



SUBURBAN RAIL LOOP

What We've Heard So Far

Community Feedback on Train Stabling
for Suburban Rail Loop



Concept only



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Introduction

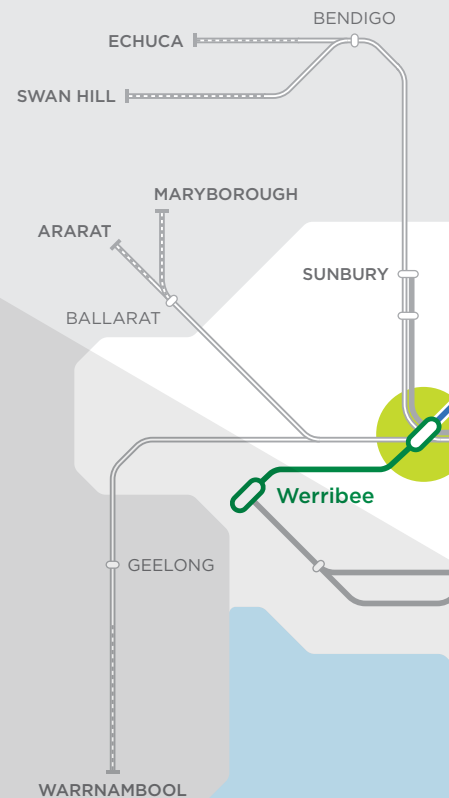
Suburban Rail Loop is a city and State-shaping infrastructure project that will transform Victoria’s public transport system, connecting our suburbs and making travel easier and more convenient.

Connecting every major train line from the Frankston Line to the Werribee line via Melbourne Airport, the new rail link will improve access to housing, jobs, schools, universities and hospitals in Melbourne’s middle suburbs.

Train stabling is a critical part of the new Suburban Rail Loop network. It would not be possible to provide high frequency turn-up-and-go train services without it. Train stabling is required near the start of the rail line to allow Suburban Rail Loop’s fleet of new high-tech trains to begin services from Cheltenham at the start of each day.

It was challenging to find parcels of land for stabling near the start of the rail line due to the limited availability of suitable land between Cheltenham and Clayton.

In December 2020, the Victorian Government announced the site at Old Dandenong Road, Heatherton, as the most suitable site. The site avoids impacts to agricultural and industrial land, requires the acquisition of fewer properties than other options, and protects against local job losses.



Legend

- | | |
|---|--|
| Proposed new stations | South-east section (stage one, including new stations) |
| Proposed new interchange stations | North-east section |
| Existing interchange station and customer service hub | North-west section |
| Metropolitan area | South-west section |
| Regional area | The Metro Tunnel |
| Transport super hub | |
| Proposed train stabling area | |

For illustrative purposes, subject to further detailed technical investigations and consultations

The Victorian Government also reaffirmed its commitment to the Chain of Parks project and will work closely with the City of Kingston, other government agencies, and residents, to deliver the Chain of Parks project.

The Minister for Planning has confirmed the proposed site will be assessed through an Environment Effects Statement (EES) and applicable planning processes. The EES will include investigations into potential impacts on the local environment, including noise, vibration, air quality and ground movement, and establish Environmental Performance Requirements to ensure any potential impacts are managed appropriately.

