

Suburban Rail Loop East – Environment Effects Statement submissions

Residents and businesses were advised in advance of the release of the EES and the deadlines for making submissions. Submissions to Council were open 5 to 30 November 2021.

- 10 submissions were received

Submitter	Date	Submission/Questions	Officer Response
1	10 Nov 21	<p>I received a notice from the SRLA which states the project will apply Specific Controls Overlay 14 (SCO14) and/or Specific Controls Overlay 15 (SCO 15) to protect any future development that could compromise the structural integrity or operation of the underground project.</p> <ol style="list-style-type: none"> 1. What does this exactly mean? 2. Will the structural integrity of my property be compromised in any way during any testing phase, or after the project is completed? 3. What assurances are being given that no structural integrity will be compromised for my property and other properties? 4. If there is any structural compromise to my property or other properties whatsoever, what remedial process will be in place? 5. If the value of my property is compromised because of the project works or from awareness the project is going ahead, what will be the process to compensate if this situation arises? 6. With many services below ground (e.g. gas/electricity, telecoms), what measures are being taken to ensure the safety of residents first and foremost whilst the project works will be undertaken and secondly, that service quality will not be impacted? 7. What checks, and balances will be undertaken to ensure no electrical interference in terms of mobile phone, internet and landline usage during and after the project works are completed? <p>Thankyou</p>	<p>SCO 14&15are future planning controls. Clarification of controls is addressed in Council’s submission.eThere are in the EES documentation f relating to sturcural impact, noise, vibration, dust etc.</p> <p>For matters regarding individual properties, it is recommended to contact the SRLA directly or submit on the EES, noting that theEnvironmental Management Framework in the EES requires the development and implementation of a Complaints Management System and it is expected that the normal State Government compensation processes will also apply for any damage that may occur.</p> <p>Council’s submission deals broadly with mitigating issues associated with the project, but individual property concerns have not been incorporated, and Council is not in a position to answer or justify t he process and outcomes sought as this is a State Government project.</p>

2	12 Nov 21	The email I received today talked about being able to see 'links to the detailed maps and plans showing exact routes and depths of the tunnels' when I use the link I cannot get to these detailed maps but an overview map stating I need to look at maps 12, 13, 14 & 15 but I cannot drill down to see the detail or find the maps. Can someone please email me the exact link to these maps. Thanks	The EES contains detailed information. Council has been adding information and key links to sections of the EES to help with this on the Shape Monash page. https://shape.monash.vic.gov.au/srl
3	23 Nov 21	This line needs to be built ASAP as traffic congestion is already diabolical. But better that it not be built by any company using CFMEU labour, as that will make its price way more than it needs to be.	Timing and construction is matter for State Government and not one that is influenced by Council.
4	25 Nov 21	Why are the underground rails not built under roads but instead under people's homes? Anything built below people's homes will impact the people around those infrastructure. How will this be addressed?	The SRLA has undertaken detailed assessments in proposing tunnel alignments. The EES process will determine if there needs to be any changes to the project. The Environmental Management Framework in the EES requires the development and implementation of a Complaints Management System. Property owners near the tunnels, stations and supporting infrastructure will have the opportunity for the existing condition of their property to be assessed prior to works commencing.
5	29 Nov 21	Dear Council officer, We wish to express our concern regarding the Suburban Rail Loop East project. We vote against the SRL-east project for the following reasons: <ul style="list-style-type: none"> • The project will have negative impacts on local environment and cause potential damages to the natural geographical distribution of plants, underground water system, rivers under or above the ground, animals, and birds, etc. The impacts are not reversible. • With increased dust & noise level, the 10-year long building period will significantly influence quality of life of the residents on aspects of living, transportation, parking, shopping, entertaining and so on. 	<ul style="list-style-type: none"> • SRL East EES documentation considers these matters. These are addressed in Council's submission. • SRL East EES documentation considers these matters. These are addressed in Council's submission.

