SUBURBAN RAIL LOOP

Air Quality Monthly Report

Tunnels South

Tunnels North

Linewide

Stations Alliance North

16 August 2026 – 15 September 2026

SUBURBAN RAIL LOOP AUTHORITY

VICTORIA'S BIG BUILD

VICTORIA State Government

1. Introduction

This summary report presents the results of the monthly air quality monitoring data for the construction of Suburban Rail Loop (SRL) East project (the Project). Environmental Performance Requirement (EPR) for air quality (EPR AQ1) requires monthly air quality monitoring results to be made publicly available. Monitoring data is collected on a package-by-package basis. Suburban Rail Loop Authority (SRLA) has engaged four delivery partners to deliver different elements of the Project.

Suburban Connect and Terra Verde are consortia delivering Tunnels South and Tunnels North works, respectively. Linewide works are being delivered by the Linewide Alliance (LWA) consisting of Suburban Rail Loop Authority (SRLA), John Holland, TransitLinX, Alstom, KBR and WSP. Stations Alliance North, consisting of SRLA, John Holland, Arup and KBR, has been engaged to deliver the northern SRL Stations.

Scope of works associated with each package is summarised as follows:

- Tunnels South is a fully tunnelled metro corridor between Cheltenham and Glen Waverley. The delivery scope encompasses station boxes and twin tunnels with cross passages.
- Tunnels North is a fully tunnelled metro corridor between Glen Waverley and Box Hill. The delivery scope encompasses an Emergency Support Facility Structure, station boxes, and twin tunnels with cross passages.
- Linewide works covers the linewide fit-out, systems integration, testing and commissioning, and operations and maintenance for SRL East. The works include installation of power, tracks, signalling and associated infrastructure across the Project. Additionally, a train stabling and maintenance facility is being established at Heatherton.
- Stations Alliance North scope includes construction of the Glen Waverley, Burwood and Box Hill stations. The delivery scope encompasses surface works at the station precincts excluding work done by the Linewide Alliance, as well as the Box Hill station box excavation and temporary retaining structures.

Each delivery partner has individually prepared a report, which is appended to this summary document.

2. Purpose

2.1. Environmental Management Framework

The Environmental Management Framework (EMF) for SRL East provides a transparent and integrated framework to manage environmental effects of the Project and includes EPRs that define environmental outcomes that must be achieved during the design, construction, and operation phases of the Project. The EMF is available on the SRL East website.

The development of the EMF has been informed by relevant legislation, policy and guidelines, and a range of specialist impact assessment studies completed for the SRL East Environment Effects Statement (EES) which informed a subsequent Minister's Assessment, dated 5 August 2022.

The EMF requires Contractors to develop and implement an Environmental Air Quality and Dust Management Plan (EAQDMP). As part of implementing this plan, Contractors are required to conduct monitoring of PM10 concentrations and measure wind speed and direction at each construction site and at a representative control site. The EAQDMP is also required to include a Trigger Action Response Protocol (TARP) which defines a set of triggers that prompt actions on site to reduce dust impacts, and review mitigation measures applied.

The Contractor regularly reviews the monitoring data at each site, for the purpose of assessing the effectiveness of EAQDMP implementation. The verified results of the PM10 monitoring for the applicable monthly period are contained in this report, which is made available to the public, in accordance with the requirements of the EMF.

2.2. Air Quality Monitoring

2.2.1. Context

Maintaining air quality is important for public health, the liveability of our cities and our environment. Overall air quality conditions in Melbourne are generally good, however like all major cities, there are days where the background concentrations of air pollutants are very high on a regional basis. Sometimes these elevated concentrations are due to regional influences such as windblown dust, bushfires or hazard reduction burns. Emissions from traffic, home heating, and industrial emissions across Melbourne can also cause high background concentrations, especially when the weather is calm. Environment Protection Authority (EPA) maintains a network of monitoring stations across metropolitan Melbourne that measure these background levels of pollution that already exist in the air within the surrounding area. Of the EPA monitoring stations, Dandenong and Alphington, are considered representative of SRL work locations and are therefore used as control sites from which monitoring results are interpreted.

Without effective management, construction of the Project has the potential to contribute to these background concentrations which may impact public health. Comparison of SRL East monitoring results with publicly available EPA monitoring data is used by the Contractors to identify when construction-related activities are impacting local air quality, and conversely when the local air quality results may be influenced by background conditions outside of the influence of the construction site.

2.2.2. Compliance Criteria

The purpose of the air quality monitors is to measure the concentration of small dust particles in the air near the construction site. These particles, known as PM_{10} have the potential to impact human health. PM_{10} refers to particles with an aerodynamic diameter of 10 µm or less.

The measured concentrations are compared to air quality objectives that are defined in the *Environment Reference Standard (ERS)* which is a tool under the *Environment Protection Act 2017*. The air quality objectives defined in the ERS informed the objectives for air quality for the Project, noting that the ambient air ERS is not a compliance standard that one can pollute up to. The ERS does not provide an indicator or objective for nuisance dust.

The objectives are risk-based concentrations that are not intended to be compliance levels, but they assist the Contractor to understand the risk to human health. The ERS sets out the air quality objectives for PM_{10} which are measured over a 24-hour averaging period, as reproduced below in Table 1.

Table 1 Ambient air quality objectives for PM_{10}

Indicator	Air Quality Objective (µg/m^3)	Averaging Period
Indicator Particles as PM10 (maximum concentration)	50	24-hour

The measured concentrations (which include both existing background concentrations and the Project's incremental contribution over a 24-hour period) are presented in the appended reports and are compared against the air quality objective. Monitoring is continuous, even when there are no construction-related activities occurring on the sites. Periods of time where there are no site activities are classified as 'out of hours'. The potential for dust generation from the work sites is much lower when there are no site activities occurring, however dust can still be generated at the work site during 'out of hours' periods due to wind erosion.

Glossary

Term / Abbreviation	Definition
µg/m^3	micrograms per cubic metre is a unit of measurement used to measure the mass of air pollutants (micrograms) per volume of air (cubic metre) as a concentration.
EAQDMP	The Environmental Air Quality and Dust Management Plan (EAQDMP) is environmental management documentation prepared by the contractors to manage and monitor air quality impacts during construction of SRL East. It includes the RMMP, TARP, and is verified by the IEA.
EES	Environment Effects Statement (EES) in Victoria, environment assessment of the potential environmental impacts or effects of a proposed development under the *Environment Effects Act 1978*.
EMF	The Environmental Management Framework (EMF) provides a transparent and integrated framework to manage environmental effects of the SRL East Project during construction and operation to achieve acceptable environmental outcomes.
EPA	Environment Protection Authority (EPA) is the Victorian regulator established under the *Environment Protection Act 2017* and which has the statutory objective to protect human health and the environment from the harmful effects of pollution and waste.
EPRs	The Environmental Performance Requirements (EPRs) define the environmental outcomes that must be achieved during the design, construction and operation of SRL East and are included within the EMF.
ERS	The Environmental Reference Standard (ERS) is a tool made under the *Environment Protection Act 2017* to identify and assess environmental values, including air quality, in Victoria.
IEA	The Independent Environmental Auditor (IEA) is appointed by the Victorian Government to undertake independent environmental reviews and audits of project activities including assessing compliance with the EMF and EPRs.
LWA	The Linewide Alliance consists of SRLA, John Holland, TransitLinX, Alstom, KBR and WSP.
PM_{10}	Particulate matter with an aerodynamic diameter of 10 micrometres (µm) or less. PM_{10} particles are small enough to have a potential impact on human health.
RMMP	The Risk Management and Monitoring Program (RMMP) plan outlines the approach to air quality monitoring and includes instrumental, visual monitoring, TARP and public reporting processes. The RMMP forms part of the EAQDMP.
SAN	Stations Alliance North consists of SRLA, John Holland, Arup, and KBR.
SRLA	Suburban Rail Loop Authority
TARP	The Trigger Action Response Protocol (TARP) defines a series of adaptive management measures that are implemented to avoid or mitigate impacts from dust emissions for nearby sensitive receptors in response to the results from monitoring. The TARP forms part of the EAQDMP.
TARP Triggered during the reporting month	This refers to the number of days TARP trigger criteria, or the Air Quality Objective was exceeded during the reporting month.
TARP actions implemented during the reporting month	This refers to the number of days additional TARP mitigation measures or actions were required to be implemented as a response to project related exceedances. These actions are in addition to existing controls implemented on site.
TBM	Tunnel Boring Machine
TSF	Train stabling facility.

Appendices

Appendix 1 – Tunnels South

Appendix 2 – Tunnels North

Appendix 3 – Linewide

Appendix 4 – Stations Alliance North

Suburban Rail Loop East

Tunnels South

Air Quality Monthly Report

16 August – 15 September 2026

Document Information

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Revision Control

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B	Updated to address comments	12/10/2026	Issued for Review
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Executive Summary

Key Outcomes

Key outcomes arising from the monthly air quality monitoring program:

- Visual air inspections were undertaken proactively to monitor and confirm there were no dust impacts due to works on site.
- All instances of elevated monitoring results were investigated and confirmed existing mitigation measures were sufficient to manage dust risks onsite.

Purpose of the Report

This report presents the results of the monthly review of the air quality monitoring data for each Suburban Rail Loop (SRL) East main works construction site for the period between 16 August – 15 September 2026 in accordance with SRL East Environmental Management Framework (EMF) and Environmental Performance Requirements (EPRs) AQ1 and AQ2.

Suburban Connect is implementing an air quality monitoring program on each site that includes both visual observation and instrumental air quality monitoring. The purpose of the air quality monitors is to measure the concentration of small dust particles in the air near the construction site. These particles, known as PM_{10} have the potential to impact human health. PM_{10} refers to particles with an aerodynamic diameter of 10 µm or less.

This report compares the measured concentrations to air quality objectives that are defined in the Environment Reference Standard (ERS) which is a tool under the Environment Protection Act 2017. The ERS sets out the air quality objectives for PM_{10} which are measured over a 24-hour averaging period.

The objectives are risk-based concentrations that are not intended to be compliance levels, but they assist Suburban Connect understand the risk to human health. When the instrumental monitor and/or visual observations identify a change in site conditions this prompts Suburban Connect to take actions on site to reduce dust impacts, and review mitigation measures applied.

