

Suburban Rail Loop East – Minister’s Assessment of Environmental Effects

Glen Waverley

Council Position – Lowering Glen Waverley Station

Lowering of the Glen Waverley Melbourne Metro Rail (MMRN) station and rail line has been a long-held policy of Council to facilitate construction of a ring road by extending Myrtle Street north across the rail line. This need is exacerbated by the proposed closure of Coleman Parade. A supplementary EES should consider the ring road and rail station lowering projects or a recommendation that they be undertaken as a concurrent project to SRL East.

Inquiry and Advisory Committee (IAC) Recommendation

Future precinct planning will need to consider the whole of the Activity Centre and determine how best to manage vehicle and pedestrian demands to ensure a safe and accessible pedestrian environment for traders and users.

Minister’s Assessment

I do not consider that it has been demonstrated that the lowering of the existing rail line and station is needed to achieve the transport objectives of the project at this time and I note that the project is suitably ‘future proofed’ to not preclude it from being delivered in the future.

I expect SRLA and the Department of Transport will progress the surface level transport planning for the Glen Waverley precinct as further detailed planning for the project and precinct planning progresses.

I fully expect that as precinct planning occurs, some ideas raised in submissions for this EES will be considered and potentially even adopted if they are found to have merit. This includes things like the extension of the Gardiners Creek naturalisation works southwards, complementary pedestrian and cycle paths, commuter parking at the Burwood SRL station site, and the lowering of the existing Glen Waverley rail line and station.

Council officer comments

At the EES hearings it was confirmed that the SRLA project will not preclude future lowering of the Glen Waverley station and the Minister noted this in her decision. The Minister’s decision leaves the door open for consideration of this, but in the absence of a decision or direction, there is little imperative to consider it or progress it seriously. It is an issue at the core of Council’s vision and one that officers will continue to advocate for in the subsequent processes. It remains a missed opportunity of not including this infrastructure improvement in this ‘city shaping’ project and that this would effectively address the substandard interchange proposed between stations, traffic flow and parking issues and improve the pedestrian focus of the activity centre through removing traffic from its core.

Council Position – Direct connection between Glen Waverley Stations

Direct connection between SRL Glen Waverley station and Glen Waverley MMRN station (known as a ‘paid area connection’).

Inquiry and Advisory Committee (IAC) Recommendation

Additional paid connections are not required to enable the Project to meet its transport objective, however, such connections would add significant value.

Minister's Assessment

I support the IAC's finding that the project can deliver transport objectives without the provision of this additional paid area connection.

The Department of Transport advised that it intends to deliver a paid area connection at Glen Waverley in due course, subject to funding and approvals.

Council officer comments

There continues to be uncertainty over when a paid area connection would be provided, and this has flow on effects to matters such as the Coleman Parade closure. The current proposal would provide for a substandard interchange between the stations if a direct connection without the need to tap off and on is not provided.

Council Position – No closure of Coleman Parade

The closure of Coleman Parade during construction and operation will have unacceptable traffic impacts on Kingsway.

Inquiry and Advisory Committee (IAC) Recommendation

Coleman Parade should not be permanently closed as part of the Project. Construction should seek to minimise the duration of the closure of Coleman Parade and maintain at least some traffic flow whenever possible.

Minister's Assessment

I support the IAC's finding in principle that "construction should seek to minimise the duration of the closure of Coleman Parade and maintain at least some traffic flow whenever possible."

Further work is needed during detailed design to consider whether the permanent closure of Coleman Parade represents the optimal transport network arrangement in this precinct. I recommend that the surface and tunnel plans are revised noting that the closure of this road is indicative and to be further considered.

Council officer comments

This is a positive outcome, however, the Minister has not adopted the forcefulness of the IAC conclusion, and [the decision](#) unfortunately does not create the imperative for this to be implemented (especially as the direct pedestrian connection can be facilitated below ground). It is a matter that will continue to require strong advocacy through the process.

Council Position – Replacement parking south of Glen Waverley Railway Line

Replacement temporary and permanent parking should be provided in a convenient location to Kingsway, south of the railway line.

Inquiry and Advisory Committee (IAC) Recommendation

Further study is required to determine where the ultimate location of the replaced car park would best meet the needs of the Activity Centre.