	<ul style="list-style-type: none"> • The noise and vibration generated by the trains running under the residential property will affect household in the long run, although this was engineered not happening, nobody can guarantee. • Railway going under the residential properties will bring issues such as ownership of the land. It means property owner has to share land with government by separating the land title, this will affect the property value in a negative way in the future. <p>-PART 1 Continue from Part 1</p> <ul style="list-style-type: none"> • With vast demonstrations and engineering works in place, the impact of living conditions for the residents may be considered minimal. However, during the construction period, any unforeseeable issues may arise, problems not expected may surface, uncontrollable factors such as weather change, undetected underground leak, supply chain delays, funding shortage and workmanship, etc. may extend the duration of project timeline. These negative aspects of the project execution will only be discovered along the way until completion of work. Without backup plan, unfortunately residents will have to bear the consequences in full. • For the affected residential property owner where the tunnel alignment will go beneath their property, no authority/department has prepared any plan or compensation for the damage or devaluation of the building when the issue arises. We expect there is a type of agreement or paperwork available for us to sign and the risks will be managed in a clear and formal way, but we've been told it is not existed. As a result, we will not be able to support the initiative of the railway project. <p>-Part 2 Continue from Part 2</p> <p>In lieu of the Suburban Rail Loop project, there are some alternative choices to achieve the similar outcome. For example:</p> <ul style="list-style-type: none"> • Building railway above the ground uses viaduct, part of Sydney's railway 	<ul style="list-style-type: none"> • SRL East EES documentation considers these matters. These are addressed in Council's submission. • For matters regarding individual properties, it is recommended to contact the SRLA directly. The Environmental Management Framework requires the development and implementation of a Complaints Management System. Normal State Government compensation processes will also apply. • Programming and timing of the project is the responsibility of State Government. • The State Government project development and Business and Investment Case processes consider alternatives and options for a project such as this. • The SRLA has undertaken detailed assessments in proposing tunnel alignments. The EES process will determine if there needs to be any changes to the project. The Environmental Management Framework in the EES requires the development and implementation of a Complaints Management System. Property owners near the tunnels,
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		<p>lines has adopted this method. This is relatively easy to build in the engineering point of view and is cost saving comparing with the underground project.</p> <ul style="list-style-type: none"> • If the underground project must be proceeded, the tunnel shall be planned to run under the existing roads in the area as much as possible, for example, the railway line can go under High Street Road between Burwood station and Glen Waverly station, thus the disturbance to the residential property is minimized. • Building intensive bus network in the area can also help resolving the transportation problem. This has minimum negative impact on the environment and doesn't stretch budget at all. <p>In conclusion, SRL-east project seems promising in the plan, but the unforeseeable damaging effect to the environment and ongoing problems for the residents are more significant over the economic benefit it has been evaluated for. We wish to formally state that the project shall be ceased immediately.</p> <p>Thank you in advance for taking the advice.</p> <p>Kind Regards,</p> <p>[names deleted]</p> <p>-End</p>	<p>stations and supporting infrastructure will have the opportunity for the existing condition of their property to be assessed prior to works commencing.</p>
6	29 Nov 21	<p>Dear Mr. Mayor,</p> <p>I am in utter shock to learn with dismay the sudden release of news that there could be a rail tunnel running closely under my home at Mount Waverly! Shock is an understatement.</p> <p>How on Earth is this possible – to have a train line that goes under hundred of houses, where there are many other options elsewhere. The road and high in our areas are all straight. Take for example, Whitehorse Road,</p>	<p>The SRLA has undertaken detailed assessments in proposing tunnel alignments. The EES process will determine if there needs to be any changes to the</p>

		<p>Middleborough, Stephenson, Blackburn, High Street, Springvale Road, etc. Can't they built it just under these roads to avoid going under the houses?! We spent over a million dollars buying over this home a few years ago., expecting to live in a quiet, safe and happy environment, away from the hustle bustle of highways and township – not expecting this to befall us, causing agonising distress, frustration and uncertainty of what life will be like with construction under us that will go on for years and years. This project has impacted the psychological health of most residents in Mount Waverley.</p> <p>What guarantee will they give us to be 100% sure that there will not be any vibrations, noise, change in soil structural integrity that might affect our home and the safety of all the residents. What guarantee will they give us to ensure that the underground water table in our area and the protected Damper Creek will not be affected. The council for years has been trying to keep out area green for the sake of the environment. We are not allowed to destroy trees of specific dimensions and size. We are glad we have these rules which make Mount Waverley a very leafy, green and one of the best housing environments in Monash. Protecting tress in the ground is not adequate and is short-sighted if we do not make an effort to also protect the under ground systems where the trees' roots grow. Any change in the level of the underground water table might cause irreversible damage to a lot of the fully grown trees and to the environment!</p> <p>We are not against infrastructure development that will benefit our community. This project is one of them that will bring change. What we are against is the blatant disregard to the community's feeling - that in any planning of projects, should be taken into serious consideration above all other to ensure that whatever developments planned will not impact people's life physically and psychologically.</p>	<p>project. The Environmental Management Framework in the EES requires the development and implementation of a Complaints Management System. Property owners near the tunnels, stations and supporting infrastructure will have the opportunity for the existing condition of their property to be assessed prior to works commencing.</p> <p>SRL East EES documentation considers these matters. These are addressed in Council's submission.</p>
7	30 Nov 21	Hi My concerns	there, are:

	<p>1) The increase of traffic and trucks in the surrounding streets. Parking places are being removed. However, the surrounding streets already cannot cope with the amount of cars. (Navigating the streets is dangerous and could stop vital services such as ambulances etc). Where are people going to park?</p> <p>2) Who is actually funding this project? Proposal is vague.</p> <p>3) Are there plans in place to provide green space or parks to compensate for those removed?</p> <p>4) Are there guarantees that the work will not be 24 x 7 and can we report violations?</p> <p>5) Where is the earth from the tunnel going?</p>	<p>SRL East EES documentation considers these matters. These are addressed in Council's submission.</p> <p>This is a state Government project, and details of the project are available on the SRLA website and there have been many reports on the project in the mainstream media.</p> <p>The EES documentation addresses green space and tree removal matters and these are addressed in Council's submission.</p> <p>Council's submission addresses the impact of works and work undertaken during the evening and night. These we understand would require prior verification from an Independent Environmental Auditor, engaged by SRLA, and that the work qualifies as 'unavoidable work.' If construction work is undertaken during the evening and night, offers of respite would be provided in accordance with the <i>Business and Residential Support Guidelines</i>. The Environmental Management Framework in the EES requires the development and implementation of a Complaints Management System.</p> <p>The EES states that the Project has identified there is significant air space available with respect to sites suitable to accept spoil for reuse and also facilities able to accept reportable priority wastes. SRLA has engaged with industry leaders in waste management regarding landfill and re-use opportunities. A summary of these discussions is provided in the EES in the <i>Contaminated Land Impact Assessment</i> and the <i>SRLA Spoil Management Strategy</i>, as appended to the impact assessment.</p>
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8	17 Nov 21	<p>Having been a resident of Monash for many years I have long had an interest in the redevelopment of Glen Waverley Activity Centre.</p> <p>With the SRL having a major direct impact on this precinct, I am sure the Council will be working closely with the SRL Authority to ensure the best outcome for our city, and in this regard I would like to offer some input.</p> <p>To this end you will find attached a brief presentation that summarises my thoughts which deal with Glen Waverley SRL station and Activity Centre.</p> <p>Key Point of this proposal involves combining the objectives of both the Glen Waverley SRL Station and Activity Centre designs with the objective of maximising the potential of this major redevelopment to ensure the best traffic, pedestrian and cycle access is achieved in a socially and architecturally stimulating environment that enhances the leisure potential of the Kingsway area for both residents and business operators.</p> <p>The Major Design Elements of this proposal are:</p> <ul style="list-style-type: none"> • Revised alignment of the SRL rail tunnel. • Siting of the Glen Waverley SRL Station beneath the Kingsway corridor • Elimination of all vehicular traffic from Kingsway • Construction of an underground carpark in the Kingsway corridor above the revised underground SRL Station. • Connection of Coleman Parade to Railway Parade North. <p>I trust you will give this proposal serious consideration and wish the Council success in negotiating and dealing with the authority to achieve the very best outcomes for our city.</p> <p>Regards,</p>	<p>Council's submission addresses the matters of interchange of the existing Glen Waverley Station and proposed SRL Station and other transport modes, provision of the proposed 'ring road' around Glen Waverley Activity Centre. The Glen Waverley Structure Plan vision for a regional urban hub at Glen Waverley is reliant upon:</p> <ul style="list-style-type: none"> • creation of a user-friendly and integrated transport hub; • strategic investments in key development sites and associated public realm; • adequate provision for parking at the centre perimeter; and • redirection of through traffic away from the Kingsway retail & entertainment spine.
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9	26 Nov 21	<p>As a long term resident of Glen Waverley (40+ years) and being a Town Planner I would like the Council to consider the following points in framing its submission to Suburban Rail Loop East EES.</p> <ul style="list-style-type: none"> • Implementation of a function Structure Plan for the Glen Waverley Activity Centre has been stifled for many decades because of ineffective road and traffic circulation. The proposal included in the EES makes this situation worse. • A critical outcome of this process must be to finally construct a completed "ring road" for the Centre. • The SLR EES proposal for the Centre significantly decreases the connectivity, access and circulation by vehicle, pedestrians and cyclist. In particular: <ul style="list-style-type: none"> ○ funnels all movements to Myrtle street and the Kingsway which takes away access to major activities in the north of the centre (The Glen, Glen Waverley Secondary College, etc) ○ presumes a vehicle access role for Kingsway that will not work (this should be realised as civic space as the heart of the cultural, dining and entertainment node of the centre) • The proposal inappropriately puts "out of scope" the relocation, redevelopment of the Glen Waverley Metro Station. This is, (and always has been) the "key to achieve the necessary Skeleton/framework to develop and acceptable "skeleton" for the centre. • The EES proposal not only ignore or "leaves out" the whole of the transport interchange for the region that make up the centre. This includes Bus Interchange, metro train, and now the suburban rail loop. 	<p>Council's submission addresses the matters of interchange of the existing Glen Waverley Station and proposed SRL Station and other transport modes, provision of the proposed 'ring road' around Glen Waverley Activity Centre. The Glen Waverley Structure Plan vision for a regional urban hub at Glen Waverley is reliant upon:</p> <ul style="list-style-type: none"> • creation of a user-friendly and integrated transport hub; • strategic investments in key development sites and associated public realm; • adequate provision for parking at the centre perimeter; and • redirection of through traffic away from the Kingsway retail & entertainment spine.
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		<p>The proposal is a once in a generation (or 2) opportunity for the Centre and it reaching its potential. The current proposal (particularly ignoring the suburban station relocation and redevelopment) prevents this occurring.</p> <p>Attached is a notated diagrammatic expression of ideas that I believe should be considered as part of this proposal. My previous email below relevant as it explored many of the issues raised by the proposal.</p> <p>It is a shame that exploration of opportunity and constraints from people who live, work, and use the centre was not part of the development of the proposal prior to exhibition of the EES.</p> <p>I would value a response to these matters from my Council and have Councils position and submission shared with residents.</p>	
10	30 Nov 21	<p>I write to you on behalf of the committee of the Glen Waverley Traders Association and the 220+ businesses we represent in the Kingsway and adjoining precinct.</p> <p>Thank you for the opportunity to offer input into council's submission to the Environmental Effects Statement regarding the Suburban Rail Loop. The Glen Waverley Traders Association will be lodging our own submission in the next week or so but urge council to consider and reiterate the following major concerns for the businesses we represent in the impacted Glen Waverley Precinct.</p> <p>CAR PARKING</p> <p>The Montclair Avenue multi-deck car park has long been on council's agenda for development and the pending planning for the Suburban Rail Loop has put a halt to these works. Once again, we have lost another opportunity for car parking for traders, customers and the community</p>	<p>Council's submission addresses the matter of car parking provision at Glen Waverley Activity Centre, with the replacement and provision of additional car spaces under active consideration and discussion with the SRLA.</p>

