsible authority for the administration and enforcement of the Incorporated Document under the Planning Scheme.

You now have an opportunity to make a submission on the proposed planning scheme amendment. Submissions may relate to the proposed use and development of the project or any other aspect of the project, such as amenity considerations or construction impacts. All submissions will be considered as part of our request to the Minister for Planning to amend the planning scheme.

For more information on the planning scheme amendment, Incorporated Document and how to make a submission visit engage.vic.gov.au/maidstone

Submissions must be received by 11.59pm, 30 September 2022



Site considerations

As part of the design and planning for the project we've undertaken site investigations and due diligence assessments.

Aboriginal cultural heritage

The project is on the land of the Wurundjeri Woi Wurrung.

The *Aboriginal Heritage Act 2006* recognises Aboriginal people as the primary guardians, keepers and knowledge holders of Aboriginal cultural heritage.

We'll prepare a Cultural Heritage Management Plan and seek approval from the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation, the Registered Aboriginal Party for this area.

The project will be developed in accordance with the requirements of the approved plan.

Historic heritage

The site is on the Victorian Heritage Register, reference H2190, as the former Maribyrnong Migrants Hostel was located there. The hostel is recognised for its role in post-World War II migration which contributed to the growth of our multicultural community.

The former New Pyrotechnics section of the Explosives Factory Maribyrnong which produced ammunition used during World War II was also once on the site.

The project requires a heritage permit to be granted under the *Heritage Act 2017* before works are undertaken on the site, including demolition of some buildings and conservation works for others.

The heritage permit is a separate approval to the proposed planning scheme amendment. Works will not begin until Heritage Victoria grants the heritage permit. In applying for a heritage permit, the Department of Transport will continue to work closely with Heritage Victoria to ensure the site's historical significance is respected.

Once the heritage permit application is lodged, it will be published in 2023 on heritage.vic.gov.au/protecting-our-heritage/currently-advertised-permits and the community will have the opportunity to provide a submission.

Environmental

Flora and fauna

We're designing the facility to minimise vegetation and tree impacts. We've worked with qualified arborists and sustainability and environmental specialists to understand ecological conditions and reduce the impacts on local flora and fauna.

Our flora and fauna assessment found a large number of noxious weed species and planted native and exotic vegetation within the site.

Some vegetation and tree removal will be required however we won't be removing any protected native vegetation or trees (as defined by Clause 52.17 of the Maribyrnong Planning Scheme).

New plantings and landscaping will be a part of the project design and where possible we'll protect high amenity-value trees around the project area.

To protect flora and fauna during construction we will:

- Work with wildlife handlers before vegetation and tree removal to inspect for wildlife and safely rehome any fauna we may encounter.
- Separate vegetation being retained from construction activities, establishing no-go zones, which protect the vegetation from construction impacts, above and below the ground.

Ground conditions

Managing and treating soil is a standard part of the construction process. The Department of Transport responsibly manages worksites to keep communities healthy and protect the environment.

During planning, qualified specialists test the soil and develop a management plan. All soil handled and removed from the site will be managed in line with the stringent protocols of the Environment Protection Authority (EPA) Victoria.

A site-specific assessment of soil, surface water and groundwater was conducted to understand ground conditions. This assessment indicates low levels of contamination, with no substantive contamination of the site identified.

Where sources of contamination are encountered and disturbed, we'll safely handle and dispose of contaminants under the advice of specialist consultants, in accordance with regulatory requirements.

We will work closely with the EPA on this project, and all works will comply with the *Environment Protection Act 2017* and all relevant environmental guidelines.

Environmental Management Framework

In addition to planning and heritage approvals, all works for the project will be undertaken in accordance with an Environmental Management Framework and relevant legislation, such as the *Environment Protection Act 2017*.

The Environmental Management Framework will provide a transparent and integrated governance framework to manage the potential environmental effects of the project. The project's Environmental Management Framework must be approved by the Minister for Planning prior to main works.



Construction

We'll notify Maidstone and Maribyrnong residents and businesses before works start and keep them up-to-date throughout construction.