Environmental Performance Requirement (EPR) B5 allows flexibility for the assessment of a new car park location, but it could be enhanced with further requirements to consult with City of Monash and to minimise traffic impact on Kingsway between Coleman Parade and Bogong Avenue.

Minister's Assessment

I support this finding and the IAC's recommended amendments to EPR B5.

Council officer comments

This does not progress the matter of parking location significantly but does reinforce that parking locations should have regard to overall traffic impacts. This will continue to be a point of discussion and one that Council will need to ~~form a final position on~~ continue to consider its position on.

Council Position – Short stay parking should not be located on Montclair Avenue

Pick Up and Drop Off (PuDo) car parking spaces should not be provided on Montclair Avenue, noting that without providing sufficient convenient PuDo spaces, the use of local streets for pick up and drop off may give rise to safety and operational issues, as well as amenity impacts.

Inquiry and Advisory Committee (IAC) Recommendation

Further work must be undertaken to validate the assumptions underpinning the supply of PuDo. The Surface and Tunnel Plans should not specify locations for parking, including for buses, with this detail to be resolved following further work, with the approval of the Urban Design Landscape Plans (UDLPs).

Minister's Assessment

Further work is needed during detailed design to optimise the quantity and locations of pick-up and drop-off parking and bus interchanges. I support the IAC's finding that owing to the unresolved nature of these elements, they should be removed from the surface and tunnel plans. The EPRs and UDS will provide an appropriate framework to guide their resolution.

Council officer comments

This is a positive outcome but note that an alternative outcome (if proposed) needs to be reached through further assessment.

Clayton

Council Position – No closure of Carinish Road unless appropriate mitigation provided

Unless the adverse impacts on local streets and accessibility are properly mitigated, Carinish Road should remain open in construction and operation and the station box shifted northward, if required, to accommodate this.

Inquiry and Advisory Committee (IAC) Recommendation

The closure of Carinish Road will have significant impacts on local traffic movements and way finding that are not mitigated.

The permanent closure of Carinish Road is not needed to meet the transport objective of the Project and it should be modified to allow Carinish Road to remain open.

A temporary closure of Carinish Road is required to construct the pedestrian access adit, but the design and construction methodology should seek to minimise duration of that closure.

Minister's Assessment

I note the IAC's observation that shifting the station box slightly north could reduce the length of time that Carinish Road would need to be closed during construction and this opportunity should be investigated to minimise local impacts. This is a matter that SRLA should consider.

Further work is needed during detailed design to consider whether the permanent closure of Carinish Road represents the optimal transport network arrangement in this precinct. I recommend that the surface and tunnel plans are revised noting that the closure of this road is indicative and to be further considered.

Council officer comments

This is a positive outcome however, the Minister has not adopted the forcefulness of the IAC conclusion, and unfortunately does not create the imperative for this to be implemented. It is a matter that will continue to require strong advocacy through the process.

Council Position – Short stay parking should not be located on Haughton Road

PuDo parking should be easily navigable and convenient to access, noting that providing these on Haughton Road with access by way of Shandeanu Avenue is not. Plans for future additional PuDo should not be at the cost of other users and local businesses, but rather, provided within the confines of the SRL station.

Inquiry and Advisory Committee (IAC) Recommendation

The location and provision of PuDo parking should be reviewed. Further work must be undertaken to validate the assumptions underpinning the supply of PuDo. The Surface and Tunnel Plans should not specify locations for parking with this detail to be resolved following further work, with the approval of the UDLPs.

Minister's Assessment

Further work is needed during detailed design to optimise the quantity and locations of pick-up and drop-off parking and bus interchanges. I support the IAC's finding that owing to the unresolved nature of these elements, they should be removed from the surface and tunnel plans. The EPRs and UDS will provide an appropriate framework to guide their resolution.

Council officer comments

This is a positive outcome but note that an alternative outcome (if proposed) needs to be reached through further assessment.

Council Position – Impact on Remembrance Gardens

Raised various matters in relation to Remembrance Gardens and submitted the Public Open Space Framework (POSF) and Environmental Management Framework (EMF) should require replacement open space before construction activity in the Remembrance Gardens commences.