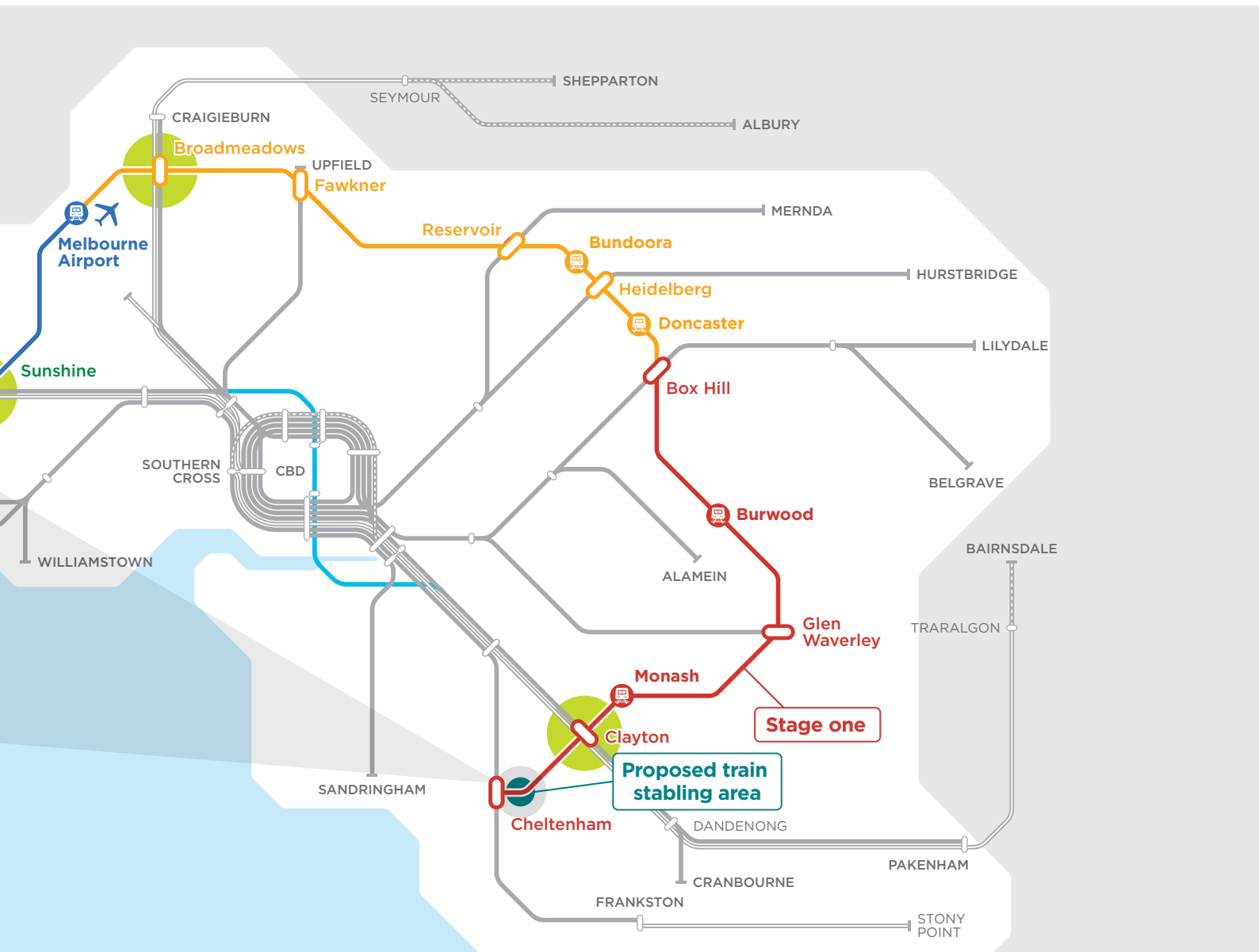
Additionally, online consultation with the local community commenced in December to help the Suburban Rail Loop Authority (SRLA) understand the community's general views and to inform project design including measures to minimise

impacts to the community like public open space and urban design treatments.

SRLA has received many survey responses as well as enquiries and feedback provided via the Suburban Rail Loop 1800 information line and website.

SRLA has carefully reviewed the responses and identified topics the community has highlighted as requiring more information from SRLA. This document summarises and addresses the topics raised in the community feedback, ahead of further engagement opportunities that are being planned for the coming weeks and months.

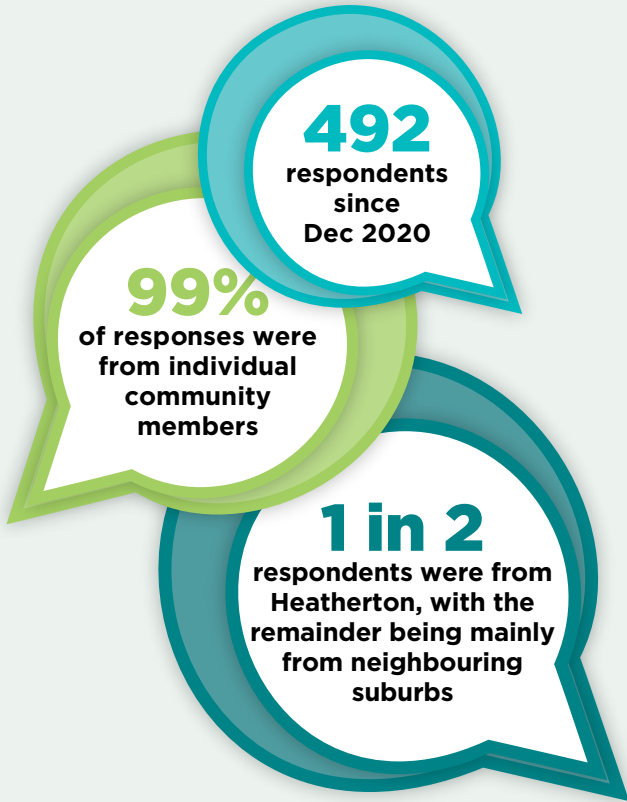
SRLA would like to thank everyone who took the time to share their views.



