

REVEGETATION

In February 2016, we committed to planting the equivalent number of semi-mature trees and replanting the existing palms. It is likely that the existing tree species will be replaced with a similar variety, *Ulmus Parvifolia*, also known as the Chinese Elm. These trees have similar attributes to the existing trees and, when mature, will provide a canopy over the shared pathway.

The proposed understory planting is *Lomandra Longifolia Tanika*. This will replace the Agapanthus.

As we are yet to award the Detailed Design and Construction contract for the M40 project, no decisions have been made as to how the new pipeline will be constructed.

However, we anticipate that the work will be completed in sections and that the reinstatement planting will be undertaken once a section has been completed.



Above: Ulmus Parvifolia & Below: Lomandra Longifolia Tanika



Courtesy of Ozbreed

## Community information sessions

To explain our decision-making for the proposed reinstatement masterplan, we will be holding a series of drop-in information sessions. There's no need for an appointment, just turn up!

These events will be an opportunity for you to talk to the project team and provide feedback on the reinstatement masterplan designs.

### Regent Train Station

Monday 20 June 2016, 8:00am – 10:00am & 3:30pm – 5:00pm  
 Tuesday 21 June 2016, 8:00am – 10:00am & 3:30pm – 5:00pm

### Northcote Plaza Shopping Centre

Wednesday 22 June 2016, 10:00am – 12:00noon & 2:00pm - 5:00pm  
 Thursday 23 June 2016, 10:00am – 12:00noon & 2:00pm - 5:00pm

### Normanby Avenue & St Georges Road intersection

Friday 24 June 2016, 7:00am – 10:00am and 3:00pm – 5:00pm  
 Saturday 25 June 2016, 10:00am – 2:00pm

### PROVIDE YOUR FEEDBACK ONLINE

We plan to launch a new M40 project webpage. This means you can view the reinstatement masterplan images and provide your feedback online. Also, you can register to receive our M40 project updates.

[www.melbournewater.com.au/Preston2MerriCreekrenewal](http://www.melbournewater.com.au/Preston2MerriCreekrenewal)



## Key project dates



Stakeholder and community consultation

In May 2016, we met with our preferred service providers to discuss our construction requirements for the M40 water main renewal project. We expect to award the Detailed Design and Construct contract in July 2016.



1700mm pipe being delivered

To keep you informed about the M40 project, we will distribute newsletters and fact sheets at key milestones. These publications will also be available online.

Our contractor will contact you if our construction work is in the immediate vicinity of your property.



## M40 Preston Reservoir to Merri Creek Water Main Renewal Project Fact Sheet - June 2016

### Project overview

In January 2016, Melbourne Water completed its early planning work for the M40 Preston Reservoir to Merri Creek Water Main Renewal Project.

This determined that a new 1700mm pipeline could be constructed within our existing pipe track and that it would meet our water supply and flow requirements.

This M40 pipeline is used to supply safe drinking water to Yarra Valley Water and City West Water. These retail water companies are responsible for supplying water to Melbourne's CBD and residents in the inner north and eastern suburbs.

The existing M40 water main is almost 100 years old and is at the end of its service life. All other original sections of this water main have been replaced.

The M40 project involves replacing the:

- last two sections of the original M40 pipeline from:
  - the Preston Reservoirs to Regent Street, Reservoir (800m)
  - Oakover Road, Preston to Arthurton Road, Northcote (1900m)
- pipeline that connects the M40 pipeline to the reservoirs (400m) and additional asset improvement work.

We anticipate that the Detailed Design and Construction contract for the M40 Preston Reservoir to Merri Creek Water Main Renewal Project will be awarded in July and that work will commence in August 2016.

### Project update

Since February 2016, we have been working with key stakeholders to identify their specific concerns and requirements as we developed reinstatement masterplan options for the centre-median along St Georges Road.

This planning activity involved representatives from Darebin City Council, VicRoads, Yarra Trams/PTV/VicTrack, Bicycle Network, Darebin Bicycle User Group and community advocacy groups.

These stakeholders have strong support for our proposed reinstatement masterplan for the centre-median.

Now, a number of community information sessions have been scheduled to share this proposed reinstatement masterplan with the community.



For more information about this M40 Preston Reservoir to Merri Creek Water Main Renewal Project and to register for updates:

Phone 1800 754 077  
 Email [m40@melbournewater.com.au](mailto:m40@melbournewater.com.au)  
 Visit [www.melbournewater.com.au/Preston2MerriCreekrenewal](http://www.melbournewater.com.au/Preston2MerriCreekrenewal)



TTY and Interpreter Services:  
 TTY 133 677  
 Interpreter 131 450

To contact Melbourne Water: Phone 131 722 or  
 Email [enquiry@melbournewater.com.au](mailto:enquiry@melbournewater.com.au)

## Developing a reinstatement plan for St Georges Road

### OUR PIPE TRACK

The St Georges Road centre-median is land owned by Melbourne Water for use as a pipe track. It is a critical section of our water distribution network and supplies water from our storages at Yan Yean and Reservoir to the CBD.

In addition to the M40 water main, there is also the M160 water main and a number of smaller, abandoned pipes located beneath the centre-median. We anticipate the M160 water main, constructed in 1958 and in currently in good condition, will need to be replaced in the future. And, we may need to construct a third main within the centre-median to meet our long-term water supply requirements.

During construction of the new water main within the St Georges Road centre-median, both the existing M40 and M160 water mains must be operational.

### CONSTRAINTS, CONSIDERATIONS AND IMPROVING SAFETY

In the early 1970s, to improve the amenity of St Georges Road following the re-direction of the existing tram lines, Melbourne Water supported the planting of vegetation within the centre-median.

