

Meeting minutes

Date: 29 August 2023 **Time:** 6:00pm – 8:45pm
Location: Quest Moorabbin
Program: Suburban Rail Loop
Title: Heatherton Community Reference Group
Meeting Number: 3
Chair: Kim Jordan

In-person attendees (Name, Organisation)	Apologies (Name, Organisation)
Kim Jordan, Independent Chair	Meng Heang Tak MP of the District of Clarinda
Giuseppe Sottile, community representative	Dishan Rajaratnam, Heatherton Christian College
Carol Dawson, Residents Against Inappropriate Development	Jenna Brady, Communications and Engagement Manager - South, LOR
Andrew Dawson, Residents Against Inappropriate Development	Online attendees (Name, Organisation)
Michelle Hornstein, Kingston Residents Association	Andrew Taylor, General Manager, Kingston Heath Golf Club
Guy Davidson, Community representative	
Martin Powles, Community representative	
Julian Birthisel, Project Manager – Project Management Office, Kingston City Council (KCC)	
Brenton Shaughnessy, Deputy Director Engagement, Suburban Rail Loop Authority (SRLA)	
Kelsey Southwood, Senior Engagement Adviser, SRLA	
Amin Mousavi, Senior Delivery Manager, SRLA	
Rebecca Hunt, Director, Office of Land, Planning, Environment and Sustainability, SRLA	
Liam Morkham, Engagement Adviser, SRLA	
Michael Lanigan, Deputy Director, Initial & Early Works, SRLA	
Simon Cox, Principal Environmental Management Advisor, SRLA	
Chris Butler, Principal Traffic Advisor, SRLA	
Briony Coultman-Snoey, Senior Land and Business Support Advisor, SRLA	
Salvatore Valvo, Delivery Director, Laing O' Rourke (LOR)	
Nicole Ekert, Senior Community & Stakeholder Manager, LOR	

Meeting minutes

#	Discussion
1.	<p>Introductions:</p> <ul style="list-style-type: none"> • Kim Jordan (KJ) introduced herself as the independent chair of the Heatherton Community Reference Group (CRG), opening the meeting with an introduction to new CRG community member Martin Powles • KJ acknowledged new project staff attending the meeting for the first time • KJ noted the actions from the previous meeting and acknowledged members received an email with follow-up actions from last meeting. • Community member enquired about future expression of interest opportunities for community to apply for vacant membership positions • SRLA advised there will likely be future opportunities for community members. SRLA will advise when these are available.

Presentation from SRLA and project contractors, including:

- Truck ban signage installation
- Initial and Early works in Heatherton: site establishment and site investigations
- Asbestos removal
- Drainage
- Communications and engagement update
- Tunnel Access Shaft (TAS) methodology
- Voluntary Purchase Scheme (VPS)
- Kingston Road traffic assessment
- Buffer zones and ground levels.

Matters arising:


- A community member noted changes to 631 bus route have resulted in a longer route. Noted hook turn on Dingley Bypass could mitigate the impact.
- A community member noted they have observed less trucks travelling along Nicholas Grove and Golf View Road since the installation of truck ban signage, noting as works ramp up, it will become clearer if the signs are effective.
- A community member suggested truck ban signage be on Kingston Road prior to trucks committing to side-street turn.
- A community member noted that Google Maps and GPS software continues to advise trucks to turn into Golf View Road and Nicholas Grove.
- Kingston City Council (KCC) advised previous attempts to change travel routes in Google Maps, to no avail.
- 2. • A community member raised concerns with Glen Huntly Level Crossing Removal Project (LXRP) not notifying community of large number of truck movements. Noted trucks resulted in increased dirt on Old Dandenong Road.
 - SRLA acknowledged the issue, however, noted this was outside the SRL East project's scope.
- A community member enquired if buses would continue to operate using current Old Dandenong Road route during upcoming site investigation works
 - SRLA advised southbound bus travel along Old Dandenong Road will continue, some impacts to northbound bus routes on Old Dandenong Road. Northbound buses will detour along Dingley Bypass.
- A community member asked if walking tracks around the site will remain open during upcoming works.
 - LOR confirmed walking tracks on Henry Street Reserve Walk and Kingston Walk Linear Reserve will would remain open for upcoming works.
- A community member asked if air monitoring was continuing on site.
 - LOR advised air quality monitoring devices will remain operational on site during and after asbestos removal.
- Community members raised concern asbestos stockpiles were not covered with tarpaulins immediately when the material was discovered.
 - LOR advised of actions taken since the asbestos was detected, noting, stockpiles were immediately covered upon asbestos detection, all actions were in accordance with strict Environment Protection Authority (EPA) regulations and guidelines. LOR noted EPA have been to site a number of times to review works and have found no concerns.
- A community member asked if the Project was aware of asbestos before digging.
 - LOR noted prior testing did not detect the extent of hazardous material that has been uncovered. Noted, due process has been and will continue to be followed to remove the material.
- A community member requested a timeline to understand the asbestos removal process.
 - LOR provided further explanation in the meeting.
- A community member asked where the asbestos would be taken.