1. Introduction

1.1. SRL East

Suburban Rail Loop (SRL) will deliver a 90km rail line linking every major suburban line from the Frankston Line to the Werribee Line via Melbourne Airport, better connecting Victorians to jobs, retail, education, health services and each other. Construction of SRL East from Cheltenham to Box Hill is underway and will connect major employment, health, education and retail destinations in Melbourne's east and south-east. The new underground train line will reduce travel times, connect people travelling on the Gippsland corridor and building it will create up to 8000 direct local jobs. Trains will be running by 2035.

The SRL East – Tunnels South scope of works include:

- Initial launch of three TBMs from the Clarinda TBM launch site and two from the Train Stabling Facility West
- Construction of approximately 16km of twin tunnels between Cheltenham and Glen Waverley
- Construction of cross passages between the tunnels
- Construction of the western and eastern decline structures at the train stabling facility
- Protection of the South Eastern Trunk Sewer (SETS)
- Box excavations at Clayton and Monash station locations
- Interface works with the Melbourne Metro Rail Network.

1.2. Scope of Works

Construction works requiring air quality monitoring occurred at the following site/s during this reporting period:

- Train Stabling Facility
- Clarinda TBM launch site
- Clayton
- Monash

This report does not include:

- Works delivered as SRL Initial Works. The SRL Initial Works, which include investigative works are not subject to the EMF and EPRs. The SRL Initial Works were subject to a separate approval process under Clause 52.30 of the Victoria Planning Provisions (VPP) and were approved by the Minister for Planning on 19 December 2021. These works are required to comply with Clause 52.30 of the VPP and are not subject to the EMF and EPRs.
- Monitoring related to asbestos containing material removal works, which is monitored and reported separately.
- Analysis of days TARP Triggered in the month, where no TARP Actions were implemented and no daily average PM_{10} of >50 µg/m^3.

2. Results

2.1. Train Stabling Facility



Figure 1: Train Stabling Facility air quality monitoring stations

Table 1: Train Stabling Facility PM_{10} Results

Monitor Number	Monitoring Location	Max Daily PM_{10} Concentration ($\mu g/m^3$)	Median Daily PM_{10} Concentration ($\mu g/m^3$)	Days TARP Triggered in the Month	Days TARP Implemented in the Month
-	Representative Background – EPA Dandenong	37.1	16.3	-	-
1	West – Linear Reserve	22.6	10.1	0	0
2	West - South	40.0	12.4	1	0
3	East	32.8	17.6	1	0

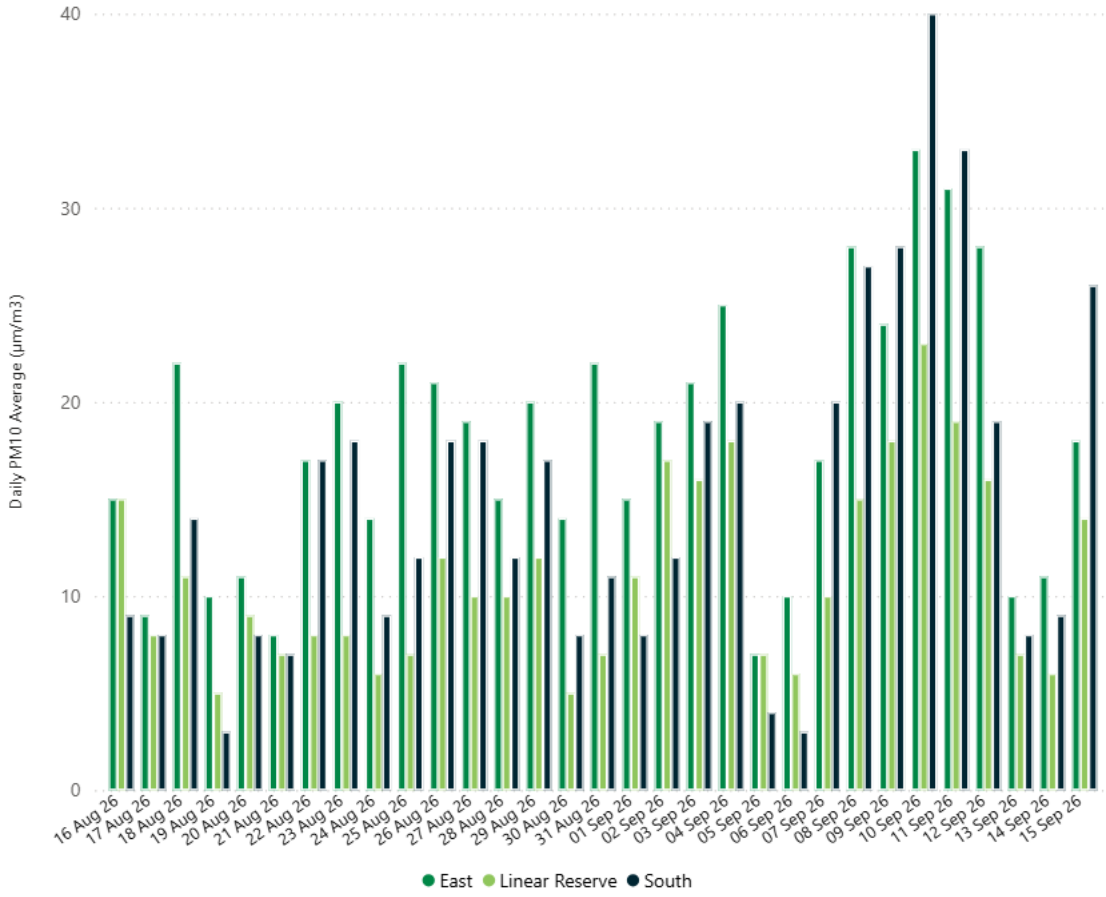


Figure 2: Train Stabling Facility PM_{10} daily averages

2.1.1. Analysis

Measures implemented to proactively manage dust on this site included water carts, wheel wash and street sweepers. In addition, daily observations by supervisors and environmental representatives were performed to respond to areas of concern. Visual air inspections were also undertaken to proactively monitor and confirm there were no off-site dust impacts due to construction activities on site. The TARP was triggered on two days during the reporting period. Dust management measures were confirmed to be active and sufficient for the activities on site.

There were no elevated daily average PM10 events above 50 µg/m^3 during the reporting period.

2.2. Clarinda TBM Launch Site



Figure 3: Clarinda TBM Launch site air quality monitoring stations

Table 2: Clarinda TBM Launch Site PM_{10} Results

Monitor Number	Monitoring Location	Max Daily PM_{10} Concentration ($\mu g/m^3$)	Median Daily PM_{10} Concentration ($\mu g/m^3$)	Days TARP Triggered in the Month	Days TARP Implemented in the Month
-	Representative Background – EPA Dandenong	37.1	16.3	-	-
1	CC01	26.1	10.1	0	0
2	CC08	41.2	21.1	4	0
3	South Boundary	34.3	15.5	3	0

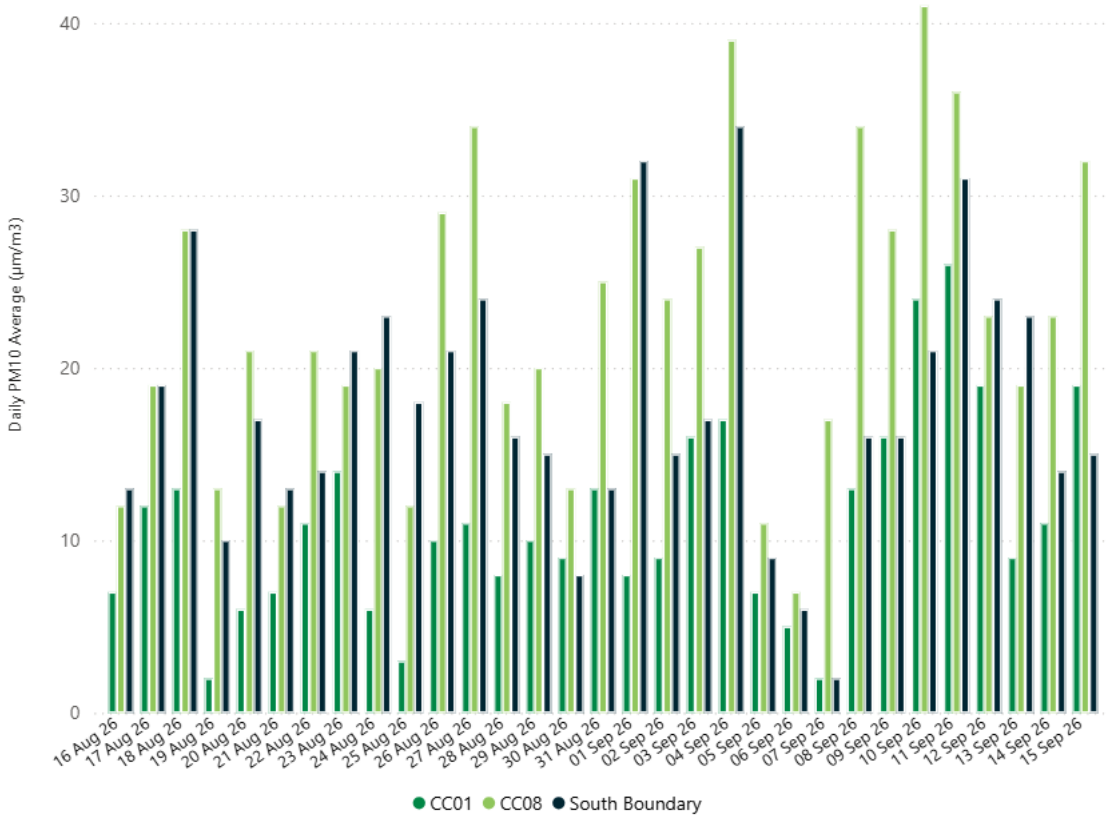


Figure 4: Clarinda TBM Launch site PM_{10} daily averages

2.2.1. Analysis

Measures implemented to proactively manage dust on this site included a boundary sprinkler system, water carts, rumble grids, and street sweepers. In addition, daily observations by supervisors and environmental representatives were performed to respond to areas of concern. Visual air inspections were also undertaken to proactively monitor and confirm there were no off-site dust impacts due to construction activities on site. The TARP was triggered on four days during the reporting period. Site inspections confirmed dust management measures were active and sufficient for the activities on site.