Inquiry and Advisory Committee (IAC) Recommendation

The construction and operational impacts on the Remembrance Gardens cannot be satisfactorily mitigated without the provision of replacement open space within an area in close proximity. The Remembrance Gardens should be treated as 'lost' open space in the POSF and replacement open space should be provided before construction begins, in addition to the Gardens being reinstated.

Minister's Assessment

I support the IAC's recommendation that replacement open space be found nearby to account for that lost during and post construction.

Council officer comments

A good outcome. Note that Council will also be consulted on the Public Open Space Framework and will have a representative on the Public Open Space Advisory Panel (POSAP).

Monash

Council Position – Bus Interchange should be closer to Monash Station entrance

The proposed bus interchange needs to be located closer to the station entrance at Monash.

Inquiry and Advisory Committee (IAC) Recommendation

The bus interchange should be moved closer to the station entry and this can be done under the guidance of the UDS. The Surface and Tunnel Plans should not specify locations for parking, including for buses, with this detail to be resolved following further work, with the approval of the UDLPs.

Minister's Assessment

Further work is needed during detailed design to optimise the quantity and locations of pick-up and drop-off parking and bus interchanges. I support the IAC's finding that owing to the unresolved nature of these elements, they should be removed from the surface and tunnel plans. The EPRs and UDS will provide an appropriate framework to guide their resolution.

Council officer comments

This is a positive, Support, but it is noted that a satisfactory outcome needs to be reached through further assessment.

Council Position – Review of Normanby Road/Howleys Road/Scenic Boulevard intersection

A review of the proposed intersection at Normanby Road/Howleys Road/Scenic Boulevard is required to ensure it is fit for purpose.

Inquiry and Advisory Committee (IAC) Recommendation

*An assessment of cycle flows along Normanby Road and pedestrian flows into Monash University beyond Normanby Road should be undertaken to inform:
- design of Normanby Road/Scenic Boulevard/Howleys Road intersection.*

Minister's Assessment

The IAC found that "assessment of cycle flows along Normanby Road and pedestrian flows into Monash University beyond Normanby Road should be undertaken to inform the need for works within the campus, the location of the station entry (option A) and design of Normanby Road/Scenic Boulevard/Howleys Road intersection." I support this intent being included in EPR T8.

Council officer comments

This is a positive, -but it is noted Support, but note that a satisfactory outcome needs to be reached through further assessment.

Commuter Parking

Council Position – Commuter parking should be provided

The project should provide commuter parking, as the transport modelling estimates significant demand by car.

Inquiry and Advisory Committee (IAC) Recommendation

The absence of new commuter parking in existing activity centres is appropriate.

Minister’s Assessment

I support the IAC’s finding that the absence of commuter parking is appropriate and consistent with planning policy. All stations apart from Burwood are well located within activity centres and/or connected to other public and active transport options.

Council officer comments

It is considered that commuter parking demand will be generated by the project, and could impact other parking areas, including local streets. Council should maintain that additional commuter parking should be provided, particularly given the pre-existing issues with commuters attempting to park in the surrounding area.

Urban Design Advisory Panel (UDAP)

Council Position – Councils should have UDAP representation

Council should be represented on the Urban Design Advisory Panel (UDAP).

Inquiry and Advisory Committee (IAC) Recommendation

Kingston, Monash and Whitehorse should be members of the Urban Design Advisory Panel in respect of sites and areas within their municipalities.

Minister’s Assessment

I support the IAC’s recommendation that a representative from each of the Kingston, Monash and Whitehorse councils be included on the Urban Design Advisory Panel.

Council officer comments

This is a positive Good outcome and includes Council to some degree in the process.

Public Open Space Advisory Panel (POSAP)

Council Position – Councils should have POSAP representation

Council should be represented on the Public Open Space Advisory Panel (POSAP).

Inquiry and Advisory Committee (IAC) Recommendation

Kingston, Monash and Whitehorse can make significant contributions to open space mitigation measures and should be members of the POSAP.

Minister’s Assessment

I support the Kingston, Monash and Whitehorse councils be included on the Public Open Space Advisory Panel.

Council officer comments

~~This is a positive outcome and includes Council to some degree in the process.~~ Good outcome.

Sites identified for future Precinct Planning

Council Position

Raised various issues about sites identified for future precinct planning on the Surface and Tunnel Plans sites, including that the EES should have provided more detailed site-specific information and development guidance, including a three-dimensional understanding of built form. Also raised concerns about the future treatment of these sites and the uncertainty about how they might be developed.