Have Your Say - Stage One Train Stabling

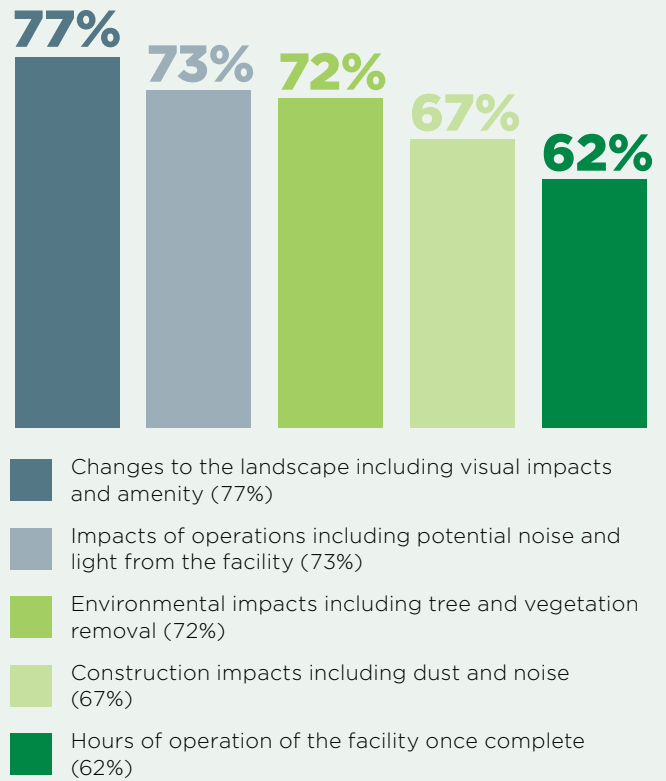
A snapshot

The figures below provide a breakdown of responses from the community.



Areas of interest

Based on the potential use of the site for a train stabling facility, the five most important aspects respondents would like SRLA to consider were:



Source: Have Your Say - Stage One Train Stabling, March 2021

Community feedback

A summary of the specific issues raised by the community is outlined below.

Advocacy for Chain of Parks

What we heard

Respondents told us:

- That it is vital that the Chain of Parks project be progressed in the local area

Project team response

- The Victorian Government remains committed to the Chain of Parks concept and will work closely with the City of Kingston, other government agencies, and residents, to ensure that the Chain of Parks is delivered.
- SRLA will preserve and upgrade the neighbouring Kingston Linear and Henry Street Reserves and will work with the City of Kingston to ensure the Chain of Parks can co-exist with the stabling yard.

Advocacy for an alternative site



What we heard

Respondents told us:

- That some in the local community preferred an alternative option immediately west of the Mordialloc Freeway project, bordered by Old Dandenong Road to the south, Dingley Bypass to the north and Boundary Road to the west
- That the proposed alternative was the same size as the Old Dandenong Road site, allowing for sufficient space for a stabling facility
- That the proposed alternative was also landfill and so represented the same geotechnical risk to SRL as the Old Dandenong Road site

Project team response

- SRLA had already considered the possibility of locating the stabling yard at the site immediately west of the Mordialloc Freeway project bordered by Old Dandenong Road to the south, Dingley Bypass to the north and Boundary Road to the west.
- This location was assessed as not suitable for a number of reasons. In particular, there was insufficient space for stabling layout, geotechnical risks from the former landfill, alignment, and cost. The Heatherton site also significantly minimises residential and commercial property acquisition, impacts on local jobs and impacts on the environment.
- Critically this alternative site is significantly smaller and shorter than the Heatherton site, with insufficient length to accommodate the requirements for stabling trains from the SRL tunnels. The selection of the alternative site would have resulted in rail infrastructure extending into the Mordialloc Freeway Project land.
- There are differing geotechnical risks associated with a clean landfill (the Old Dandenong Road site) and a former mixed landfill site (the proposed alternative site) which raises significant environmental, operational, constructability, and cost implications.