- LOR noted this would likely be taken to a lawful disposal facility in Bulla.
- A community member cited their own understanding of friable vs non-friable asbestos.
 - LOR advised the asbestos detected is in the form of fragments – or non-friable. The air monitoring has not detected any airborne levels above acceptable levels. LOR are following all regulations and guidelines to remove the asbestos.
 - **Update following meeting:** After the CRG, SRLA would like to reclarify that there was misinterpretation during the meeting regarding Asbestos classifications. SRLA reiterates that asbestos found at 217 Kingston Road is classified as non-friable.
- Community members requested reports related to assessments undertaken at site be made public.
 - SRLA clarified that because of the technical nature of the reports, it was not standard practice to release these documents to the public without an expert being present to explain their contents. SRLA added releasing the reports without expert analysis and explanation could result in misinterpretation or misrepresentation of data. LOR and SRLA provided assurance that EPA and WorkSafe review these documents.
- KJ asked if the CRG can be advised of how often these reports are prepared, and what measures are undertaken if air monitoring levels are exceeded.
 - **Action: LOR to provide in future CRG overview of monitoring process and measures undertaken if air monitoring levels are exceeded.**
- A community member enquired how air monitoring level exceedances are managed outside of normal working hours
 - LOR noted the air monitoring is continuous. If an exceedance occurred outside normal working hours LOR would be alerted and would respond to the issue.
- A community member requested an outline of the community complaints process, including response timeframes
 - **Action: LOR to provide an outline of the complaints process and timeframes at future CRG.**
- A community member asked for further clarity on the location of drainage pipes outlined in maps shared by LOR
 - **Action: LOR to provide clarifications on additional drainage locations.**
- A community member noted ownership of the drainage, depicted by a yellow cross in the presentation, is unclear
 - **Action: SRLA and KCC to discuss ownership of drain depicted by yellow cross in LOR presentation and provide update to community once resolved.**
- A community member asked if the construction methodology for the eastern and western tunnel portal would be the same.
 - LOR noted it could not provide certainty on this as they are being delivered by different contractors and packages – the eastern tunnel portal will be delivered by Laing O'Rourke as part of Initial and Early Works, the western tunnel entrance will be delivered by the tunnelling contractor as part of Work Package C.
- Community members asked for measurements including depth and length of the eastern tunnel portal
- A community member voiced concern as they believed the eastern tunnel portal was part of Main Works.
 - SRLA confirmed the eastern tunnel portal construction was always part of Initial and Early Works scope, however, some elements of the scope will be passed onto Main Works to complete once LOR has completed the first portion.
- A community member asked for the eastern tunnel entrance distance from Kingston Road and Dingley Bypass
 - **Action: SRLA to share indicative distance of eastern tunnel entrance to Kingston Road and Dingley Bypass.**
- A community member criticised the location of the eastern and western portals being set
 - SRLA advised the eastern and western portal infrastructure needs to be set due to the alignment and construction requirements including the tunnel alignment and depths.


- A community member asked if there would be ground improvements around the Delta site.
 - LOR confirmed there would be ground improvements.
- A community member asked for the eligibility boundary of the Voluntary Purchase Scheme (VPS).
 - SRLA noted those homes within the zone will receive letters soon, and that due to the personal nature of conversations, WPV will be managed through one-on-one conversations rather than public meetings.
 - SRLA added those outside the boundary can register their interest for the VPS and will have their eligibility assessed under exceptional circumstances.
- A community member asked if the determination of property value would be made based on if the stabling facility wasn't being built.
 - SRLA noted the value would be based on unaffected market value and would be a private purchase.
- A community member asked if a property could opt to be partially sold through land subdivided into separate parcels.
 - **Action: SRLA to provide clarity on eligibility or options for subdivision or partial acquisition for the VPS.**
- A community member suggested the buffer zone distance and views from property backyards should be a consideration in the Voluntary Purchase Scheme criteria.
- A community member asked if there would be reimbursement in addition to voluntary purchase. SRLA noted that reasonable expenses such as valuation and property advice, legal and conveyancing, and removalists will be reimbursed on participation in the VPS is confirmed. In addition, replacement property fees such as stamp duty and land registration fees will also be reimbursed.
- Community members advised they were of the belief government contracts cannot be signed unless all funds were determined as allocated and available. Noted concern with future award of Work Package C contract
 - SRLA confirmed this was not the case and provided further clarification.
- A community member asked for a timeframe for the Kingston Road U-turn facility installation
 - **Action: SRLA to provide further clarity on a timeline of implementation of any traffic assessment outcomes including the U-turn facility.**
- Community members asked questions about traffic access and impacts along Kingston Road, including locations of gate access for truck movements during construction.
 - **Action: SRLA to provide a potential gate location map along Kingston Road as exhibited in the EES – noting the locations listed in the EES are subject to change.**
- A community member asked when tree planting for visual screening will commence.
 - SRLA advised of proposed early tree planting initiative, noting timing is still being determined.
- A community member is concerned about potential lighting at the stabling facility during operation.
 - SRLA advised minimal light impacts expected due to requirements that need to be adhered to in the design of the facility.