There were no elevated daily average PM10 events above 50 µg/m^3 during the reporting period.

2.3. Clayton

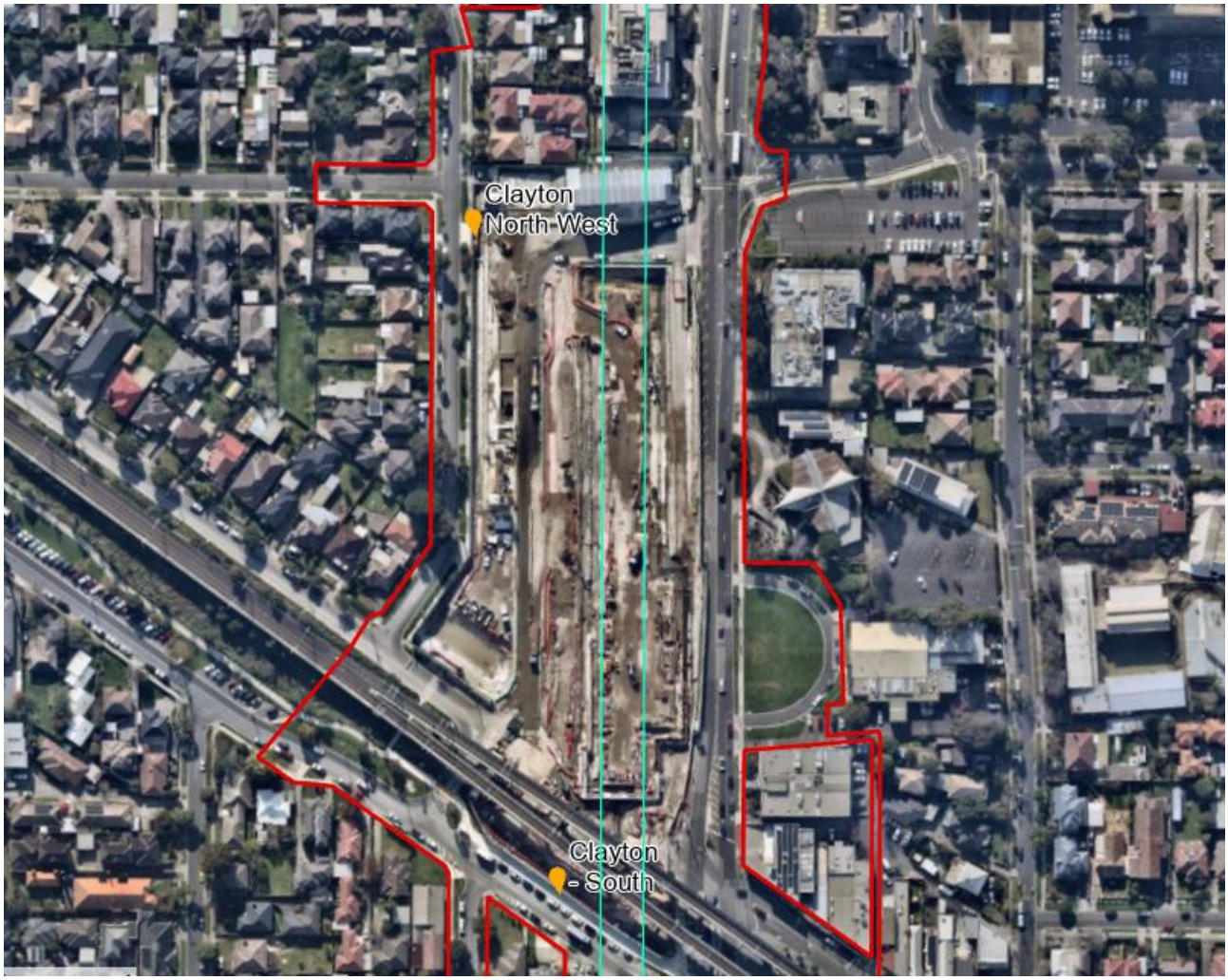


Figure 5: Clayton air quality monitoring stations

Table 3: Clayton PM_{10} Results

Monitor Number	Monitoring Location	Max Daily PM_{10} Concentration ($\mu g/m^3$)	Median Daily PM_{10} Concentration ($\mu g/m^3$)	Days TARP Triggered in the Month	Days TARP Implemented in the Month
-	Representative Background – EPA Dandenong	37.1	16.3	-	-
1	Clayton – North West	32.3	9.7	0	0
2	Clayton - South	29.0	11.5	1	0

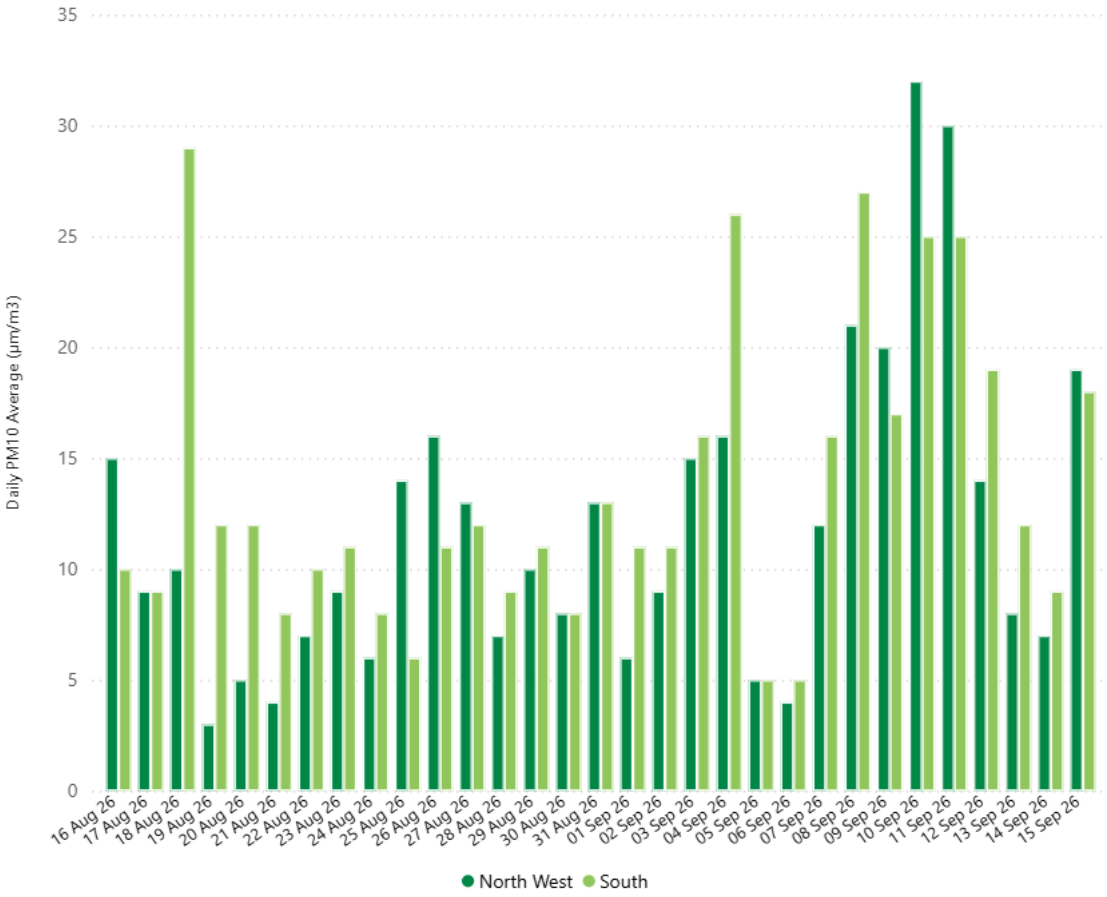


Figure 6: Clayton PM_{10} daily averages

2.3.1. Analysis

Measures implemented to proactively manage dust on this site include water carts and street sweepers. Sealed surfaces have also contributed to reducing dust on site. In addition, daily observations by supervisors and environmental representatives were performed to respond to areas of concern. Visual air inspections were also undertaken to proactively monitor and confirm there were no off-site dust impacts due to construction activities on site. The TARP was triggered on one day of the reporting period.

There were no elevated daily average PM10 events above 50 µg/m3 that occurred during the reporting period. Dust management measures were confirmed to be active and sufficient for the activities on site.