Advocacy for a station at Heatherton



What we heard

Respondents told us:

- That some in the local community would prefer that a SRL station be built at Heatherton, co-located with the proposed stabling facility at Old Dandenong Road

Project team response

- Suburban Rail Loop is already a huge project. Additional stations are not part of the scope.
- SRLA assessed that there is insufficient demand for a train station at Heatherton at this point, especially having the need to prioritise stations at precincts to accommodate economic growth.
- However, the stabling facility design will not preclude a station here if future demand exists.

Preferred stabling facility site



What we heard

Respondents told us:

- That the local community has serious concerns about the Old Dandenong Road site
- That many in the community have long advocated for the site to be turned into a multi-purpose community sporting facility
- That the local community needs more information about the alternative options considered by SRLA

Project team response

- The Victorian Government remains committed to delivering on the Chain of Parks concept.
- You can't build a turn-up-and-go Suburban Rail Loop through Melbourne's middle suburbs without a dedicated train stabling facility near the start of the line.
- It is incredibly challenging to find parcels of land for stabling due to the limited availability of suitable land between Cheltenham and Clayton.
- Many of the available parcels of land are mixed landfill sites (as opposed to the Old Dandenong Road site, which is clean landfill) and raise significant environmental, operational, constructability, and cost implications for the Victorian community.
- Other options represent a significant impact on parkland, agricultural land, local jobs and would require significant acquisition of people's homes and businesses.

Concern over construction impacts including dust and noise



What we heard

Respondents told us:

- That residents in the immediate vicinity of the proposed stabling facility have serious concerns about the impact to their properties from the construction of the facility
- That residents in the immediate vicinity of the proposed stabling facility have serious concerns about potential noise and dust during the construction phase
- That residents in the immediate vicinity of the proposed stabling facility have serious concerns about tunnelling and the impact that will have
- That residents in the immediate vicinity of the proposed stabling facility have serious concerns about whether their homes will remain habitable because of the impact of construction

Project team response

- Stage One of Suburban Rail Loop will be assessed through an EES - Victoria's most comprehensive and transparent planning and environmental assessment process.
- Supported by a range of technical investigations and studies, the EES will carefully consider potential impacts on people, structures and the environment, including at and around the proposed train stabling at Heatherton.
- The EES will include investigations into construction impacts (including tunneling) on the local environment, including noise, vibration, air quality and ground movement, and include measures to minimise potential impacts.
- Local communities will have opportunities to provide input during this process. You can find more information about the EES at suburbanrailloop.vic.gov.au/Planning.
- During construction, SRLA will work with residents near the construction site to address their concerns. This has happened on other major transport infrastructure projects.

- Additionally, the impacts of Initial Works will be assessed and measures will be undertaken to manage impacts.

Concern over environmental impacts including tree and vegetation removal



What we heard

Respondents told us:

- That the local community would like to maintain and improve public access to open space on the site, including the Kingston Linear and Henry Street Reserves
- That the local community would like the facility to be surrounded by native vegetation and trees to minimise the environmental impact of the facility
- That the local community would like SRLA to ensure natural noise buffers such as dense vegetation and landscaping are preserved and enhanced

Project team response

- SRLA will preserve and upgrade the neighbouring Kingston Linear and Henry Street Reserves and will work with the City of Kingston so that the Chain of Parks can co-exists with the stabling yard.
- The EES will assess impacts to trees and vegetation. SRL will also be preparing an Urban Design Strategy which will form part of the EES and planning approvals that guide design of the project.
- The Urban Design Strategy will consider feedback from the community and stakeholders, and specifically aims to enhance amenity and minimise impacts that may result from the project.
- The Urban Design Strategy will provide guidance on good urban design outcomes to maximise landscaping around the stabling facility, and to enhance the Kingston Linear and Henry Street Reserves for community.

Concern over changes to visual impacts and amenity



What we heard

Respondents told us:

- That the local community is concerned about visual impacts
- That the local community want an investment in landscaping that appropriately buffers the facility from street view
- That the local community want to ensure that the architecture is complimentary to the area
- That the local community want to ensure that the architecture is not offensive to the environment in the area

Project team response

- The EES will assess landscape and visual impacts associated with the project.
- This assessment will inform Suburban Rail Loop's Urban Design Strategy, which will guide design of the project and ensure that the facility is designed appropriately and presents positively to the local area.
- This includes ensuring that landscape buffers around the stabling facility address the visual impact and the appearance of the facility.
- Parts of the stabling facility are expected to be built at a depth lower than Kingston Road, further buffering its visual impact.