	<p>alike. Property owners and business operators have contributed funds for these works to council in the way of a parking in lieu fund. Surely we can now use these funds immediately prior to any relocation of carparking. Now more than ever, Glen Waverley desperately needs works to increase the car parking in our precinct with the SRL works soon to be upon us. Traders and customers need to be able to park in Glen Waverley throughout the length of these works. Our association suggests it is timely and appropriate for works and capital expenditure to now be brought forward. We urge Council to identify and implement car parking works that can be completed quickly and which will have high impact and deliver long term positive effects for the precinct. Not only would this improve the amenity of the precinct, it would support local jobs and economic activity during this time. We support council in requesting financial assistance from SRL to action these works.</p> <p>DIRECTIONAL SIGNAGE</p> <p>Customers need to know where they can park and it needs to be easy and accessible for them. We would like to see additional parking directional signage throughout the Glen Waverley Precinct and on Springvale Road. The customer behaviour is crucial during this disruptive time and hence may affect the number of customers revisiting their favourite Glen Waverley service. Hence we need to instruct through excellent signage and methods to make it as easy as possible to continually visit the precinct.</p> <p>NOISE, DUST, VIBRATIONS</p> <p>We recognise that there will be significant noise, dust and vibrations experienced during these works and urge council to consider imposing time restrictions, coverage of the site to prevent dust circulating throughout Glen Waverley, even ceasing digging and removal of sediment</p>	<p>Council has explored alternative car parking locations as outlined in the 26 October 2021 Council resolution and continues to liaise with SRLA regarding this. There are matters raised including signage, rate reduction and marketing funds that do not form part of the EES consideration and are not under active consideration by Council. Council is willing to engage with traders to engage with the Authority to mitigate and issues and see what they may do to benefit traders during the construction period. As the project is a State Government project Council is not seeking to provide compensation for possible impacts that may be caused that are beyond its control. The possible impact on business is part of Council's submission to the EES.</p>
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	<p>on windy days. Where possible we urge forewarning of works that may include significant vibrations and dust being dispersed throughout the precinct.</p> <p>RATE REDUCTION To reduce and remove rates for impacted businesses for the duration of the works. The registered GWTA businesses should have priority in receiving a discount. We would support Council with this initiative ONLY based on members of the Traders Association. We could have a cut off date so those businesses to qualify for the Council reduction in rates</p> <p>COMMUNICATION We urge regular, predicted communication (such as a weekly bulletin) to all stakeholders within the Glen Waverley precinct to keep them up to date as to where works are at and so that business operators can plan ahead.</p> <p>CLEANING We urge daily cleaning of roads in and out of the Glen Waverley precinct along with footpaths, trees and shopfronts.</p> <p>MARKETING FUNDS This is our crucial department in maintaining the communication to traders and our community. The funds would be based over the period of the construction period but not limited to, as once reopened we would market the advantages of the new services provided. Our association will be seeking funding to market Glen Waverley as open for business from SRL. The impact on our precinct will be devastating and we will need to come up with new and innovative ways to counteract the detrimental</p>	<p>The Environmental Management Framework requires the development and implementation of a Complaints Management System. Normal State Government compensation processes will also apply.</p> <p>The Project will have obligations under the Environmental Management Framework, such as the Construction Environmental Management Plan (CEMP), Environmental Air Pollution and Dust Management Plan (EAPDMP) and Business Disruption Mitigation Framework (BDMF).</p> <p>The Project will have obligations under the Environmental Management Framework, such as the Construction Environmental Management Plan (CEMP).</p>
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	<p>impact these works will have on our precinct and individual businesses for a sustained period of time.</p> <p>ENCOURAGING USE OF GLEN WAVERLEY BUSINESSES</p> <p>We wish the SRL Authority to encourage workers at the site to utilise Glen Waverley businesses for meetings, dining and shopping.</p> <p>We appeal to Council to further consider what it and SRL authority can do to provide additional planning and support to the businesses of Glen Waverley and all of Monash. Local businesses and, importantly, the individuals behind those businesses will no doubt suffer financially and psychologically as a result of the SRL works.</p> <p>Kind regards,</p>	<p>It is expected that personnel working on the Project in Glen Waverley will frequent local businesses. Council will liaise with SRLA on this matter.</p>
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Suburban Rail Loop Environment Effects Statement

Council Consultation 10 Nov 21, 6 – 7.30 pm, via Zoom

Attendance: 170 participants (approx.)