2.4. Monash

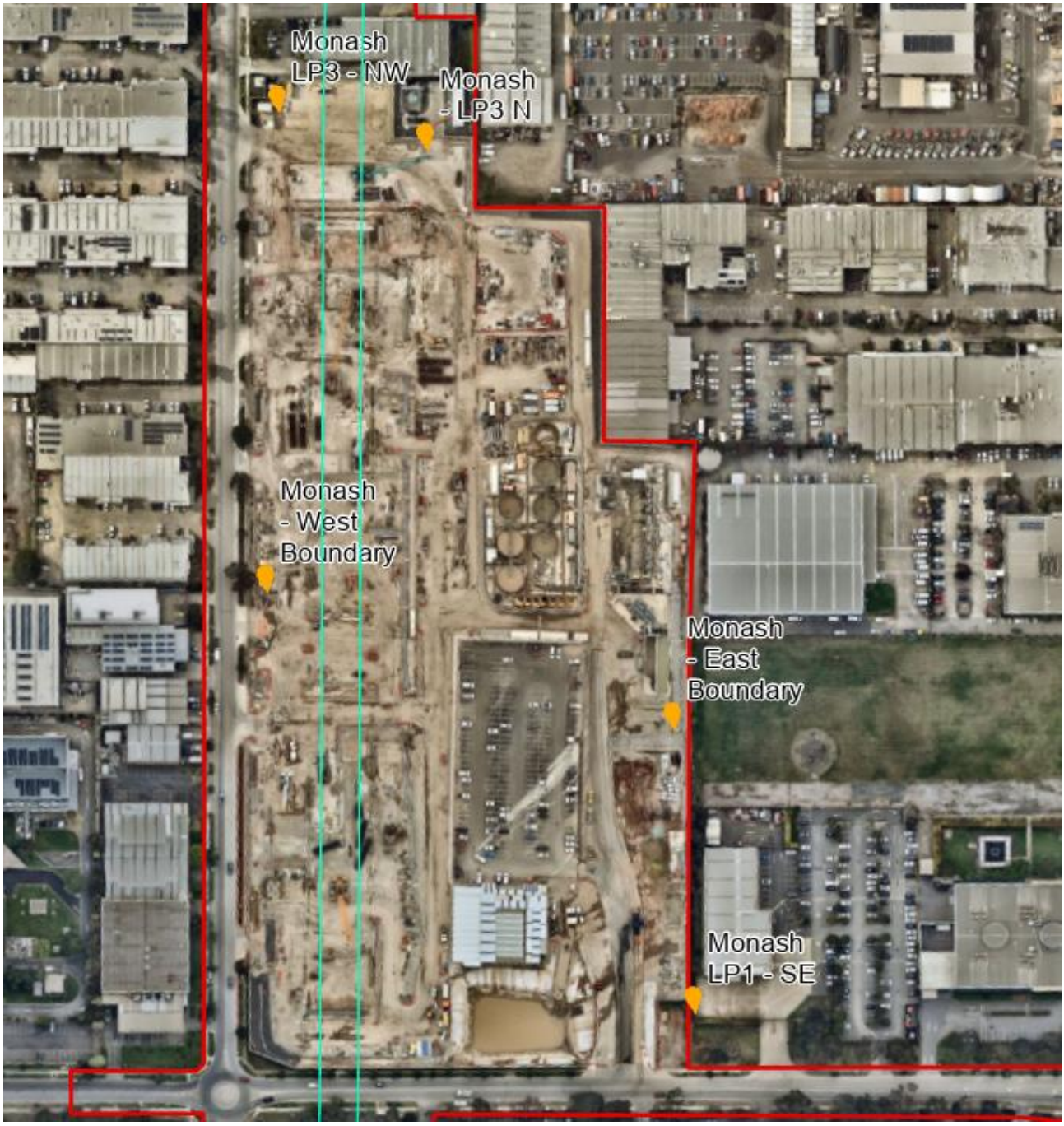


Figure 7: Monash air quality monitoring stations

Table 4: Monash PM_{10} Results

Monitor Number	Monitoring Location	Max Daily PM_{10} Concentration ($\mu g/m^3$)	Median Daily PM_{10} Concentration ($\mu g/m^3$)	Days TARP Triggered in the Month	Days TARP Implemented in the Month

-	Representative Background – EPA Dandenong	37.1	16.3	-	-
1	LP1 SE	31.6	12.6	0	0
2	LP3 NW	20.7	10.8	0	0
3	LP3 N	31.9	16.4	1	0
4	West Boundary	35.7	21.4	2	0
5	East Boundary	39.4	19.1	1	0

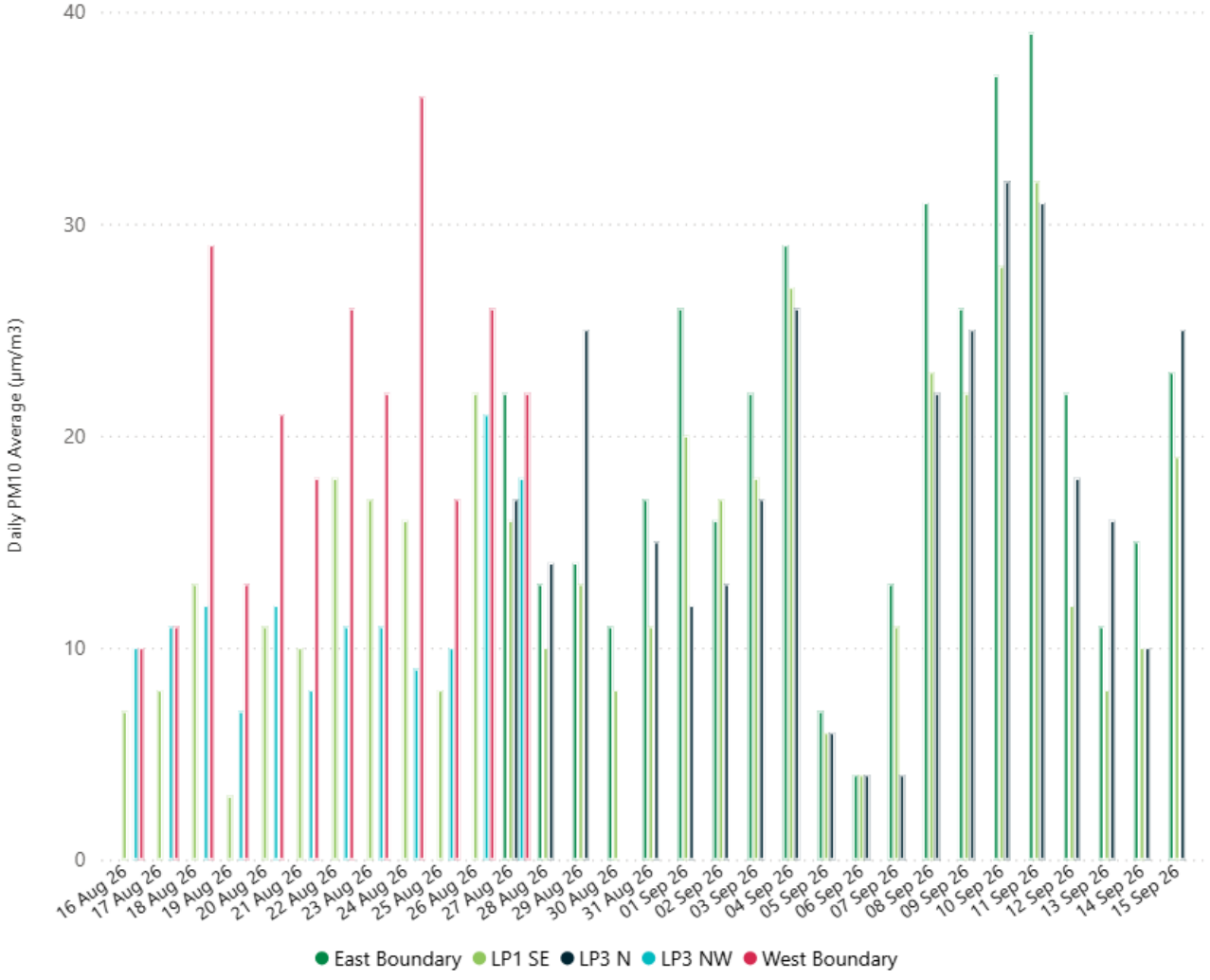


Figure 8: Monash PM_{10} daily averages

2.4.1. Analysis

Measures implemented to proactively manage dust on this site include water carts and street sweepers. In addition, daily observations by supervisors and environmental representatives were performed to respond to areas of concern. Visual air inspections are also undertaken to proactively monitor and confirm there were no off-site dust impacts due to construction activities on site and to mitigate any interruptions to monitoring equipment. Dust management measures were confirmed to be active and sufficient for the activities on site. The TARP was triggered on four days during the reporting period.

There were no elevated daily average PM10 events above 50 µg/m^3 that occurred during the reporting period.

The West Boundary and LP3 NW monitors were relocated to better align with the risks identified for the current scope of works. The West Boundary monitor was relocated to the East Boundary location on the 27 August 2026 and the LP3 NW monitor was relocated to the LP3 N location on the 27 August 2026.

The LP3 N monitor was offline for one day due to technical issues. It was operational for the remainder of the reporting period.

TERRAVERDE



SUBURBAN RAIL LOOP EAST

Tunnels North

Air Quality Monthly Report 16 Aug – 15 Sep 2026

SRL-WPD-TVC-NAP-REP-XLP-PWD-000006 Rev B

27/10/2026

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GS E&C Australia

BOUYGUES CONSTRUCTION AUSTRALIA

Version control and record

Version	Date	Comments
A	15/10/2026	Report Issued to SRLA
B	27/10/2026	To address SRLA comments

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Executive summary

Key outcomes

Key outcomes arising from the monthly air quality monitoring program:

- All instances of elevated PM_{10} levels were investigated and additional controls implemented, where required.
- Trigger action response protocol (TARP) level 2 was triggered on three occasions at Burwood (BUW) on days where strong winds were recorded by BOM. Dust suppression was implemented.
- TARP was not triggered at Glen Waverley (GWY) or Emergency Support Facility (ESF) during the reporting period.
- Regular visual inspections were undertaken, and a proactive response was undertaken as required to ensure there were no off-site dust impacts.

1. Introduction

1.1 SRL East

The Suburban Rail Loop (SRL) will deliver a 90km orbital rail line connecting Melbourne's middle suburbs, linking every major train service from the Frankston Line to the Werribee Line via Melbourne Airport and transforming our public transport network.

The SRL East from Cheltenham to Box Hill is now in major construction. The new rail line will connect major employment, health, education and retail destinations in Melbourne's east and southeast, slashing travel times, reducing congestion and connecting passengers travelling on the Gippsland corridor to destinations across Melbourne.

Tunnels North works for the SRL East commenced at the ESF (601 High Street Road, Mount Waverley) on 30 June 2025, at the Burwood site (200 Burwood Highway) on 30 September 2025, and at the Glen Waverley site on 5 March 2026. Terra Verde (TV) is delivering the Tunnels North works as the Principal Contractor (PC).

1.2 Scope of reporting

Site activities and operations undertaken on the ESF site during the month included:

- Shaft excavation
- Shotcrete activities
- Anchor installation
- Gantry crane commissioning.

Site activities and operations undertaken on the BUW site during the month included:

- Station box capping beam formwork, reinforcement, and concrete placement (FRP)
- Anchor installation
- Station box shotcreting
- Northern tunnel access structure (NTAS) acoustic shed slab and conveyor FRP
- Station box excavation
- TBM1 mining.

Site activities and operations undertaken on the GWY site during the month included:

- Piling
- Water treatment plant commissioning
- Capping beam excavation and FRP activities
- Demolition of Waverley RSL structure.

2. Results

Figure 1 shows the location of the ESF air quality monitoring stations. Data has been provided in tabular and graphical form (see Table 1 and Figure 2) to visually present 24-hour averages of PM_{10} over the monthly period. The data included in this report has been verified by Terra Verde and relevant subject matter experts.