Concern over hours and impact of operation of the facility once complete



What we heard

Respondents told us:

- That residents in the immediate vicinity of the proposed stabling facility are concerned about potential noise and light from the facility
- That there is a view in the local community that trains are required to toot their horn every time they enter and exit the stabling facility
- That residents in the immediate vicinity of the proposed stabling facility are concerned that most of the cleaning and maintenance of trains will happen in evening hours, causing maximum disruption

Project team response

- SRLA will be delivering a state-of-the-art and modern train network fully separated from the existing metro train systems. This allows SRLA to use modern technology on Suburban Rail Loop trains, and horns will not be used while entering and exiting the stabling facility.
- Supported by a range of technical investigations and studies, the EES will carefully consider potential impacts on people, including noise and light.
- Any light and noise impacts from the facility will need to meet the performance requirements set out in the EES.
- Local communities will have opportunities to provide input during this process. You can find more information about the EES at suburbanrailloop.vic.gov.au/Planning.

Supporting local jobs and businesses



What we heard

Respondents told us:

- That they would appreciate a better understanding of whether the proposed stabling facility would create permanent jobs in the local community
- That they would appreciate a better understanding of whether the proposed stabling facility would encourage the use of local suppliers and materials to support the construction and continued operations

Project team response

- Suburban Rail Loop's train stabling at Heatherton is expected to create more than 200 permanent jobs.
- These include for the operation of the entire Suburban Rail Loop network and in maintenance and cleaning.
- SRLA will also support local businesses and jobs, in line with the Victorian Government's Local Jobs First initiative.
- SRLA is committed to working with local suppliers and materials to support the construction and continued operations of the Suburban Rail Loop network, where possible.