Facilitators: Peter Panagakos, Director City Development and Ross Evans, Manager Transport Engineering team

Pre-submitted questions and concerns (summarised):

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
Proximity to your home Tunnel depths Detailed maps and plans Impacts	Please refer to the EES for detailed information. We are adding links to sections of the EES to help with this on the Shape Monash page. https://shape.monash.vic.gov.au/srl
Impact on property values Likelihood of, mitigation, condition reports and compensation for damage to property	Council is unable to comment on any impact on property values. There will be a formal process through SRLA for compensation claims. Please contact SRLA.
Compulsory acquisitions	Notifications have been sent to property owners whose land is being acquired. The EES interactive map shows the property acquisitions.
Access to hard copy of EES	Hard copy summaries and feedback forms are available at our libraries in Clayton, Glen Waverley and Mount Waverley.
Project timelines	Some preliminary work in 2022. The project will commence in 2023/24 and is due to be completed in 2035.

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
<p>Traffic impact and vehicle access to GWSC and the surrounding area.</p> <p>Public transport during construction.</p>	<p>Traffic issues are considered as part of EES and will be planned for closer to the time – there will be disruption.</p>
<p>Will there be any noticeable noise and vibration at the ground level?</p> <p>What impact will the drilling have on my property? What vibrations will be caused by the trains travelling through the loop?</p>	<p>The EES says there will be no noise or vibration impacts from drilling.</p>
<p>Will there be landscaping with indigenous trees and shrubs?</p>	<p>This process hasn't yet commenced – there will be further engagement on planning processes.</p>
<p>What is a Specific Controls Overlay?</p> <p>How do I know if a caveat has been placed on my property?</p> <p>Will the SRL affect Land/properties in terms of planning and building? For example basement construction?</p> <p>Compulsory acquisition - how many affected?</p>	<p>Properties with overlays will have restrictions on excavation.</p> <p>To find out if there is a caveat on your property, you should do a title search, but if there are any controls, you would have been notified by now.</p> <p>Residential, commercial and Council properties are affected including 34 commercial properties for the Monash station, 18 in Glen Waverley (including Council carparks and Church of Christ), around 26 in Clayton, mostly businesses.</p>

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
<p>What car parking facilities will be offered at these stations?</p> <p>Car free areas?</p> <p>What would be the key changes to the surrounding areas of the new hub/station around Glen Waverley?</p>	<p>Around Glen Waverley, the discussion about planning & movement will be part of the strategic planning process to follow</p>
<p>How would you ensure that the new infrastructure development complies transparently with the Security of Critical Infrastructure Act 2018 and there is proactive and open supply chain risk management, especially concerning future cyber security threats?</p>	<p>Council can't answer this question – please ask SRLA or raise in your submission.</p>
<p>Concerns about hearing or feeling vibration from underground trains</p> <p>Liveability of the area during construction</p> <p>Health risks from dust, vibration</p>	<p>Tunnel depths will be up 36m. The EES says that noise won't be audible; there will be no tremor or vibration.</p> <p>During tunnelling, there is no anticipated impact including dust and vibration.</p>
<p>Disability access</p>	<p>Part of the planning process to come.</p>
<p>Where will the soil unearthed be dumped?</p>	<p>Unable to answer at present – we will seek this information.</p>

Additional questions/concerns discussed (summarised):

Some questions were responded to by participants which were welcome, but only officer responses are recorded in these notes. Questions already covered previously in the session are not repeated.

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
<p>How wide and deep is the tunnel?</p>	<p>Approximately 6m diameter</p>

Where exactly is the station in Glen Waverley	The State Government is considering a SRL station plaza opposite the existing station south of Coleman Parade.
As Glen Waverley around the Monash pool is definitely is a high "sink" wet zone, how are you protecting the integrity of the our properties?	Please direct this to SRLA.
We are concerned with the impact upon the environment impacts on Damper Creek Reserve during construction as it appears that the water aquifer is potentially draining thus impacting the creek and about 200m or more of the park vegetation?	
It appears that the standard option for track isolation does not have acceptable levels for vibration to properties. The enhanced option must be required. If building foundation is impacted, whose liability will it be?	
Can we have a pdf document of all the URL tabs - as navigating the tabs to get the info is not an inefficient activity?	We will consider this if practical.
Where can I find a detailed map?	Several links were posted and are on the Shape Monash SRLA consultation page.
Where exactly in the electricity substation?	Referring to the emergency support centre – it will be on the site of the former Mitre 10 store.
Will we be advised when work will take place near our property?	SRLA will write to residents.
I assume your decision making is explicit and transparent and in line with professional practice. On that assumption, (a) can you share what are the mandatory and weighted decision criteria ; (b) how is community feedback applied in your decision making process?	Council will form its own view, taking account of community feedback.
Stabling location	This process sits within the City of Kingston who are making their own submissions and consultations
Shouldn't you be representing our voice?	This is a difficult process where Council plays an equal role as a stakeholder – there will be contrary and diverse views from the community. Council will form its view from the EES which will align with some but not all diverse views. The opportunity for individuals to make submissions direct to SRLA should be taken up by individuals.
Is there possibility of stopping this project if enough people object to it?	No