#	Discussion
	Closing items and next steps
3.	<ul style="list-style-type: none">• KJ offered to discuss with CRG members meeting length and frequency.• Action: KJ to discuss with CRG members the format of CRG meetings.

Actions - new

#	Action	Owner	Due	Status
1.	<p>LOR to provide a presentation to the CRG outlining the air quality monitoring process and measures implemented or actioned to address high readings.</p> <p>Laing O' Rourke has noted as an agenda item for the next CRG, and will prepare a presentation.</p>	LOR	Future CRG	Pending
2.	<p>LOR/SRLA to provide an outline of the general construction works complaints process including response timeframes</p> <p>LOR has provided an attached outline of the Complaints and Enquiries process.</p>	LOR	ASAP	Closed
3.	<p>LOR to provide any relevant additional information on drainage pits to the coordination group</p> <p>LOR has provided a map highlighting the three drains (depicted by blue arrows) that have been assessed by the flood model. The map also depicts the proposed drainage location for each catchment zone (red, yellow and green).</p> 	LOR	ASAP	Closed
4.	<p>SRLA to chat with KCC regarding ownership of drainage pit mentioned in the CRG</p> <p>Kingston City Council is investigating and will report back to the CRG.</p>	SRLA	ASAP	In progress
5.	<p>SRLA to share indicative distance of eastern tunnel portal to Kingston Road and Dingley Bypass</p> <p>The eastern tunnel portal will be located:</p> <ul style="list-style-type: none"> • Approximately 75-95 metres from the edge of the shaft wall to Dingley Bypass • Approximately 25-35 metres from Kingston Road. 	SRLA	Next CRG	Closed

	<i>Please note all distances are subject to change and are indicative only.</i>			
6.	<p>SRLA to provide clarity on eligibility or options for subdivision under the Voluntary Purchase Scheme (VPS).</p> <p>The Voluntary Purchase Scheme (VPS) will not offer property owners the option of having their land subdivided. To be eligible under the VPS, a property owner(s) need/s to sell the entire property.</p> <p>The VPS is offered to dwellings that are classified as residential; by purchasing vacant land, these parcels would not meet the criteria of the VPS.</p> <p>If there are multiple established dwellings on a singular property (E.g. Units), SRLA can discuss options directly with landowner(s) where specific issues may arise.</p>	SRLA	ASAP	Closed
7.	<p>SRLA to provide further clarity on the timeline of implementation of any traffic assessment outcomes including U-turn facility.</p> <p>We are unable to provide a more detailed timeline of when the U-turn facility will be built, as any proposed outcomes are subject to further design and implementation considerations.</p> <p>In accordance with the Environmental Performance Requirements (EPRs), the U-turn facility must be built prior to the closure of Old Dandenong Road, which is expected to occur in late-2024.</p>	SRLA	ASAP	Closed
8.	<p>SRLA to provide potential gate locations map along Kingston Road as exhibited in the EES.</p> 	SRLA	ASAP	Closed

	<p>More workers would likely drive to the Stabling Facility site than any other Project site due to the lack of convenient public transport nearby. It is expected that 90 per cent of staff would require a parking space. This would require approximately 260 car parks on site or nearby, and additional spaces for visitors and other staff not permanently working at the Stabling Facility. The Stabling Facility site is large, so this car parking is likely to be provided on site.</p> <p>DSC6.4 Stabling Facility operation</p> <p>The Stabling Facility would operate continuously. Routine maintenance works in the train maintenance facility would most likely occur during the day when trains are out of service, although some night works may be required.</p> <p>The Stabling Facility has been designed to accommodate the peak-hour train frequencies once the entire SRL is constructed and operating. Three stabling roads would be constructed as part of the Project, with the remaining nine stabling roads constructed as demand increases.</p> <p>A maximum of 10 trains per hour would enter and exit the Stabling Facility. Train movements to and from the Stabling Facility onto the mainline would mainly be towards or from Cheltenham. Train movements to or from Clayton would be via a headshunt.</p> <p>To maintain the operating speed of 100 kilometres per hour on the main line, turnout tracks would be provided at the Stabling Facility so that trains could travel at a maximum speed of 80 kilometres per hour arriving and departing the Stabling Facility. The maximum train speed within the Stabling Facility would be 25 kilometres per hour.</p>  <p>A proposed site laydown (Figure DCS-67) was exhibited during the EES. Please note the locations G1 and G2 in reference to the potential access gate locations during construction.</p> <p>These locations are subject to change and are indicative only. https://srleastees.vic.gov.au/#/description/StblFac/figure-dcs-67</p>			
9.	<p>Future presentation opportunities:</p> <ol style="list-style-type: none"> 1. Air, dust, noise and vibration assessments- SRLA 2. Voluntary Purchase Scheme (VPS) 3. 631 bus route – Dept of Transport and Planning 4. Air Quality monitoring 	SRLA	Future CRGs	Pending