The need for community engagement



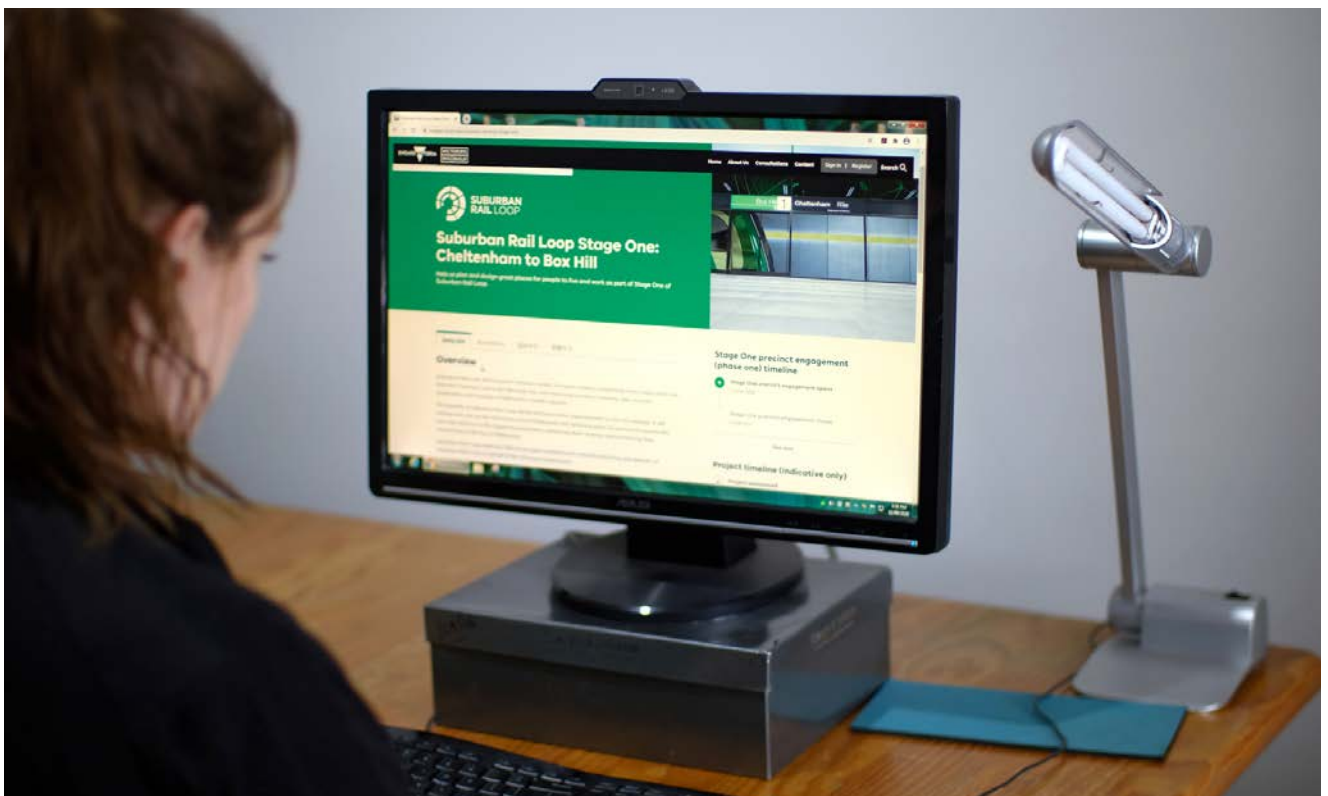
What we heard

Respondents told us:

- That the local community value meaningful engagement and consultation on the proposal and its impacts
- That the local community were concerned that the proposed stabling facility would not be subject to an Environment Effects Statement
- That the local community is concerned that they wouldn't be consulted on the proposed Suburban Rail Loop Initial Works