Do we know the depth of the rail at the emergency support centre?	It will be in the EES, and we will check this.
Inadequate time for consultation; low level of influence on this in relation to Local Government Act.	Council plays no role in the project – the Minister for Planning is the authority on this and will make the changes to the planning scheme.
How will new discoveries during tunnelling be handled (e.g. citylink tunnel)	The authority have been doing boring in locations. Something for the SRLA – consider including in your submission.
SRLA and Council communications in community languages, and for people who cannot access digital information.	We haven't heard that feedback directly. Council is understanding of the demographic and mindful of the diverse community. Publications received to the civic centre were in community languages. We can't speak for the authority on this – council receive calls and there are hard copies at the library and translators through council available. Our role is to distribute the information to make people aware – if people are having difficulty, we will do everything we can to assist them. The EES is available at six libraries along alignment (For City of Monash at Glen Waverley, Clayton and Mount Waverley) with printed copies of summary report, fact sheets, and how to make a submission, including translated versions (Greek, Mandarin, and Cantonese)
For properties subject to new overlays – what do the overlays mean? Will they be able to rip up my front or back yard? Can you please advise what SCO 14 and SCO 15 means for homeowners?, ie what restrictions are SCO 15 over?	They foreshadow future planning controls, not something we are generally aware of. It is unlikely property owners would need a planning permit –e.g. a basement or swimming pool are unlikely to invoke these protections. It would be very deep excavation, to invoke these controls.
EES website is very hard to comprehend. Can the section specific map be sent to households.	People can come to the civic centre and ask for the transport engineering team for assistance.
Where the tunnel goes through – just confirm there will not be any safety or noise or vibration concern	Yes that is what the EES says.
How stable is that map? What is the likelihood of it changing, e.g. emergency exit at Mitre 10 site?	The EES process will determine if there needs to be any changes. The design is a reference design at this stage – it is not likely to move substantially because if it did, another EES would have to be done.
Late notice of information	The information being released is controlled by SRLA, and Council has a very short time to distribute to the community.
Have any contaminated soils been discovered yet?	This will be in the technical report.

<p>Would you please advise whether there will be the high ventilation 'chimneys' located at the intervention and ventilation facility and backup control centre? And what else will be located at the site?</p>	<p>A two-storey headhouse accommodating mechanical, electrical and plumbing equipment as well as providing access to the emergency exits via the staircase and a lift</p> <p>A lift and staircase within the shaft to enable emergency exit from the tunnel and access for emergency services</p> <p>A ventilation structure accommodating vertical fans with ventilation connections to the tunnels</p> <p>Car parking and a congregation area at ground level.</p>
<p>Is the Church of Christ to be demolished or relocated?</p>	<p>Properties would be acquired for the SRL station at Glen Waverley, including Monash City Church of Christ.</p>
<p>Do you think the RSL will keep a presence in GW?</p>	<p>Properties would be acquired for the SRL station at Glen Waverley, including the GW RSL.</p> <p>No indication from the RSL about its future presence in GW at this time.</p>
<p>Any info should be included in the council newsletters, I have been looking and not seeing anything which has been very disappointing.</p>	<p>Information on this SRLA consultation was published in the Monash Bulletin.</p>
<p>Has Council got any key concerns about the impacts of this project from its general reading of the material so far?</p>	<p>We have not yet been through the EES in detail.</p>
<p>What's the chance of council organising another call with someone that can actually answer on behalf of SRL? I know you are limited with information but we need specifics.</p>	<p>SRLA were invited to provide a representative to our online session, but they declined.</p>
<p>Can we see Council's submission before it goes to SRLA.</p>	<p>Yes, it will be available in the agenda papers for the 14 December Council meeting. There is not enough time for another feedback process with the 16 December deadline.</p>

Suburban Rail Loop Environment Effects Statement

Council Consultation 17 Nov 21, 6 – 7.30 pm, via Zoom

Attendance: 150 participants (approx.)

Facilitators: Peter Panagakos, Director City Development; Ross Evans, Manager Transport Engineering team; Natasha Swan, Manager City Planning

INTRODUCTION

Peter Panagakos: Welcomed attendees. Conducted a PowerPoint presentation of general information: what is SRLA, where is it going, location of stations, authority planning powers, overview of the EES

Ross Evans: took attendees through the navigation of the EES website

Key themes of pre-submitted questions (summarised):

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
Where is the line located? Tunnel depths? Proximity to housing? Impacts What about noise and vibrations?	Tunnel depth is 36m. We don't have a lot of specific details, but the tunnel alignment is available on the EES website. Please refer to the EES for detailed information. We are adding links to sections of the EES to help with this on the Shape Monash page. https://shape.monash.vic.gov.au/srl Noise and vibrations: Again, we cannot say but the EES informs us that there will be no noise or vibration impacts from drilling.