2.1 ESF

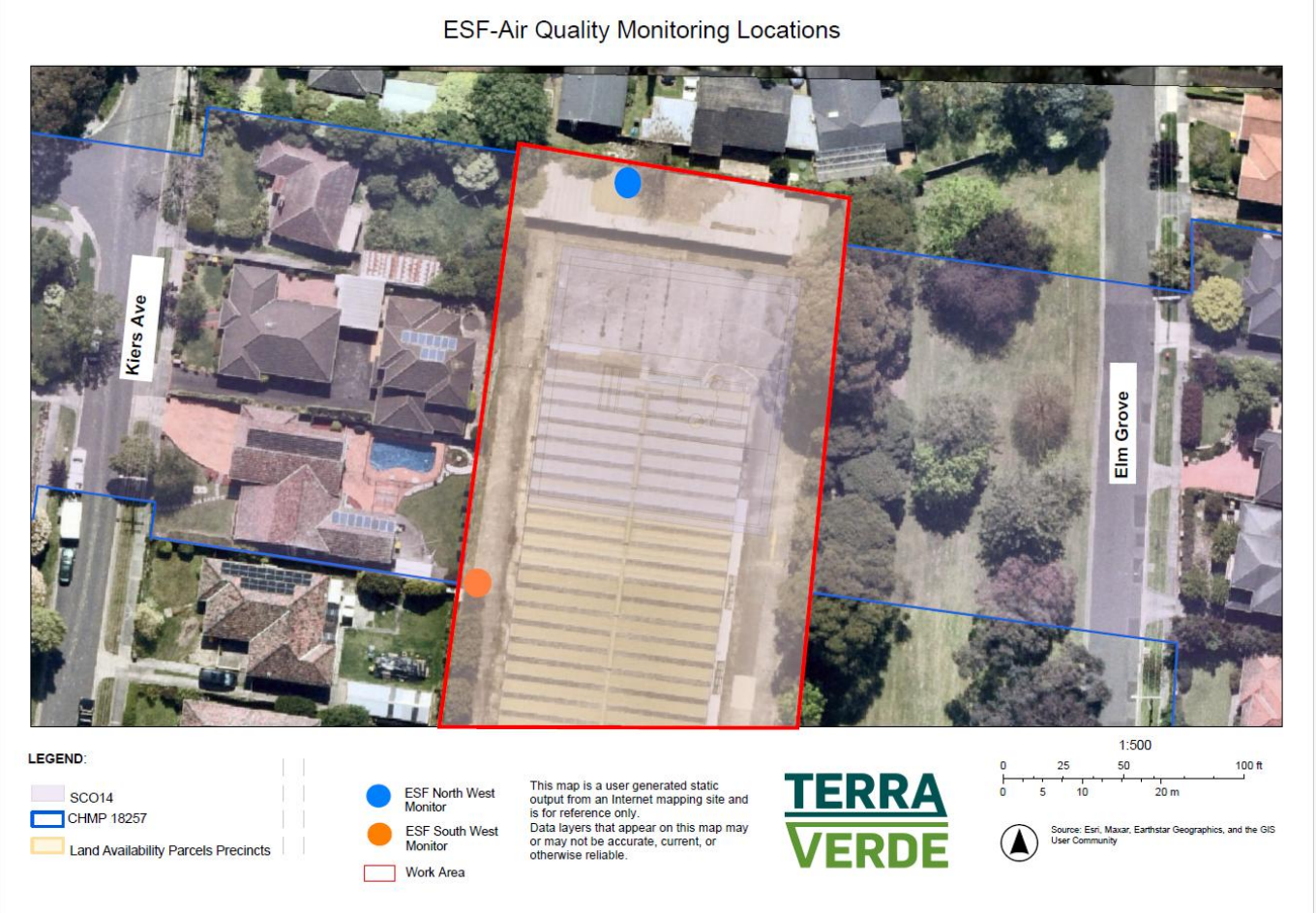


Figure 1: ESF air quality monitoring stations

Table 1: ESF PM_{10} results

Monitor number	Monitoring location	Max daily PM_{10} concentration ($\mu g/m^3$)	Median daily PM_{10} concentration ($\mu g/m^3$)	Air quality objective ($\mu g/m^3$)	Days TARP triggered in the month	Days TARP actions implemented in the month
-	Representative background – Alphington EPA monitoring station	21.98	15.67	N/A	N/A	N/A
1	ESF North West	23.04	9.41	50	0	0

Monitor number	Monitoring location	Max daily PM_{10} concentration ($\mu g/m^3$)	Median daily PM_{10} concentration ($\mu g/m^3$)	Air quality objective ($\mu g/m^3$)	Days TARP triggered in the month	Days TARP actions implemented in the month
2	ESF South West	22.44	7.20	50	0	0

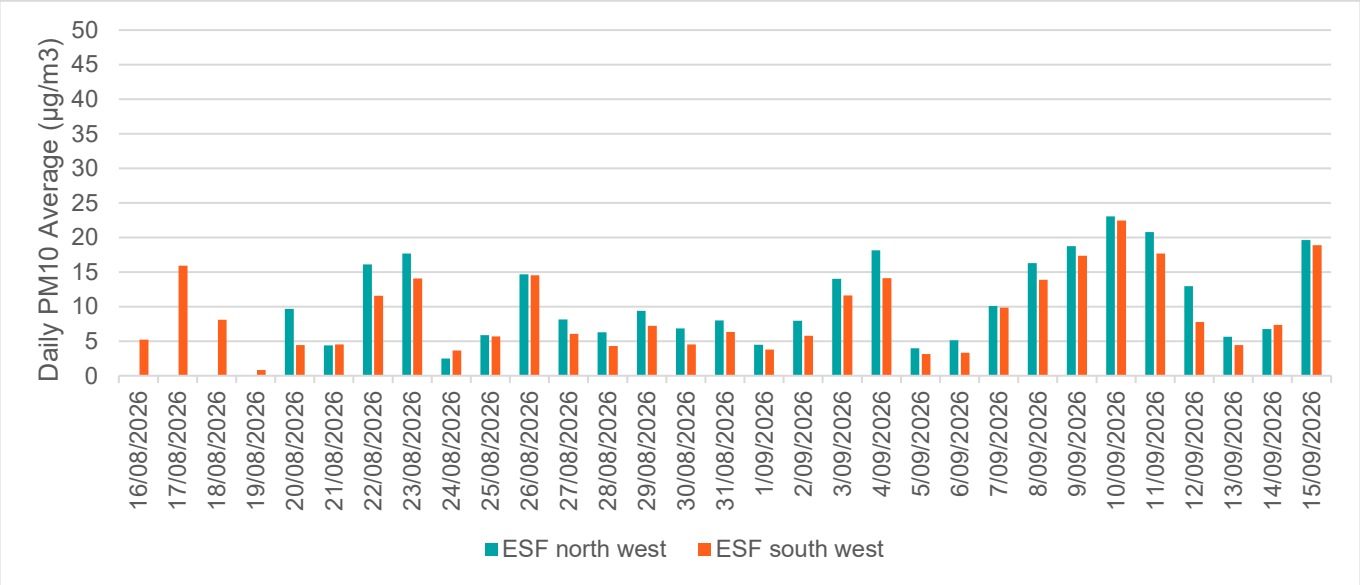


Figure 2: ESF PM_{10} daily averages from 16 August to 15 September 2026

2.1.1 Daily objective analysis

No daily average exceedances were recorded during the reporting period. The maximum daily average was 23.04 µg/m³ at the ESF north west monitor. Ongoing visual inspections were undertaken, with no dust observed leaving the site. Dust suppression measures continued to be implemented when required, including the use of hoses during dry conditions. All excavation activities contained to within the enclosed shed.

The ESF north west monitoring station was offline for four days during the reporting period due to a sensor issue. The issue could not be fixed remotely and the device was replaced. Monitoring recommenced on 20 August 2026.

2.1.2 ESF TARP analysis

The TARP uses the continuous data from the on-site PM_{10} monitors to enable short-term, proactive and reactive air quality management. Alert values are set at three 'levels' in response to PM_{10} concentrations:

- Level 1 – preventive alert level: investigate and prepare.
- Level 2 – preventive action level: action required.
- Level 3 – trigger level: further action and changes to operations required.

TARP was not triggered during the reporting period.

2.2 Burwood



Figure 3. BUW air quality monitoring stations

Table 2. BUW PM_{10} results

Monitor number	Monitoring location	Max daily PM_{10} concentration ($\mu g/m^3$)	Median daily PM_{10} concentration ($\mu g/m^3$)	Air quality objective ($\mu g/m^3$)	Days TARP triggered in the month	Days TARP actions implemented in the month
-	Representative background – Alphington EPA monitoring station	21.98	15.67	N/A	N/A	N/A
1	Burwood- BUW East	20.45	7.97	50	0	0
2	Burwood – BUW South	44.74	14.95	50	3	3

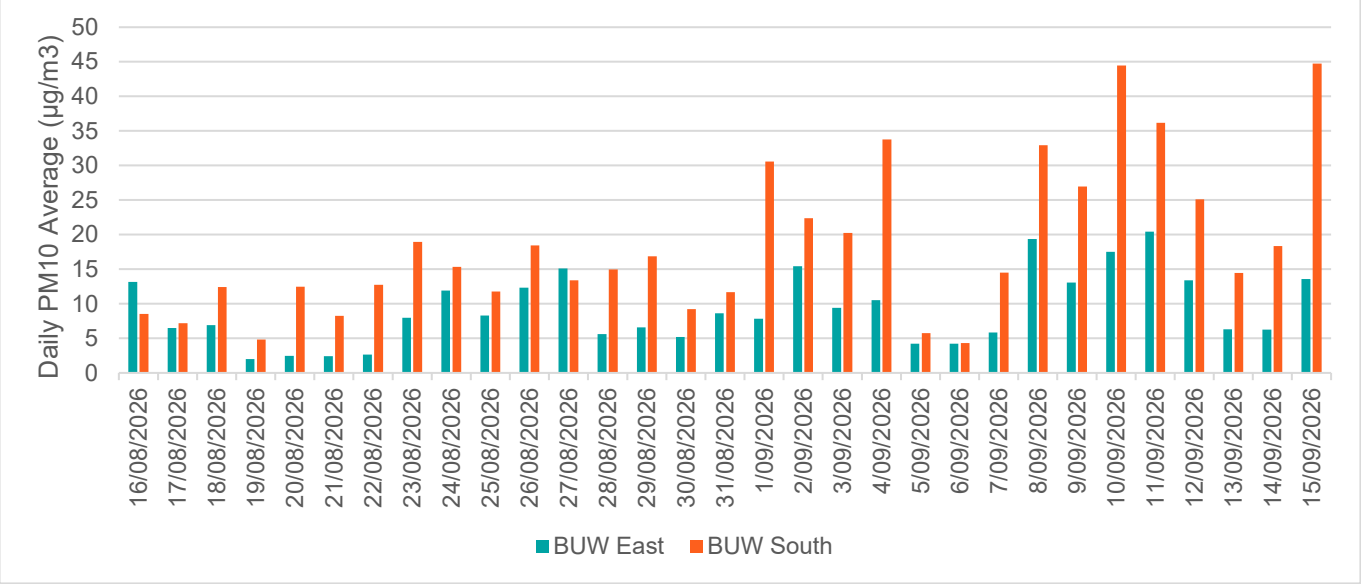


Figure 4. Burwood PM_{10} daily averages from 16 August to 15 September 2026

2.2.1 Daily objective analysis

No daily average exceedances were recorded during the reporting period. The maximum daily average was 44.74 µg/m³ at the BUW South monitor. Ongoing visual inspections were undertaken, with no dust observed leaving the site. Dust suppression measures continued to be implemented when required, including the use of hoses and water carts during dry conditions.

