SUBURBAN RAIL LOOP EAST

Train stabling facility

Suburban Rail Loop East (SRL East) will connect our growing health, education, retail and employment precincts in Melbourne's east and south east between Cheltenham and Box Hill.

The 26-kilometre SRL East corridor will be built as a standalone line that is integrated with the existing public transport network.

A high-tech fleet of energy efficient trains will run on the line, stopping at the six new underground stations in Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

Like other metro systems around the world, SRL East will require a range of supporting infrastructure including a **train stabling facility**.

A new stabling facility is required near the start of the line to allow the fleet of next generation trains to begin services efficiently each day.

The stabling facility will house the operational control centre for the new railway line and is also where the train fleet will be stored and maintained when not in service.

The train stabling facility is to be built on the Kingston Road site at Heatherton.

About the train stabling facility

When SRL East commences operation in 2035, a total of 13 trains will be stabled, cleaned and maintained at the facility when they are not in service.

The underground rail track will climb to ground level at the stabling facility via tunnel portal structures on the eastern and western sides of the site.

Key features of the stabling facility will include:

— Stabling to accommodate 30 trains
— A track for testing trains
— A train maintenance facility
— An office and operational control centre
— Train cleaning facilities
— A power supply substation
— Water storage basins to manage overland flow and treat any water respectively.

The train maintenance building will be used for activities such as train inspections and repairs, and major train maintenance.

How was the stabling facility location chosen?

The stabling facility needs to be near the start of the new rail line in an area where there is limited availability of suitable land between Cheltenham and Clayton.

Several sites were assessed against a range of criteria including technical considerations, environmental and community impacts, land use and other factors.

These assessments found the Kingston Road landfill site was most suitable. For more information visit **suburbanrailloop.vic.gov.au/Planning/Stage-One-train-stabling**.

What will the stabling facility look like?

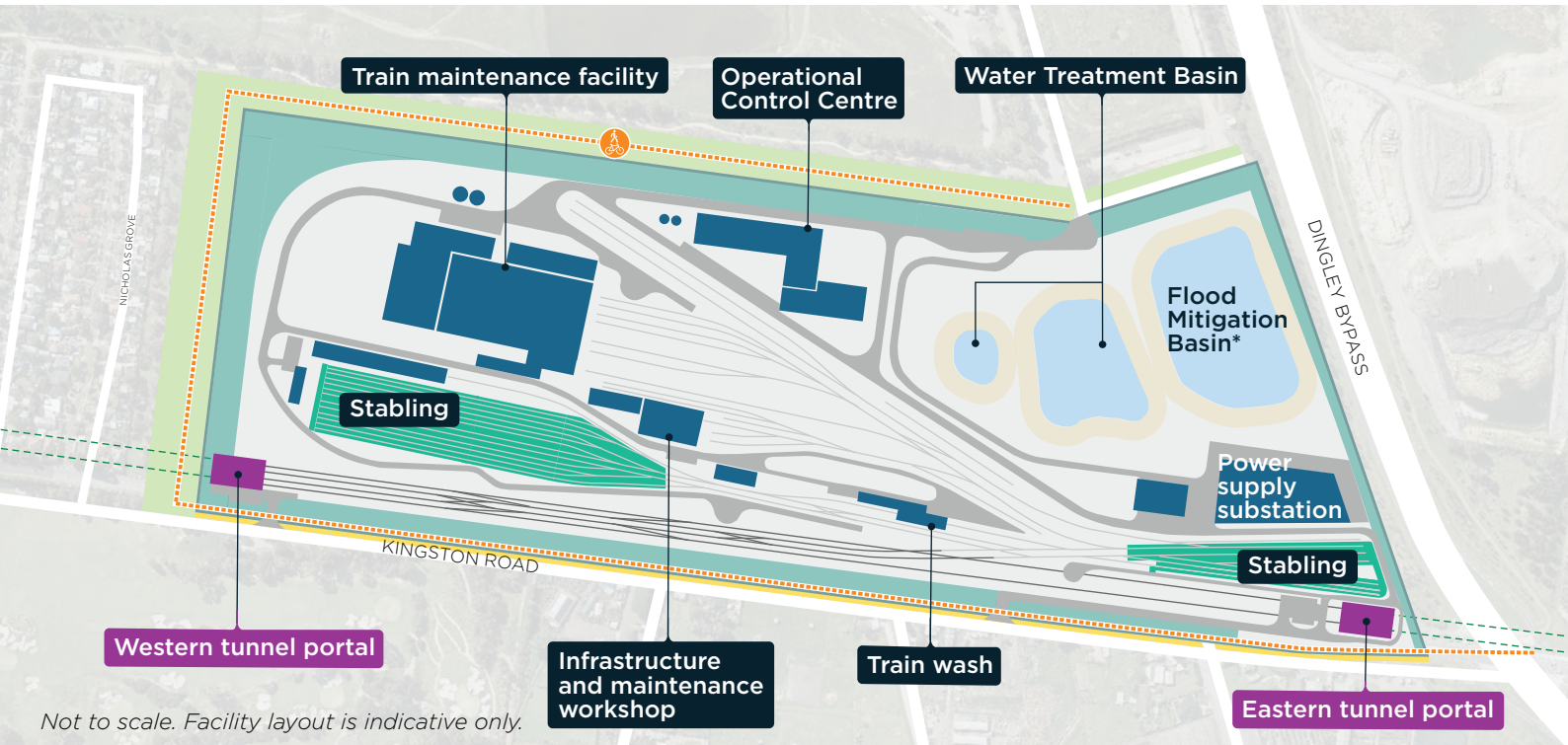
The final layout and design of the SRL East train stabling facility will meet the Environmental Performance Requirements (EPRs) developed for the project as part of the Environment Effect Statement (EES) process and any secondary approvals.