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
Impact on property values	Property values are a very subjective thing and Council is unable to comment on any impact on property values. I am not sure the authority would be able to comment either.
Compulsory acquisitions	It is our understanding that for all properties to be acquired, the authority has already been in touch with the owners
Access to hard copy of EES for those unable to get information online?	Hard copy summaries and feedback forms are available at our libraries in Clayton, Glen Waverley and Mount Waverley. The EES says they are also available from the authority
Project timelines	Some preliminary work in 2022. The project will commence in 2023/24 and is due to be completed in 2035.
Traffic impact and vehicle access to GWSC and the surrounding area.	Traffic issues are considered as part of EES and will be planned for closer to the time – there will be disruption. (This was repeated in a number of questions from the attendees later in the session).

Questions/concerns raised in chat room on the night and with raised hands during the meeting (summarised and grouped):

(Some questions already covered previously in the session are not repeated)

QUESTIONS/CONCERNS	COUNCIL OFFICER RESPONSE
IS THE PROJECT APPROVED/CAN IT BE STOPPED/CHANGE OF GOVERNMENT Is this project proposed and not approved? Will it only proceed under a Labor Government if approved? Is the project approved?	It is a project that has been announced by the State Government and needs to be approved. The EES and consultation is part of that. I can't say what a Liberal government will do if elected

<p>Is the project proposed and approved and can it be stopped with a change of government?</p>	
<p>IMPACT What will disruption look like to locals during the 10-year period (example: traffic, heavy machinery, dirt on roads and noise)? We are really concerned about impact on our house, we need to see locations. Where can I find details of area impacts? What noise and vibrations will we have in our houses? If nature strip is damaged, will they repair it?</p>	<p>Some of these will need to be assessed in detail and we will forward any information when we are made aware of it. https://shape.monash.vic.gov.au/ The authority, through its EES, has said there will be no vibrations caused by works. During tunnelling they do not anticipate any dirt or dust We are determined that they will spell out to what degree the dilapidation survey will be carried out (Ross Evans offered to take this specific query and talk offline)</p>

<p>OBTAINING INFORMATION FROM SRLA</p> <p>Is there a virtual SRLA info session for people who cannot attend in person?</p> <p>Can we see the route of the railway between stations, which houses/streets are impacted?</p> <p>When will the next online or face-to-face session be in relation to Monash station?</p> <p>I need hard copy information. I need hard copy of maps for my area.</p> <p>Timelines are very tight considering the amount of material that needs to be read and coming up to Christmas.</p>	<p>It is our impression that there won't be any virtual sessions, but we will ask the question</p> <p>Ross Evans said to reach out directly to him Ross.Evans@monash.vic.gov.au</p> <p>SRLA has a community consultation session next Wednesday. Register at: https://bigbuild.vic.gov.au/news/suburban-rail-loop/information-sessions-for-srl-east-ees</p> <p>It is our understanding that SRLA will provide that. But we can follow that up Hard copy summaries and feedback forms are available at our libraries in Clayton, Glen Waverley and Mount Waverley</p> <p>We face the same deadlines.</p>
<p>EMERGENCY SUPPORT FACILITY MOUNT WAVERLEY</p> <p>Will the Emergency Support Facility located on Mitre 10 site (Mt Waverley) be treated like a station by the SRLA and thus they will have planning powers within 800m of the site?</p> <p>What effect will the Emergency Support Facility have on flooding?</p> <p>Will properties within the 1.6km radius of the ESF be impacted by planning law.</p>	<p>No it won't be treated like a station from a precinct planning perspective.</p> <p>We are working through that information, but I am sure the SRLA won't want their tunnels flooded. Ross Evans will provide feedback</p> <p>We are still reviewing this, but it is not considered that the ESF will be treated like a station from a precinct planning perspective.</p>

<p>When is the ESF in Mount Waverley due to begin construction?</p> <p>Concerns about ESF in Mount Waverley</p>	<p>Work starts in 2023/24 with early works in 2022.</p> <p>There's info in the EES and as we find out more information, we will put links on Shape Monash https://shape.monash.vic.gov.au/</p>
<p>SCO14 and SCO15 LAYERS/CAVEATS</p> <p>Can you provide us with more info re: SCO14 and SCO15 overlays and how it affects our property?</p> <p>Can you explain SCO14 and SCO15 overlays?</p> <p>Have the caveats been placed already?</p> <p>When will SCO14 and SCO15 overlays come into effect?</p> <p>Caveats: Homes which are in the path of the line and already have caveats in place?</p> <p>SCO14 and SCO15. I've struggled to see what that means on the (EES) site</p>	<p>Natasha Swan: the intent of the overlays is around substantial development and protecting the tunnel as their asset. It is unlikely swimming pools and basement car parks will be affected. But the detail is in the word 'substantial'. We are still working our way through the information supplied. Get in touch with me for a more detailed conversation. Natasha.Swan@monash.vic.gov.au Council will engage the authority for more detail</p>
<p>LOCATION/ALIGNMENT</p> <p>Why can't the line go under High St Rd instead of under houses?</p> <p>Is the tunnel final or will there be changes?</p> <p>Is the tunnel alignment confirmed or subject to change? How precise is the current alignment?</p> <p>Wouldn't it be better to go through Huntingdale and construct an above ground light rail to Monash Uni? This will be a white elephant</p>	<p>That is a question for the SRLA. They have investigated it and decided that this is the best alignment. It's hard for us to answer. It's a state government project and that's the alignment they've chosen It's not for us to say. It's what is in the EES and that's all we have.</p> <p>The current alignment is the alignment it will follow. Will the EES change that? We don't know.</p> <p>There are divergent views on what the best alignment might look like. As to whether it's a white elephant, that's not for us to say.</p>
<p>COMPENSATION/INSURANCE</p>	