This planting was undertaken as part of a community project, in collaboration with Council, VicRoads and Yarra Trams.

The existing pathway, between the trees, was constructed at this time. This 2.5m shared pathway does not meet current safety standards.

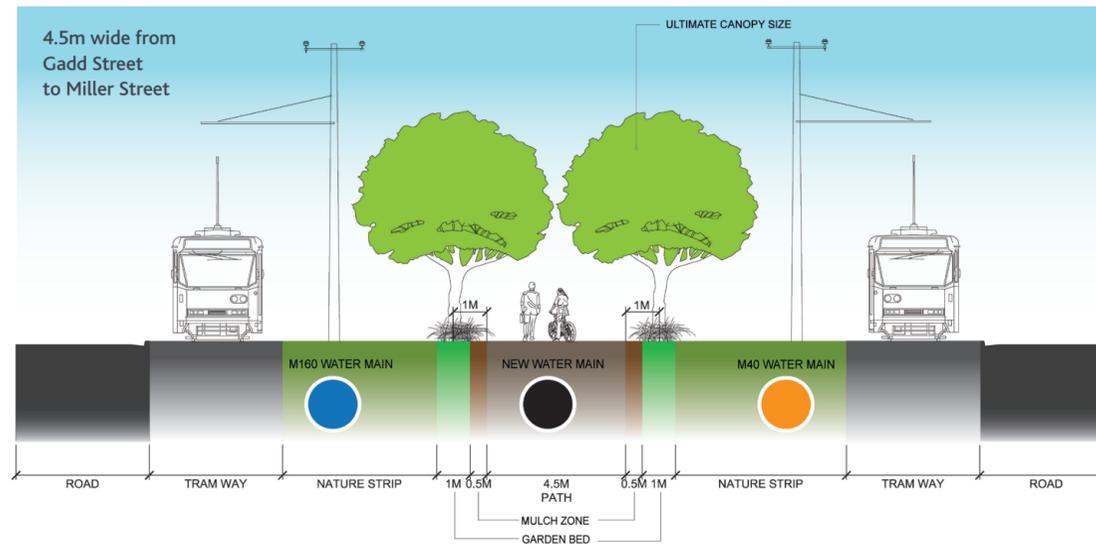
However, given the need to improve safety within the centre-median we needed to develop a reinstatement masterplan that:

- met the requirements of all stakeholders
- complied with current safety guidelines for pedestrian/cyclist paths, based on current and projected user numbers
- enabled us to replant the mature palms and plant an equivalent number of semi-mature trees without restricting the line-of-sight requirements or compromising safety for cyclists and pedestrians
- maintained the amenity of the existing pathway
- ensured that public transport users had unrestricted access to trams and bus services
- provided unrestricted access to our critical water supply assets, without planting trees or constructing a concrete path directly above the water mains.

In addition to these constraints, the width of the centre-median within St Georges Road varies by up to 5m and this influenced our reinstatement options. At the intersection with Miller Street, the centre-median is approximately 20m wide. At the intersection with Arthurton Road it narrows to just 15m. This variation further constrained what could be incorporated into the reinstatement masterplan.

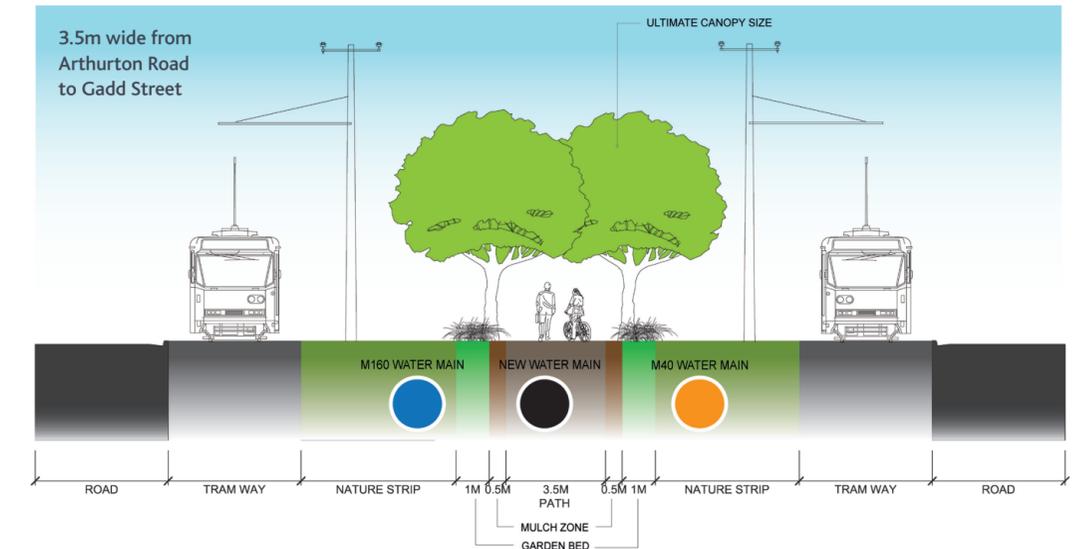
## Our proposed reinstatement masterplan for St Georges Road

By working collaboratively with key stakeholders, we have developed a proposed reinstatement masterplan that will enable us to construct a new water main - and reinstate the centre-median in a way that meets the safety needs of cyclists and pedestrians and improves amenity.



### PATHWAY

We plan to construct a new, concrete shared pathway for use by pedestrians and cyclists that meets current safety guidelines. As the centre-median varies in width from 15 metres to 20 metres, the width of the path will vary.



### WHERE WE WILL BE WORKING



The graphic shows some of the construction restraints and considerations when developing the early reinstatement masterplan options.