2.2.2 BUR TARP analysis

The TARP uses the continuous data from the on-site PM_{10} monitors to enable short-term, proactive and reactive air quality management. Alert values are set at three 'levels' in response to PM_{10} concentrations:

- Level 1 – preventive alert level: investigate and prepare.
- Level 2 – preventive action level: action required.
- Level 3 – trigger level: further action and changes to operations required .

At BUW, TARP level 2 was triggered on the 1, 10 and 15 September 2026. At the time of the triggers, spoil load out was occurring adjacent to the BUW south monitor. BOM (Olympic Park) recorded strong wind gusts with up to 54 km/h gusts on 15 September 2026. The water cart was deployed to wet down the area until dust returned to acceptable levels.

2.3 Glen Waverley

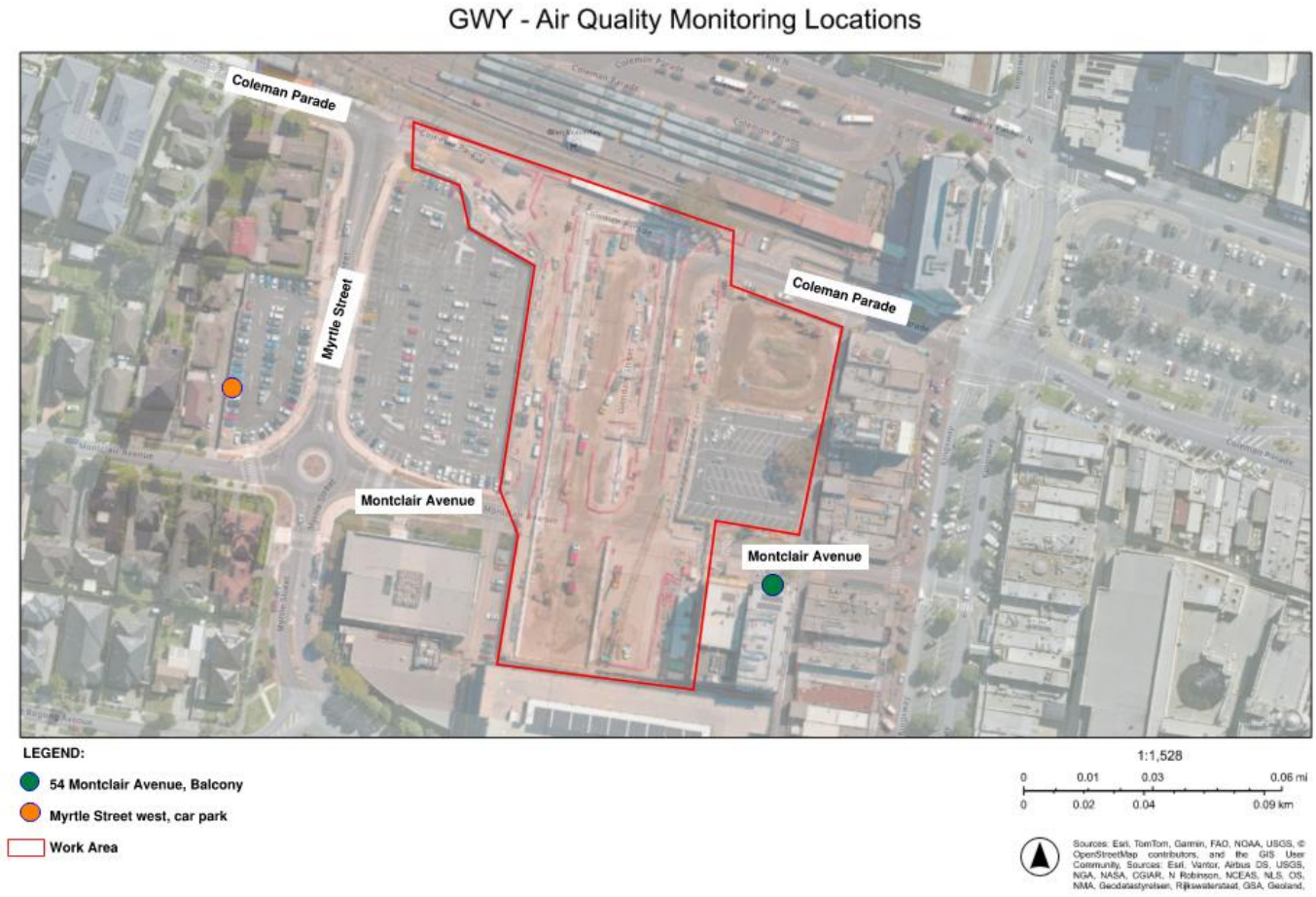


Figure 5. Glen Waverley air quality monitoring locations

Table 3. GW PM_{10} results

Monitor number	Monitoring location	Max daily PM_{10} concentration ($\mu g/m^3$)	Median daily PM_{10} concentration ($\mu g/m^3$)	Air quality objective ($\mu g/m^3$)	Days TARP triggered in the month	Days TARP actions implemented in the month
-	Representative background – Alphington EPA monitoring station	21.98	15.67	N/A	N/A	N/A
1	GW – 54 Montclair Avenue – balcony	29.49	10.23	50	0	0
2	GW – West Myrtle Street car park	25.24	8.39	50	0	0

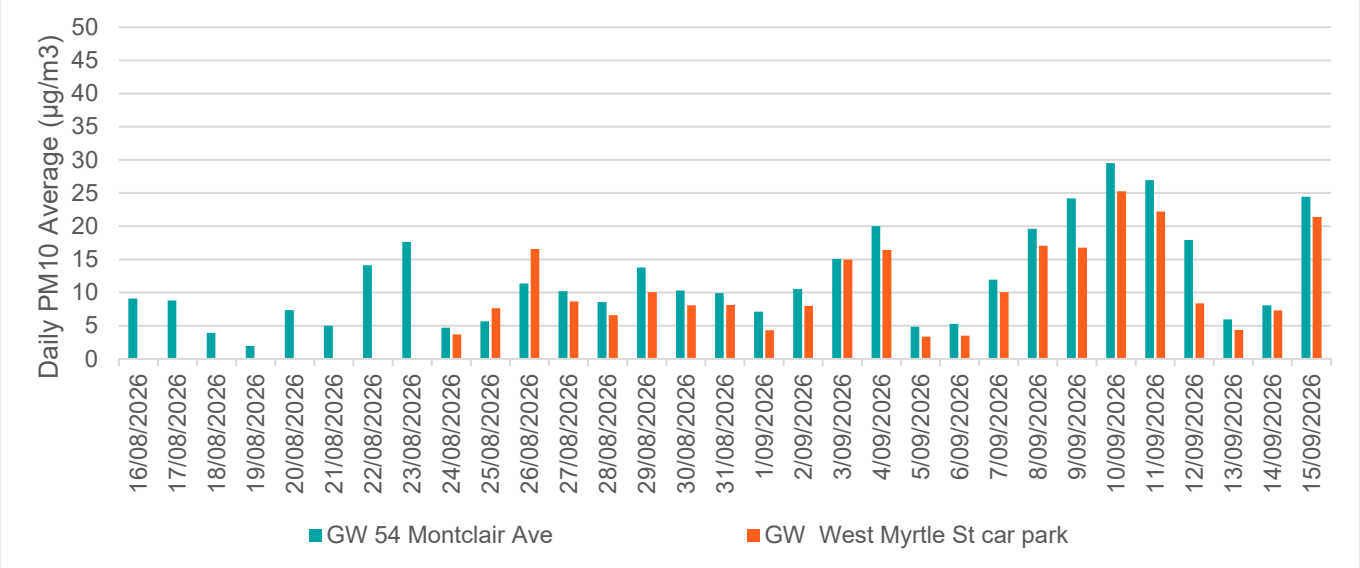


Figure 6. Glen Waverley PM_{10} daily averages from 16 August to 15 September 2026

2.3.1 Daily objective analysis

No daily average exceedances were recorded during the reporting period at the Glen Waverley site monitors. The maximum daily average PM_{10} concentration recorded was 29.49 µg/m³ at the Glen Waverley 54 Montclair Avenue balcony. Dust suppression measures continued to be implemented when required, including the regular use of a water cart and hoses during site works.

The monitoring station in west Myrtle Street car park was offline for eight days during the reporting period due to a sensor issue. The issue could not be fixed remotely and the device was replaced. Monitoring recommenced on 24 August 2026.

Visual monitoring was undertaken regularly, and no visible dust plumes were observed on site or leaving the site boundary.

2.3.2 GWY TARP analysis

The TARP uses the continuous data from the on-site PM_{10} monitors to enable short-term, proactive and reactive air quality management. Alert values are set at three 'levels' in response to PM_{10} concentrations:

- Level 1 – preventive alert level: investigate and prepare.
- Level 2 – preventive action level: action required.
- Level 3 – trigger level: further action and changes to operations required.