<p>Does the project (or state government) have any insurance if there are any damages to properties? And insurance if there are impacts on the quality of life as a result of the construction.</p> <p>Insurance and compensation: Does the state government/project have insurance to cover property and infrastructure and quality of life? Is there compensation if houses are damaged?</p> <p>What assurance will we have that underground tunnelling will not compromise stability of structures above ground?</p> <p>If there is vibration and noise when work is completed, how can you solve that problem? Is there a contract we can sign with the corresponding authority in the planning stage regarding a possible damages contract for expected compensation?</p>	<p>There are significant processes in place for the rail crossing removal project and I would imagine this will be the same. But that's a question for the authority.</p> <p>That's a question directly for the authority. Seek the answer.</p> <p>Make a submission to SRLA</p>
<p>PROJECT LAND</p> <p>Can you advise what the term 'project land' implies. Is it what will be acquired by SRLA or highlights area of impact?</p> <p>Can you explain what 'project land' means on the map?</p>	<p>This is the area of impact and includes all properties that are above the proposed tunnel alignment and also includes properties that are proposed to be compulsorily acquired. Any properties that are proposed to be compulsorily acquired would have received a letter specifically relating to this.</p>
<p>ZONING</p> <p>Will there be zoning changes within the 1.6km radius? Eg: changes to height limits. If so, will they apply through the entire 1.6km radius</p> <p>What is Monash Council's position in regards to high density and precinct development as a result of the SRL development. Was it factored into the precinct plan?</p> <p>Will we be reclassified as high density, so we will see high rise development?</p>	<p>We don't know at the moment. There will be a separate process for this</p> <p>The Precinct Planning will formally begin following the EES process and Monash Council and affected landowners will be key stakeholders in this.</p>
<p>PARKING</p>	

<p>Will carparking be increased at Glen Waverley station?</p> <p>There's already parking difficulty from Syndal to Glen Waverley. How will you cope with construction and limited parking? Parking issues, we will be inundated.</p> <p>What will Monash do to police these stations. They attract trouble.</p>	<p>It is understood that no additional parking will be provided at the proposed SRL East Stations.</p> <p>A lot of that will be VicTrack's responsibility. We will maintain the public parking we already have. There will be a big impact, we know that, but we don't have all the details yet. Processes will come out of precinct planning and you will be involved.</p> <p>Crime and patrolling lie with Victoria Police and transit police.</p>
<p>ONGOING INFORMATION FROM COUNCIL</p> <p>Can you provide more details regarding inspection holes and whether or not there will be emissions from these sites?</p> <p>Why were we not notified sooner?</p> <p>Will council communicate its response to the Monash public?</p> <p>Can this meeting and Council's submission be published? Will the submission be circulated beforehand?</p>	<p>As more details come, we will post what we know on https://shape.monash.vic.gov.au/srl</p> <p>The timeframe is in the hands of the state government and it's only just landed on our doorstep.</p> <p>It will go in the council report. We are posting information on Shape Monash and a snapshot of the questions that were asked tonight. Unfortunately, there is insufficient time before the deadline for submissions to the SRLA for us to circulate the report. But it will be published on the Monash website prior to it being presented to Council in December.</p> <p>It will be available in the agenda papers for the 14 December Council meeting. There is not enough time for another feedback process with the 16 December deadline.</p>
<p>CONSTRUCTION/TIMELINES</p> <p>Where will the output of the excavation be moved to?</p> <p>Is construction 24/7 or business hours? Tunnel boring machine will be 24 hours</p> <p>Has surface work started in Mount Waverley?</p>	<p>We don't have that answer. If we find out, we will post it on Shape Monash.</p> <p>I would suggest yes (24/7). But SRLA says there will be no impact on residents</p> <p>Only pre-construction works such as drilling boreholes for geotechnical investigations have been undertaken along the project alignment.</p>

<p>How long will construction impact/affect local communities. 10 years or 6 years (part of the 10 or all 10)?</p> <p>Are there breather holes or ventilation holes? Are there a lot of these holes?</p>	<p>It's a 10-year project. How much of that is above ground and how much is below ground we don't know</p> <p>Details on emissions, we are still working our way through</p>
<p>LANDSCAPING</p> <p>Are cycle paths going to be included to cut down the amount of cars</p>	<p>This will come out during the precinct planning</p>
<p>COUNCIL SUPPORT</p> <p>Does council support SRL East in principle?</p>	<p>Yes, in principle. We will continue to work with the SRLA to secure the best outcomes for the Monash community.</p>