We'll provide notifications through a variety of channels including:

- printed materials including works notifications, letters and newsletters
- SMS notifications
- email updates
- door knocks
- stakeholder meetings
- meeting with community groups or individuals
- briefings and phone calls
- 24/7 community information line 1800 105 105
- Project website transport.vic.gov.au/next-gen-trams

Construction will involve early works, construction of the tram maintenance and stabling facility and enabling works on surrounding roads and the tram network. Activities will include:

- demolition and early works for the development of the tram maintenance and stabling facility, including vegetation and tree removal
- construction of a new tram maintenance and stabling facility, including tram stabling, test track, spray booth, tram wash, loading and unloading facilities, administration and maintenance building, car parking, bicycle facilities, accessways, utilities relocation/upgrades, earthworks, landscaping and stormwater detention
- road and tram network works, including but not limited to, widening of Hampstead Road for the extension of tram tracks and bicycle and shared use paths, relocation and installation of new utility infrastructure, landscaping, earthworks, vegetation and tree removal
- roadworks, including signals
- relocation of telecommunications infrastructure
- tram infrastructure and power upgrades including new, relocated and upgraded substations and tie stations and overhead infrastructure, cabling and signalling.

During early works construction impacts will be minimal and will include:

Works	Why	Timing
Demolition of buildings and vegetation and tree removal	To create space for construction	Late 2023 – mid 2024
Utility installation	To connect to the existing utility network	
Site establishment	Construction of temporary site sheds, amenities and car parking for workers during construction	



Working through construction

We're committed to minimising construction impacts for the local community and we're implementing appropriate mitigation measures.

Disruption will be temporary and we'll work closely with those affected to ensure a high level of communication is maintained throughout construction.

We'll manage all of our construction activities in line with EPA guidelines including the Civil construction, building and demolition guide (Publication 1834).

We anticipate that the following impacts may occur during construction.

Roads and tram network

Works will take place on and next to key local and arterial roads and the tram network. This may lead to disruptions and changes to how you drive, cycle, walk and travel through the neighbourhood. We'll provide you with plenty of notice so you can plan your trip.

In conjunction with VicRoads, Maribyrnong City Council and Public Transport Victoria, we'll conduct traffic analysis to determine detour routes and a traffic management program to limit disruptions.

Before any road closure we'll notify the community with information on changes to the way you travel and detours.

We'll also provide notifications to commuters and other road users on the surrounding arterial roads via variable message signs.

Road and tram network disruptions will be mainly on Hampstead and Williamson roads.

Where possible we will:

- Schedule works when traffic volumes are lower
- Keep road closures as short as possible
- Have traffic management in place to help you move safely around the area.

Road and tram network changes will be reviewed throughout the project.

Temporary changes

We'll need to make temporary changes to roads. Instead of full road closures and detours, there will be lane closures when traffic volumes are lower. Traffic management will help pedestrians, cyclists and vehicles safely move around the works area.

From 2023 to 2025, we anticipate extended temporary road changes will occur periodically including:

Road	Closure
Hampstead Road	Lane closures between Emu Road and Williamson Road. Two-way traffic will be maintained.
	Lane closures between Waterford Avenue and Williamson Road. Two-way traffic will be maintained.
	Road closure between Wattle Road and Williamson Road.
Williamson Road	Lane closures between Hampstead Road and Central Park Avenue. Two-way traffic will be maintained.
	Lane closures between Hampstead Road and Rosamond Road. Two-way traffic will be maintained.
	Road closure at the corner of Williamson Road and Central Park Avenue.
Hampstead / Williamson Road intersection	Intersection closed in all directions.
Wattle Road	Lane closures between Hampstead Road and Rosamond Road. Two-way traffic will be maintained.
	Road closure between Hampstead Road and George Street.

Further information on traffic management procedures will be outlined in the project's Environmental Management Framework.

Lighting

At times during construction, we'll need to light up an area for the safety of the community and our workers. To limit the potential for any temporary spill from lighting towers, we will:

- keep the amount of light to the minimum necessary for safe access or construction
- direct light towers away from homes, businesses and public buildings.

Further information on additional light spill mitigation measures will be outlined in the project's Environmental Management Framework.

