

TOLLWAY UPDATE

EDITION 3



New concrete supports and a recently-installed concrete beam for the widened tollway provide a changing backdrop for the Melville Oval.

Since the previous Update at the end of the last school year, the focus of the Monash Tollway widening has shifted from planning and preparatory work to actual construction.

In this edition, you can read the latest on:

- > The contractor's progress in building the new roadway structure;
- > Developments regarding the noise protection barrier on the Tollway, and
- > Scotch's response to the first official compensation offer.

Construction well underway, but many months' work remain

Work is all-but complete on the concrete pylons and piers that will support the massive concrete beams that are being progressively installed to support the extra lane of the Monash Tollway. During construction, the transparent noisewall will be replaced with a temporary structure.

The concrete viaduct that will form the base of the widened Monash Tollway is beginning to take shape. During the early months of this year, Transurban/CityLink completed its site preparation works on the 11-metre wide strip of Scotch College land it has cordoned off for the project.

The contractor has now completed all the pylon construction, which means the noisiest excavation and pile-driving work is finished. Transurban/CityLink construction crews have begun working on Saturdays using large cranes to lift heavy concrete beams onto the piers to create the viaduct that will form the base of the new roadway. The lifting is being done on Saturdays to reduce risk and minimise disruption to School operations.

Noise Wall To Come Down

Once the viaduct is complete, the contractors will remove the existing noise barrier and install temporary noise protection. Scotch College has received no detailed information or assurances from Transurban/CityLink about the dimensions or effectiveness of this barrier.

The Bursar, Ross Congleton, said it was not known if the temporary barrier would offer the same protection as the current permanent noisewall against the roar of the 160,000 vehicles per day that pass the Scotch campus.

The temporary noise wall is expected to be in place until at least March next year when a new, longer barrier, will be erected alongside the wider road. Scotch College, VicRoads and Transurban/CityLink agreed on the specifications and dimensions of the new noise barrier during exhaustive negotiations last year.



Images on this page show construction progress and the noisewall soon to be replaced by a temporary barrier.

The College spent significant amounts on professional advisers – acoustic engineers, specialist architects and civil engineers among them – to help it prepare and pursue its case for the best possible measures to protect students and staff from the considerable traffic noise from the upgraded road.

The widened tollway is expected to carry as many as 300,000 vehicles a day, but the speed limit will be permanently reduced to 80 kilometres per hour.

Compensation offer just a starting point for negotiations - Scotch

Scotch College is preparing its response to a formal offer of compensation from VicRoads for the loss of land taken through compulsory acquisition associated with the widening of City Link.

The School is considering all matters which are compensable, including land loss, depreciation and severance, loss of amenity and vegetation, and other project impacts and costs. The school will prepare a detailed claim.

The School has engaged consultants to assist in the process. Also, the College Council has devoted considerable resources to ensuring all risks posed by the widening have been identified and every possible measure has been taken to protect the College's interests.

Expert Advice

The Council appointed a committee to oversee the School's response, chaired by Dr David Kemp. Meeting regularly, the committee worked closely with the College's legal advisers and appointed a range of other expert consultants, including:

- > Acoustic engineers to establish the College's requirements for traffic noise protection;
- > Structural and hydraulic engineers to assess Transurban/CityLink's detailed construction plans and advise on any required changes and improvements;
- > Architects to advise on the aesthetic design of new noise barriers;
- > Landscape, planning and environment consultants to plan for reinstatement of the affected area of the campus;
- > An arborist to help ensure as many trees as possible are protected, and
- > A communications consultant to help the College administration keep the school community informed.

The Bursar, Ross Congleton, and his staff continue to provide considerable administrative support in coordinating the various streams of work.

Valuable Land

A strip of land up to 2.85 metres wide on the southern boundary of the Hawthorn campus has been acquired compulsorily to accommodate the extra lane. The loss of this land will permanently reduce the available playing space on the Melville Oval and other usable areas.

An additional strip, about 11 metres wide, is being used for temporary construction purposes and has significantly encroached on the Oval and its surrounds. A considerable number of mature and valuable trees were cut down in cordoning off this works area.

Mr Congleton described the settlement offer from VicRoads as inadequate and said it was clearly a starting point in what might be a long process to determine the final monetary compensation.

We will keep you updated on this important issue – and on other aspects of the tollway widening project – in future editions of this newsletter and via the School website, www.scotch.vic.edu.au



Plans for future reinstatement of the area now dominated by construction will ensure a more attractive backdrop.