Inquiry and Advisory Committee (IAC) Recommendation

Change the legend reference 'Site subject to future precinct planning process' to 'Site subject to future precinct planning process, including possible additions to the public realm, community facilities and pick-up/drop-off spaces'.

Minister's Assessment

I accept the IAC's recommendations about the changes of detail on the surface and tunnel plans, to provide flexibility for future land uses.

Council officer comments

~~This is a positive, Support,~~ but it is noted that a satisfactory outcome needs to be reached through the Precinct Planning process.

Voluntary purchase scheme

Council Position – Voluntary purchase scheme for amenity impacts should be provided

Develop and implement a voluntary purchase scheme for residential and business properties where there are significant amenity impacts from the Project, including but not limited to construction impacts and built form impacts.

Inquiry and Advisory Committee (IAC) Recommendation

The IAC recommends an additional Business EPR B4 to provide the opportunity for voluntary acquisition. It should be supported by clear guidance through the Business Support Guidelines or Business Residential Relocation Support Guidelines, given the same recommendation is made for voluntary residential acquisition.

Minister's Assessment

I support the addition of this new EPR. I note that the proposed EPR NV18 refers to voluntary acquisition and I propose minor changes to the EPR to refer to the voluntary acquisition scheme required by EPR SC7.

Council officer comments

~~This is a~~ Good outcome for surrounding land owners/landowners.

Business and Retail

Council Position – Further business and retail assistance required

Several changes, including to EPRs B2 (extending support to include financial, accounting and management assistance), B3 (financial assistance for relocation) and B4 (business liaison assistance).

Inquiry and Advisory Committee (IAC) Recommendation

Revised EPR B2 (1) (b) to highlight language, accounting, financial and management assistance.

New EPR B2 (1) (c) to confirm regular consultation with the Councils.

New EPR B3 (2) (d) to provide access to professional services.

New EPR B4 (1) (f) to undertake annual impact surveys.

New EPR B4 (1) (g) to provide for a dedicated business liaison manager for Clayton and Glen Waverley.

Minister's Assessment

Support

Council officer comments

[This is a good outcome for businesses within the GWAC.](#)

Council Position – Provide an employee assistance strategy

Develop and implement an Employee Assistance Strategy to provide individualised support and assistance to the employees of businesses which are closing or relocating.

Inquiry and Advisory Committee (IAC) Recommendation

New EPR B9 to require an Employee Assistance Strategy.

Minister's Assessment

I support the new EPR B9 recommended for inclusion by the IAC, which requires an employee assistance strategy for businesses closing or relocating.

Council officer comments

[This is a good outcome for businesses within the GWAC](#)~~Good outcome.~~

Specific Controls Overlay 15 – Infrastructure Protection

Council Position – Further business and retail assistance required

Planning permit applicants within the Specific Controls Overlay 15 (SCO15) be required to obtain preapproval from SRLA prior to lodging applications with Council (to minimise the additional workload on Council as a result of the additional planning scheme overlay)

Inquiry and Advisory Committee (IAC) Recommendation

SRLA should prepare and provide a guide for planning permit applications under SCO15 Suburban Rail Loop East Infrastructure Protection Incorporated Document.

Minister's Assessment

I support the IAC's recommended EPR LUP5 that requires SRLA to develop a guide for permit applications under the SCO15 Incorporated Document. Further, I consider that SRLA will need to resource a planning referral assessment team to prevent unnecessary and onerous permit requirements and approval delays to those properties affected by the SCO15.

Council officer comments

While Council will still need to refer relevant planning permit applications to SRLA, the proposed permit guide should assist applicants.

Air Quality

Council Position – Real time air quality data should be available to community

Real time air quality data accessible to the community. Verified data published on a monthly basis, rather than quarterly.

Inquiry and Advisory Committee (IAC) Recommendation

Real time monitoring data with explanations of limitations should be made publicly available. Verified data should be published on a monthly basis.

Minister's Assessment

I support the publication of real time construction air quality monitoring data for a trial period of twelve months for the independent environmental auditor to assess its utility in assisting the community.

Council officer comments

Good outcome.