Noise

Construction noise management is a critical part of our planning. To limit potential noise and vibration impacts on local residents and businesses, we will:

- schedule works during the daytime as much as possible, generally from 7am to 6pm Monday to Friday and 7am to 3pm on Saturdays
- use temporary noise mounds and barriers where appropriate
- use quieter reversing alarms on our vehicles and machines
- Keep our plant and equipment in good working order.

Before and during construction, the project team monitors noise levels to make sure they comply with the requirements of the EPA's Civil construction, building and demolition guide (Publication 1834).

Night time works will be avoided as much as possible. When night time works are unavoidable, we'll talk to residents about opportunities to minimise any disruption and mitigate impacts.

Air quality

During construction we may generate dust and other air emissions. We'll use a range of measures to reduce and manage dust which may include:

- air quality monitoring
- installing screens and windbreaks
- watering unsealed roads and surfaces
- using water carts to spray and suppress dust
- wherever possible, planning dust generating activities on less windy days
- staging works to limit exposed areas

- limiting speeds and using crushed rock on long-term construction access roads
- covering truck loads and stockpiles
- installing angled iron at entry points of the work site to reduce dirt and mud on public roads.

During our works, the project team monitors air quality to make sure it remains within the EPA guidelines.

Project operations

Operational activity

To support Melbourne's tram network, the facility will operate 24 hours a day, seven days a week. This allows for trams to be maintained, cleaned and stabled at the facility when they are not in service.

The facility must operate 24 hours a day, seven days a week to ensure the trams are able to efficiently begin service each day.

Noise

The facility is being designed to ensure the majority of noise-generating activities occur indoors, so that these noises are contained. There will be occasional noise associated with trams moving around the yard and use of bells.

We'll also install noise-walls to mitigate outdoor noise levels and we'll comply with relevant noise legislation and guidelines.

Light

For the safe operation of the facility, lighting may be required 24 hours a day, seven days a week. The facility is being designed to avoid any unnecessary lighting and minimise light spill beyond the site boundary.

We've designed a lighting plan which utilises directional lighting, walls and building locations to minimise obtrusive lighting and ensure the project meets the Australian Standards of 2 lux or less.

We'll conduct a light spill assessment to understand what light spill is unavoidable and identify any areas where mitigations are required.

Overshadowing

Large buildings are required to house the trams. The maximum building height will be approximately 14 metres. There will be limited overshadowing on adjoining properties. You can view overshadowing diagrams at engage.vic.gov.au/maidstone



Sustainability

We're committed to sustainable practices that go beyond compliance requirements to reduce adverse environmental impact and deliver positive environmental outcomes.

These practices include environmentally sustainable design principles and initiatives to reduce operating costs and environmental impacts while increasing building resilience.

Air quality

We're designing the facility to minimise air quality impacts and we'll implement management measures to minimise any emissions.

Emission generating activities, such as the painting of trams, will be located inside the facility to ensure emissions are controlled, and if necessary treated, before leaving the facility.

We will ensure that the operation of the facility complies with the EPA air quality guidelines.

Drainage surface water

An Integrated Water Management Strategy will include mitigations for flooding and surface water run-off, including stormwater and wastewater.

We'll reduce areas of exposed ground and the facility's water-sensitive urban design will include a stormwater detention basin to manage runoff. Excess water will be detained onsite and any surface water entering the stormwater drainage system will be appropriately filtered.

All drainage works within the site will be constructed to the satisfaction of Melbourne Water. Consultation with Melbourne Water will continue throughout the project.



Making a planning submission

You have an opportunity to make a planning submission to help us understand what is important to the community and what we need to consider as we develop the planning approval documentation.

Planning submissions may relate to the proposed use and development of the project or any other aspect of the project, such as amenity considerations, construction impacts, or other matters outlined above.

You can provide a planning submission at engage.vic.gov.au/maidstone

To request a submission form, call 1800 105 105 or email MaidstoneTMF@transport.vic.gov.au
For languages other than English call **9209 0147**.

Submissions must be received by 11.59pm, 30 September 2022.

NG18138

For more information about the Maidstone tram maintenance and stabling facility visit transport.vic.gov.au or call **1800 105 105**

Authorised by the Department of Transport, 1 Spring Street, Melbourne



Department
of Transport