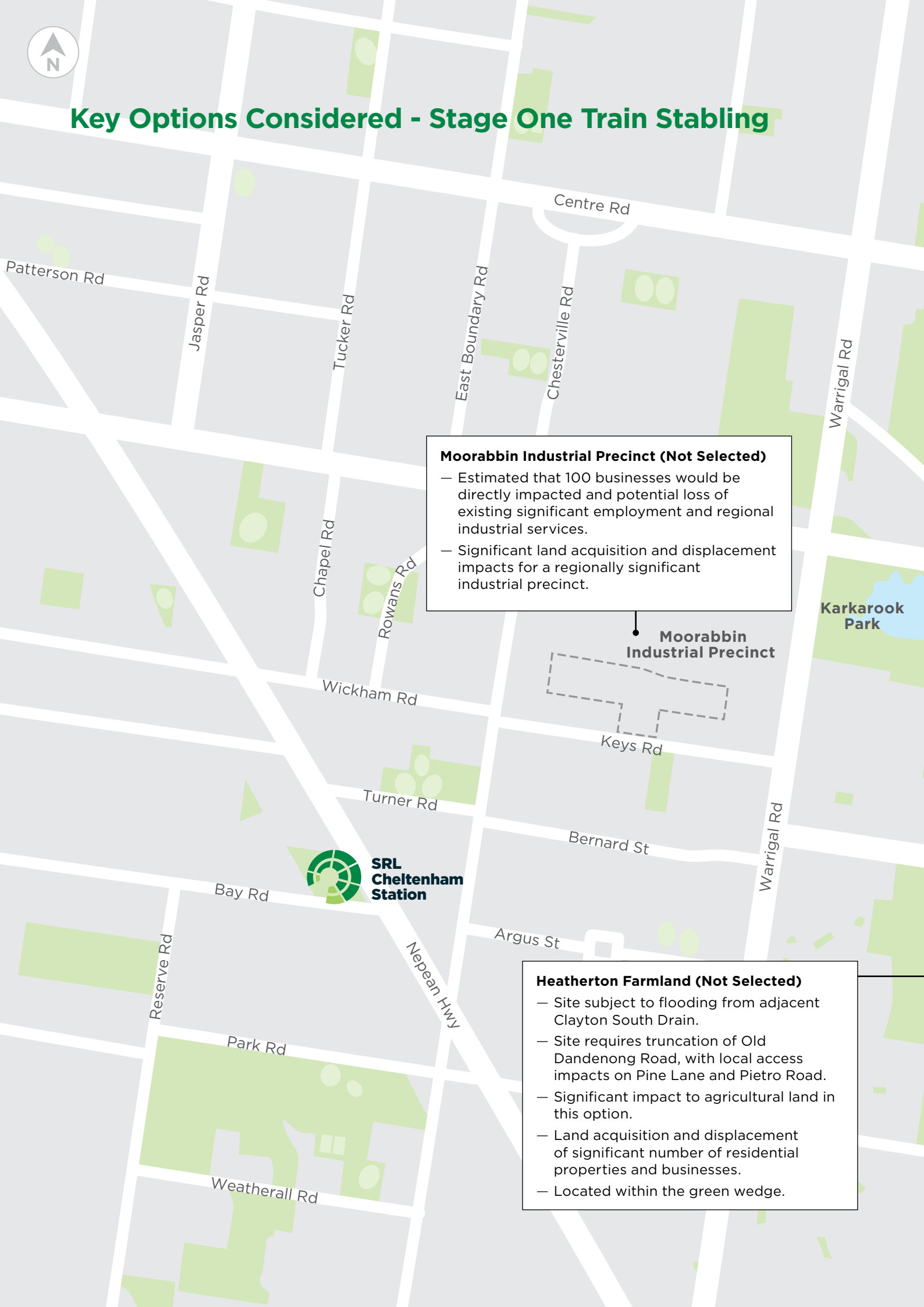
Project team response

- Direct engagement with residents, businesses and other key stakeholders will remain a priority for SRLA and help SRLA understand the community's general views and to inform project design and measures to minimise potential impacts on the community.
- Suburban Rail Loop will be assessed through an EES - Victoria's most comprehensive and transparent planning and environmental assessment process.
- Supported by a range of technical investigations and studies, the EES will carefully consider potential impacts of the project, including any associated with the proposed train stabling at Heatherton.
- Prior to Initial Works commencing, SRLA will engage directly with impacted stakeholders and community members to provide information on the planning process and works, and to inform mitigation measures to minimise potential community impacts.





Key Options Considered - Stage One Train Stabling



Moorabbin Industrial Precinct (Not Selected)

- Estimated that 100 businesses would be directly impacted and potential loss of existing significant employment and regional industrial services.
- Significant land acquisition and displacement impacts for a regionally significant industrial precinct.

Moorabbin Industrial Precinct





SRL Cheltenham Station

Heatherton Farmland (Not Selected)

- Site subject to flooding from adjacent Clayton South Drain.
- Site requires truncation of Old Dandenong Road, with local access impacts on Pine Lane and Pietro Road.
- Significant impact to agricultural land in this option.
- Land acquisition and displacement of significant number of residential properties and businesses.
- Located within the green wedge.

Legend

-  Site selected for planning approvals
-  Site not selected for planning approvals



SRL
Clayton
Station

Old Dandenong Road site (Selected)

- Portion of site previously used as sand quarry, which will require ground improvement to mitigate settlement risk.
- Land acquisition and displacement of the lowest number of residential properties and businesses to facilitate stabling yard.
- Located within the green wedge.
- Stabling is a permitted use in a Green Wedge Zone.

Heatherton Sands

Spring Valley Golf Club

Heatherton Park

Kingston Heath Golf Club

Capital Golf Course

Option immediately west of the Mordialloc Freeway project (Not Selected)

- Site subject to flooding from Old Dandenong Road drain.
- Geotechnical risk associated with former landfills in the southeast corner and central area of the site, creating significant environmental, operational and constructability implications.
- Track infrastructure would not fit within the site boundary and extends into the Mordialloc Freeway Project.

Next Steps: Community Engagement

Actively engaging with residents, businesses and other key stakeholders will continue to help inform Suburban Rail Loop's project design and identify measures to minimise potential impacts on the local community.

Upcoming community engagement opportunities

Online survey

We continue to invite community feedback on the project, including the proposed train stabling at Heatherton, via the online survey. To contribute visit the Have Your Say page at suburbanrailloop.vic.gov.au/Have-Your-Say.

Community drop-in information sessions

Subject to COVID-19 restrictions, a number of face-to-face sessions will be held in the coming months along the Stage One corridor to provide project information to the community and enable them to ask questions of project staff.

Environment Effects Statement

An Environment Effects Statement (EES) is Victoria's most comprehensive and transparent planning and environmental assessment process.

Supported by a range of technical investigations and studies, the EES will carefully consider the potential impacts of the proposed train stabling at Heatherton.

Local communities will have opportunities to provide input during this process. You can find more information about the EES at suburbanrailloop.vic.gov.au/Planning.