The facility will include different structures and functions to support the safe and efficient operation of SRL East.

Landscaping will be used, and a variety of different vegetation types, including large canopy trees, will be planted around the facility to act as a soft screening, reducing the visual impact of the facility.

Facility design, landscaping and screening to minimise visual impact

Site infrastructure, plant and equipment associated with the facility is carefully sited, and its footprint and visual bulk is minimised. Landform, topography and vegetation is used to address the visual impact and appearance of the facility, to enhance views and sensitively integrate the facility into the local context.



Not to scale. Facility layout is indicative only.

LEGEND

- Stabling tracks
- Mixed use facilities
- Tunnel portal
- Landscape buffer
- Upgraded/enhanced linear reserves
- Enhanced street scape
- Flood mitigation
- New/improved pedestrian and cyclist routes
- SRL tunnel alignment
- Ground level alignment
- Site boundary

*naturalistically incorporated into the landscape

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An artist's impression of a landscape buffer within the northern site boundary along the Henry Street Linear Reserve

What will construction of the stabling facility involve?

Construction will be staged to reduce impacts on the local area. Works to build the train stabling facility will involve:

- Removing existing buildings
- Ground improvement works
- Building structures, portals and constructing rail track
- Installing the power supply substation and electrical equipment.

Keeping the road network moving during construction will involve adopting site-specific traffic management plans to minimise impacts.

The stabling facility will require the permanent closure of Old Dandenong Road between Kingston Road and Henry Street with modifications to the intersection of Old Dandenong Road and Dingley Bypass.

A range of measures will be used to reduce or minimise impacts. These measures form the basis of recommended EPRs proposed as part of the project's EES process.

How will visual and amenity impacts be addressed?

Impacts during construction would be low to moderate, due to the works being in keeping with the current landfill works and the retention of vegetated bunds that would screen views to the site.

Once the stabling facility is operating, the visual impacts would be low to moderate, and largely be managed by retaining bunds to limit views and by planting vegetation along the Kingston Linear Walk Reserve.

What are the operational impacts of the facility?

Train horns will not be used when trains enter and exit the stabling facility.

Operational impacts such as noise and light spill were assessed as part of the EES and will be managed in accordance with EPRs and relevant standards and regulations.

Stabling primary construction vehicle routes

How will local traffic impacts be addressed?

Given the importance of roads to local communities, plans will be put in place to manage construction traffic and truck movements.

Construction Transport Management Plans (TMPs) will include designated truck routes with the aim of moving construction traffic away from local areas to arterial roads and freeways as quickly as possible.

Most truck movements will occur during the day, however, some activities may require 24-hour truck movements.

Likely designated routes include Kingston Road, Clarinda Road, Westall Road, Warrigal Road, Dingley Bypass and surrounding freeways. The image above shows the proposed inbound and outbound construction traffic routes.

While there will be some traffic and transport impacts, the area surrounding the stabling facility will benefit from improved walking and cycling infrastructure, including a new shared user path along Kingston Road towards Dingley Bypass, and by formalising the connection to the Chain of Parks.

More information
To find out more about Suburban Rail Loop:

W suburbanrailloop.vic.gov.au

E contact@srla.vic.gov.au

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

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

Interpreter Service **(03) 9209 0147**

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

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