Noise

Council Position – Background noise level guidance should be consistent with other projects

Inclusion of background noise guidance levels consistent with those used in the Metro Tunnel Project and the North East Link Project EMFs.

Inquiry and Advisory Committee (IAC) Recommendation

EPR NV1 with changes proposed should be adopted.

Minister's Assessment

EPR NV1 should be amended as follows:
- normal working hours - amend the wording to clarify the role of the reference levels as informing the risk of harm; and
- evening/weekend - amend the wording for consistency with EPA Publication 1834 (i.e. background +10dB(A) for first 18 months and background +5dB(A) after 18 months).

Council officer comments

Good outcome.

Council Position – Real time noise data should be available to community

Real time noise monitoring data be made available to the public to aid transparency and promote accountability.

Inquiry and Advisory Committee (IAC) Recommendation

Real time monitoring results with associated disclaimers and explanations should be made available to the public.

Minister’s Assessment

I support this for a trial period of twelve months for the independent environmental auditor to assess its utility in assisting the community.

Council officer comments

Good outcome.

Arboriculture

Council Position – More Council input into pre-construction site assessments and replacement planting

Additions to EPR EC1 relating to vegetation and habitat removal and disturbance that would provide more specificity about matters to be addressed in relation to pre-construction site assessments and replacement planting.

Inquiry and Advisory Committee (IAC) Recommendation

Revised EPR EC1 to require pre-construction assessments to be conducted in consultation with the relevant land manager and/or council.

Minister’s Assessment

I support the IAC’s modification to EPR EC1 that will ensure local impacts will be assessed through the detailed design phase.

Council officer comments

Good outcome, through further consultation being required with Council.

Council Position – Tree inventory database is required

Preparation of a tree inventory database.

Inquiry and Advisory Committee (IAC) Recommendation

New EPR AR1 to require a tree inventory database.

Minister’s Assessment

I support the IAC’s finding that a new EPR AR1 should direct SRLA and its contractors to maintain a tree inventory database. I also recommend revision to EPR AR1 to clarify the purpose of the tree inventory database and how it will be used, as well as the key metrics to be collected, so that the benefits of the database are realised. The key metrics of tree health, tree structure, horticultural value, arboricultural value, biodiversity value and social value should be captured as appropriate. I also recommend EPR AR1 be amended to clearly state that EPR AR1 be used to inform, alongside the UDS, tree removal plans (EPR AR2), tree retention plans (EPR AR3) and tree replacement plans (EPR AR4).

Council officer comments

Good outcome, through the proposed tree inventory database ensuring accurate data keeping, that it will record the key tree metrics and then inform subsequent tree removal, retention and replacement plans.

Council Position – Various improvements to Tree Protection Plan and Tree Removal Plan

Various improvements to Tree Protection Plan and Tree Removal Plan EPR requirements.

Inquiry and Advisory Committee (IAC) Recommendation

Revised EPR AR1 (Tree Removal Plans, renumbered as AR2) to require consultation with the relevant land manager and/or council.

Revised EPR AR3 (Tree Protection Plans, renumbered as AR4) to provide additional guidance for replacement tree planting.

Minister's Assessment

Support.

Council officer comments

Good outcome, through additional guidance being required and also further consultation with Council.

Surface and Tunnel Plan Amendments

Council Position – Council should be consulted on any changes to Surface and Tunnel Plans and have 28 days to comment

Councils should be notified of proposed amendments to the Surface and Tunnel Plans and have the opportunity to provide comment within 28 days.

Inquiry and Advisory Committee (IAC) Recommendation

IAC agrees with the Councils they should be notified of proposed amendments to the Surface and Tunnel Plans and have the opportunity to provide comment within 28 days.

Minister's Assessment

Prior to the submission of an amendment to the Minister for Planning for approval, amended Surface and Tunnel Plans must be provided to the relevant Council/s for review and comment. The minimum period for Council comment is 28 days.

Although not mentioned by the IAC, I also recommend that the Urban Design Advisory Panel, council and public review and comment time frames about UDLPs should be 28 days (currently 21 days) at Clause 4.6.11 (a) and (c) and 4.6.12 (b) to allow sufficient time for these large documents to be reviewed.

Council officer comments

Good outcome, given the resourcing requirements for reviewing these large documents.