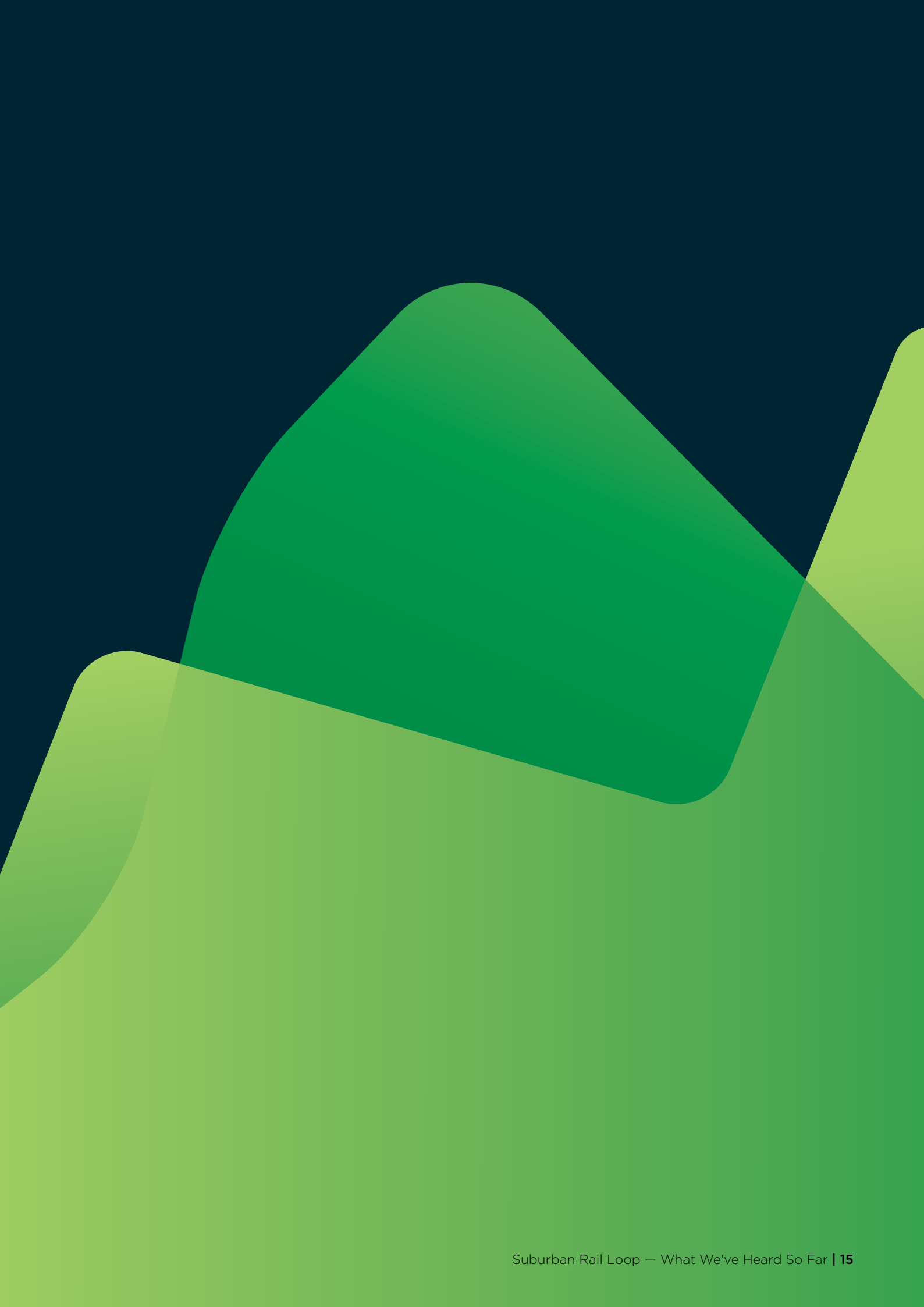
Ongoing updates

The best way to stay informed and participate in engagement opportunities is by registering for project updates at suburbanrailloop.vic.gov.au/Contact.

Suburban Rail Loop information help line


Should you have any questions please contact the Suburban Rail Loop information help line on **1800 105 105** or via the Contact page on our website.






More information

To find out more about Suburban Rail Loop:

 suburbanrailloop.vic.gov.au

 contact@srla.vic.gov.au

 1800 105 105 (24 hours a day, 7 days a week)

Suburban Rail Loop Authority
PO Box 4509, Melbourne, VIC 3001



Interpreter Service **(03) 9209 0147**

It should be noted that this information is current at the time of printing, however changes may occur. Please visit suburbanrailloop.vic.gov.au for the latest updates.