TARP was not triggered during the reporting period.

Suburban Rail Loop East | Linewide Alliance

Air Quality Monthly Report

16 August 2026 - 15 September 2026

Unique Identifier: SRL-WPG-LWA-NAP-REP-XEV-PWD-000502
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Revision: C

Document Control and Amendment

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Executive summary

Key outcomes

Key outcomes arising from the monthly air quality monitoring program:

- Visual air inspections were proactively undertaken to monitor and confirm there were no offsite dust impacts due to works on site.
- Existing mitigation measures were analysed to determine the efficiency of addressing dust mitigation onsite.
- During this reporting period, the Trigger Action Response Protocol (TARP) wasn't triggered at the Train Stabling Facility (TSF) site in Heatherton, managed by the Linewide Alliance (LWA).

1. Introduction

1.1. SRL East

Suburban Rail Loop (SRL) will deliver a 90km rail line linking every major train service from the Frankston Line to the Werribee Line via Melbourne Airport and transforming our public transport network.

SRL East from Cheltenham to Box Hill is now in major construction. The new rail line will connect major employment, health, education and retail destinations in Melbourne's east and south east, slashing travel times, reducing congestion and connecting passengers travelling on the Gippsland corridor to destinations across Melbourne.

The LWA is the principal contractor for delivering the Linewide package of works. This package of works includes building the fleet of high tech, automated trains, TSF at Heatherton, power, tracks and signalling, and operation of the SRL East network for 15 years.

1.2. Scope of works

Site activities and operations undertaken by LWA at the TSF site between 16 August 2026 to 15 September 2026 included:

- Earthworks and excavations
- Tree and vegetation removals
- Construction of internal roads
- Ground improvement trials

This report does not include:

- Works delivered as SRL Initial Works. The SRL Initial Works, which include investigative works are not subject to the EMF and EPRs.
- Monitoring related to asbestos containing material removal works, which is monitored and reported separately.
- Analysis of days TARP triggered in the month, where no TARP actions were implemented and no daily average PM_{10} of >50 µg/m3.

2. Results

2.1. Train stabling facility

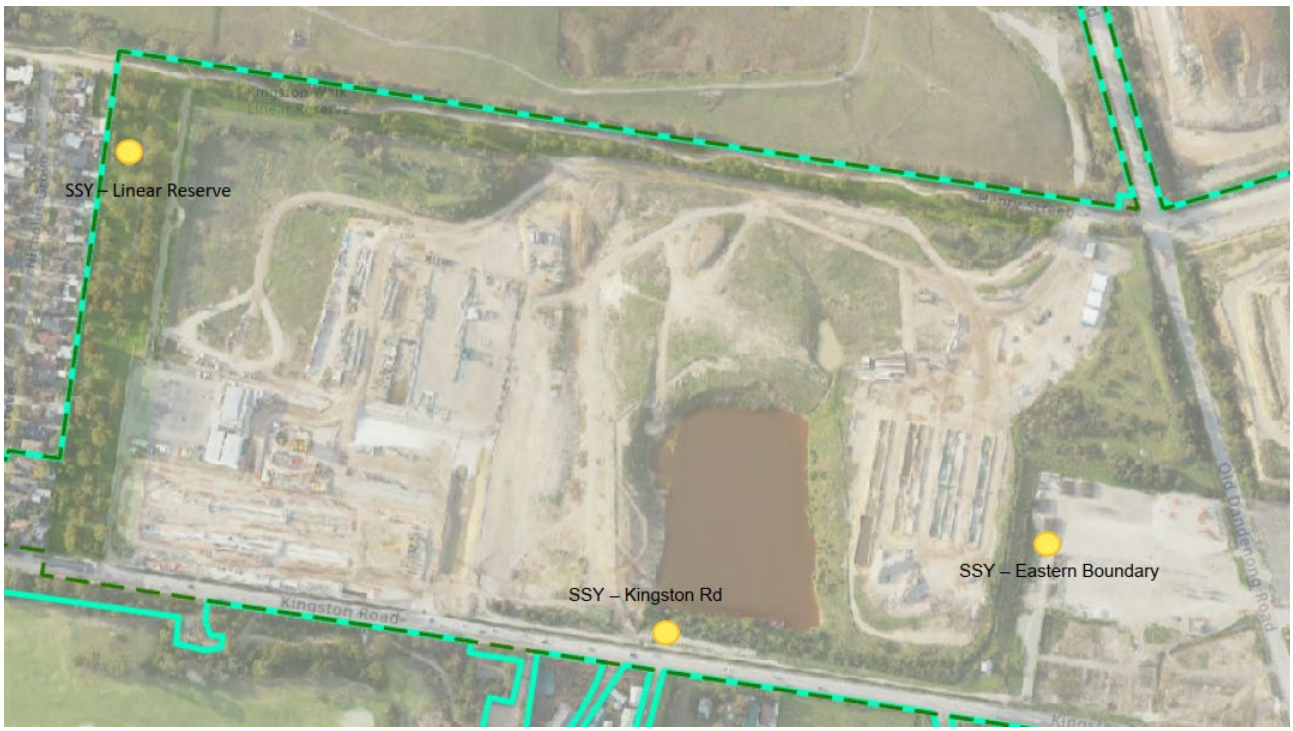


Figure 1: Air quality monitoring stations on site

Table 1: Site Southern Stabling Yard (SSY) PM10 results

Monitor Number	Monitoring Location	Max Daily PM10 Concentration (µg/m3)	Median Daily PM10 Concentration (µg/m3)	Days TARP Triggered in the Month	Days TARP Implemented in the Month
-	Representative Background – [EPA Dandenong Air Monitoring Station] (16 July – 15 August)	37.1	16.3	0	0
1	SSY – Linear Reserve	25.3	7.5	0	0
2	SSY – East	32.8	9.8	0	0
3	SSY – Kingston Rd	33.7	12.5	0	0

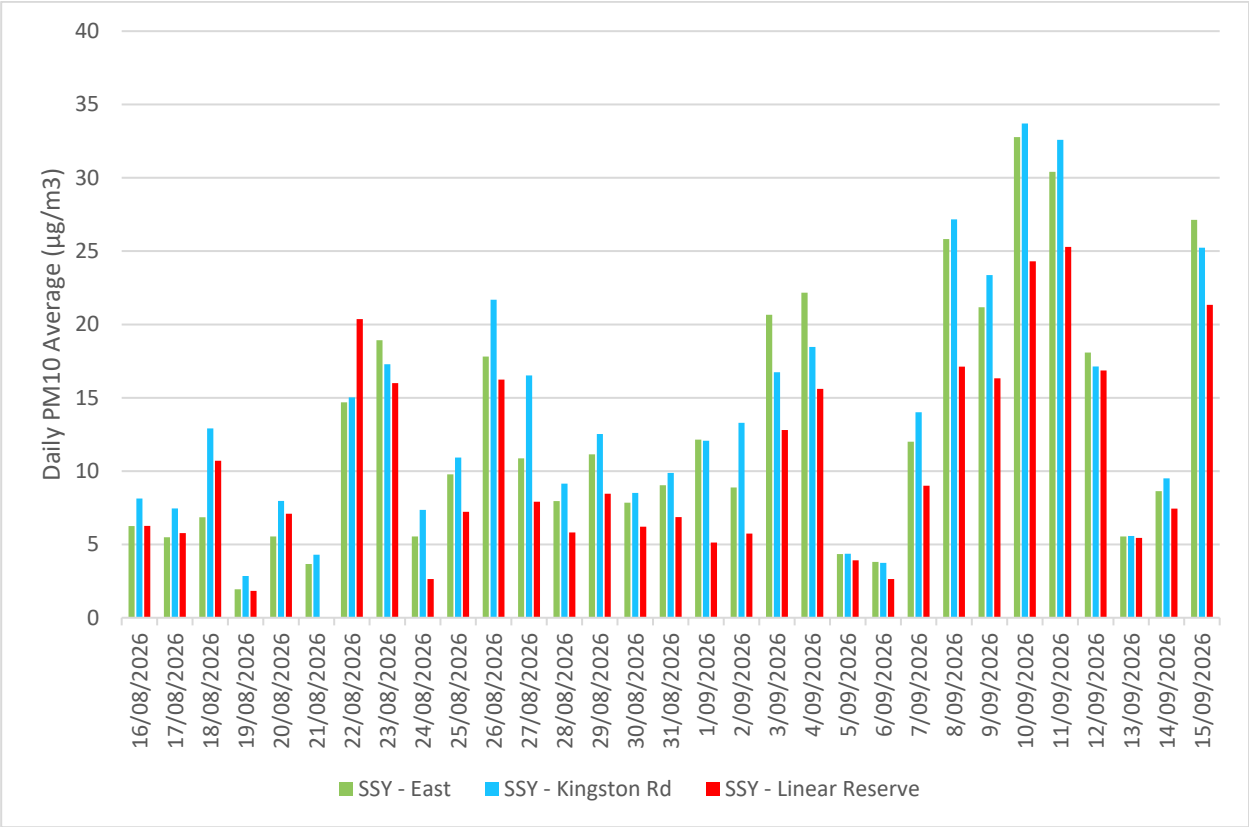


Figure 2. Site PM10 daily averages

2.1.1. Analysis

Proactive dust management measures implemented at the site included the use of water carts, wheel wash bays, and street sweepers. Additionally, supervisors and environmental representatives conducted daily observations to address any areas of concern. Visual air inspections were carried out to monitor and ensure construction activities did not result in off-site dust impacts. During this reporting period, the TARP was not triggered. There were no elevated daily average PM_{10} events above 50 µg/m3 during the reporting period.

The SSY – Linear Reserve monitor was offline for one day due to flat battery. The battery was replaced, which resolved the issue.

Suburban Rail Loop East | Stations Alliance North

Air Quality Monthly Report

16 August 2026 – 15 September 2026

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Executive summary

Key outcomes

Key outcomes arising from the monthly air quality monitoring program:

- Visual air inspections were proactively undertaken to monitor and confirm there were no offsite dust impacts due to works on site.
- Existing mitigation measures were analysed to determine the efficiency of addressing dust mitigation onsite.

1. Introduction

1.1. SRL East

The Suburban Rail Loop (SRL) will deliver a 90km rail line linking every major suburban line from the Frankston Line to the Werribee Line via Melbourne Airport, better connecting Victorians to jobs, retail, education, health services and each other. Construction of the SRL East from Cheltenham to Box Hill is underway and will connect major employment, health, education and retail destinations in Melbourne's east and south-east. The new underground train line will reduce travel times, connect people travelling on the Gippsland corridor and building it will create up to 8000 direct local jobs. Trains will be running by 2035.

Stations Alliance North (SAN) is the principal contractor for delivering the Stations North package of works . This package includes building the Glen Waverley, Burwood and Box Hill stations (including permanent structural works), Box Hill station box excavation and temporary retaining structures and surface works at the station precincts (excluding work included in the Linewide package).

1.2. Scope of work

Site activities and operations undertaken at the Box Hill site during the month included:

- Building demolition
- Tree and vegetation removal.

This report does not include:

- Works delivered as SRL Initial Works, including investigative works. These are not subject to the Environmental Management Framework (EMF) and Environmental Performance Requirements (EPRs).
- Monitoring related to asbestos containing material works, which were monitored and reported separately.

2. Results

2.1. Box Hill

Figure 1: Box Hill air quality monitoring stations

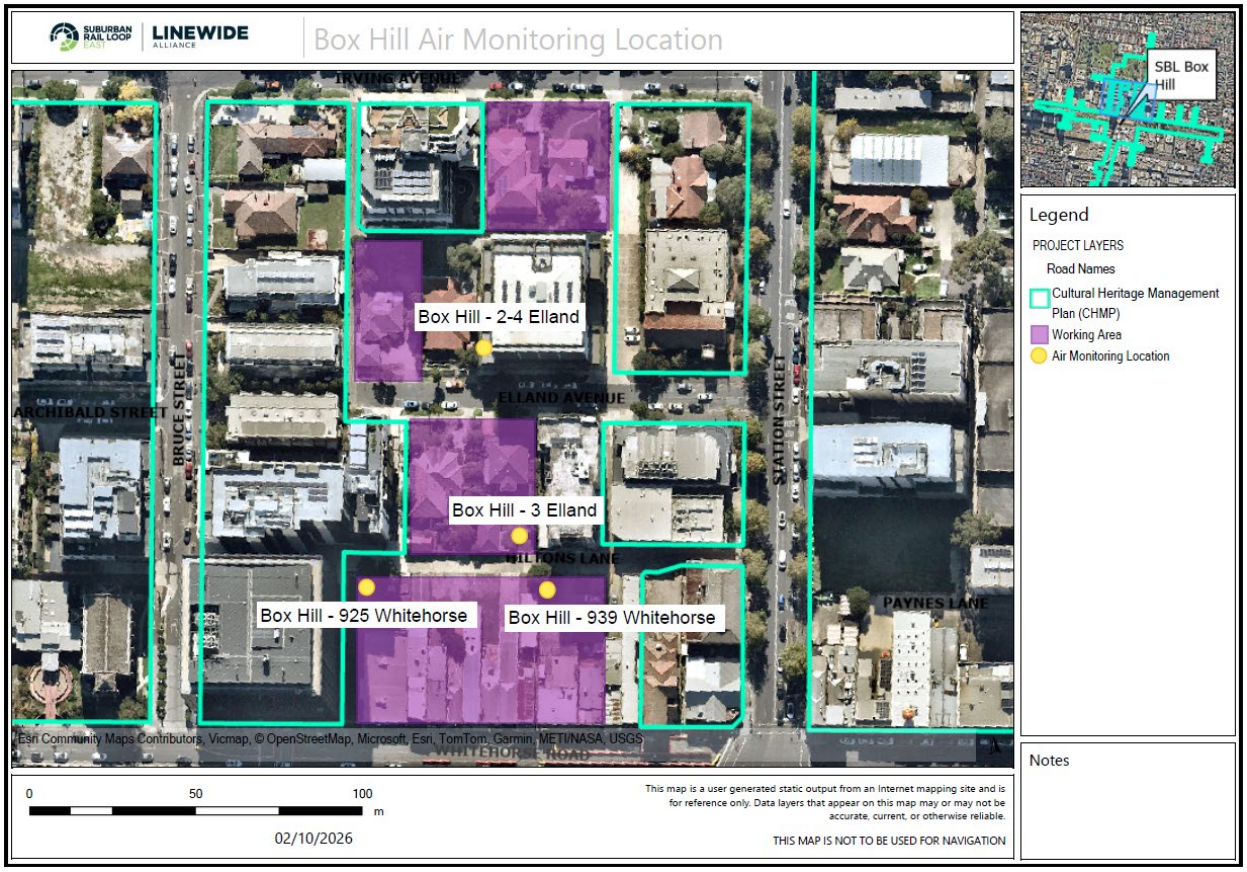


Table 1: Box Hill PM10 results

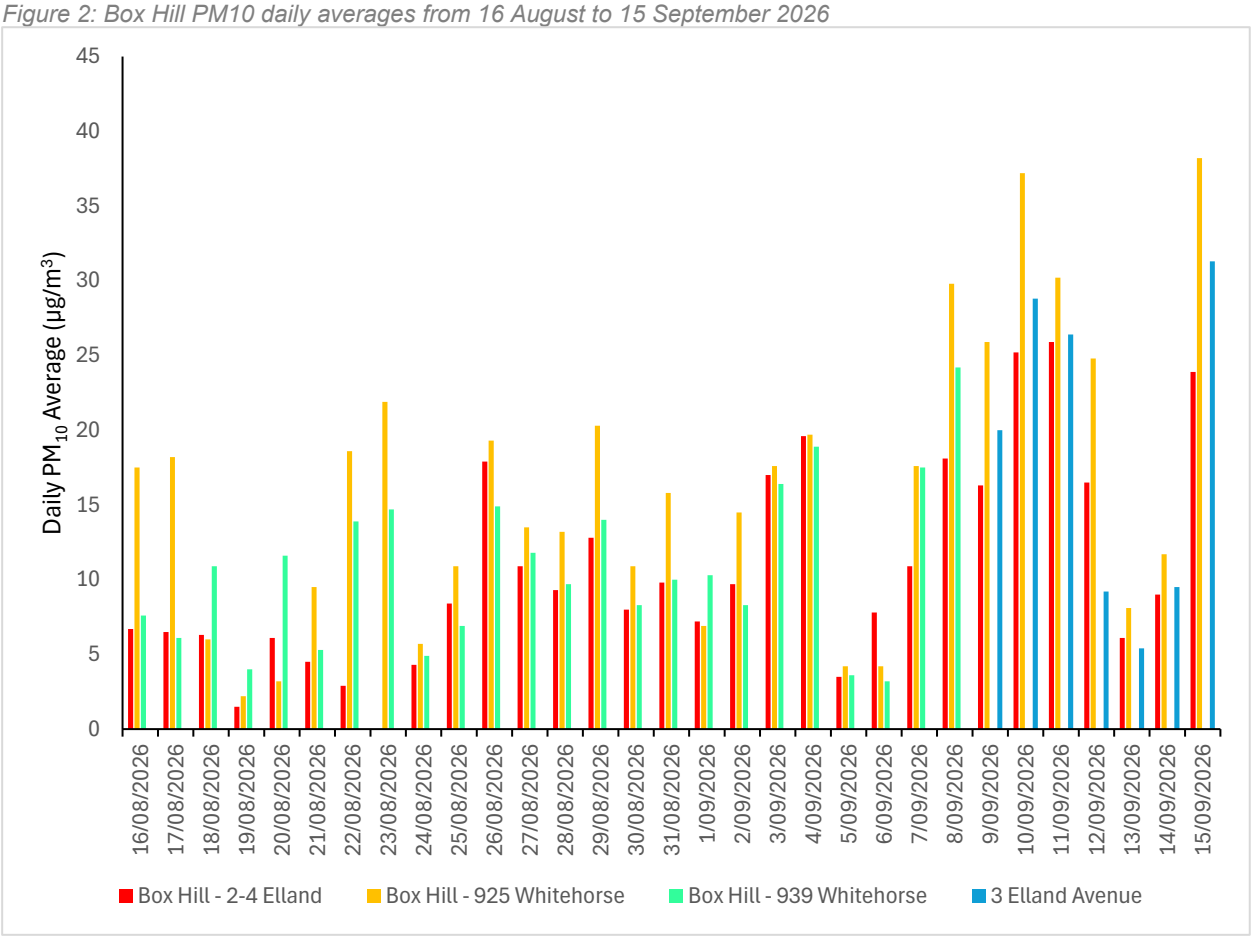
Monitor number	Monitoring location	Max daily PM10 concentration (µg/m3)	Median daily PM10 concentration (µg/m3)	Days Trigger action response protocol (TARP) triggered in the month	Days TARP implemented in the month
-	Representative Background – [EPA Alphington Air Monitoring Station] #	21.98	15.67	-	-
1	Box Hill – 2-4	25.9	9.15	0	0

Monitor number	Monitoring location	Max daily PM10 concentration (µg/m3)	Median daily PM10 concentration (µg/m3)	Days Trigger action response protocol (TARP) triggered in the month	Days TARP implemented in the month
	Elland				
2	Box Hill – 925 Whitehorse	38.2	15.8	2	2
3	Box Hill – 939 Whitehorse*	24.2	10.15	0	0
4	Box Hill – 3 Elland*	31.3	20	0	0

#Data from 2 - 14 September 2026 missing from EPA website.

*Monitor moved from 939 Whitehorse to 3 Elland on 9 September 2026.

Figure 2: Box Hill PM10 daily averages from 16 August to 15 September 2026



2.1.1. Analysis

Proactive dust management measures implemented at the site included the use of water hoses and street sweepers, where required. Additionally, supervisors and environmental representatives conducted daily observations to address any areas of concern. Visual air inspections were carried out to monitor and ensure construction activities did not result in off-site dust impacts.

There were no elevated daily PM10 average events above 50 µg/m3 during the reporting period. The TARP was triggered on two days during the reporting period. Dust generated from demolition activities were suppressed with water hoses. Additional measures included upgrading the water pumps to increase hose pressure during sprays and using a misting canon to reduce dust. There were no further triggers after additional controls were implemented.

The 2-4 Elland monitor was offline for one day due to a technical issue. It remained operational for the rest of the reporting period once the issue was resolved.