



City of Stonnington Melbourne Metro Rail Project & South Yarra Station

March 2016



City of
STONNINGTON



contents

background	4
council advocacy position	5
1 inclusion of south yarra interchange station	6
2 upgrade of existing south yarra station	8
3 public realm improvements	10

background

The \$10.9 billion Melbourne Metro Rail Project will be one of the largest public transport projects ever undertaken in Australia. It is set to be the first major investment in the CBD metropolitan rail infrastructure capacity since the City Loop was completed 30 years ago.

The project involves the construction of twin 9km rail tunnels from South Kensington to South Yarra, as part of a new Sunbury – Dandenong Line, and the construction of five new underground stations at Arden, Parkville, CBD North, CBD South and Domain. The Eastern Portal to the tunnel system will be located in the heart of South Yarra.

Implementation of the project will result in significant disruptions and wide ranging social, economic and environmental impacts on the South Yarra precinct for a period of 10+ years.

The current scope and design of the project does not include an interchange station at South Yarra, meaning that City of Stonnington residents and businesses will have no direct access to this landmark public transport project. An interchange connection at South Yarra would enhance the South Yarra Activity Centre and provide high speed access to Domain, Melbourne CBD, the medical / university Parkville precinct and a future airport link.

In addition to not providing for an interchange station in South Yarra, the Melbourne Metro Rail Project includes no provision to upgrade the existing South Yarra Station, despite the widely acknowledged capacity, access, safety, congestion and urban design issues.

The South Yarra Station is the busiest metropolitan station outside the City Loop and the busiest of all in terms of morning peak boardings. South Yarra Station has experienced rapid increases in patronage numbers in recent years, driven by both employment and residential growth in surrounding precincts. South Yarra station does not have full disabled access to and from the platforms and has substandard facilities for its designated Premium Station classification and is severely constrained in terms of space.

Given the extent of physical disruption and impact on the South Yarra precinct, the Melbourne Metro Rail Project presents a major opportunity to leave a legacy improvement to the public realm through the creation of open spaces and enhancements to connectivity, safety and public amenity.



council advocacy position

The City of Stonnington acknowledges the Melbourne Metro Rail Project as a critical, city-shaping project that will enable the future growth and improvement of Melbourne's public transport system.

Council's support for the project is conditional on the following:

1

The Melbourne Metro Rail Project should include an interchange station at South Yarra to provide immediate and long term benefits to South Yarra and the wider south-east region.

2

The existing South Yarra Station should be upgraded concurrently with the Melbourne Metro Rail Project to address capacity, access, safety, congestion and urban design issues.

3

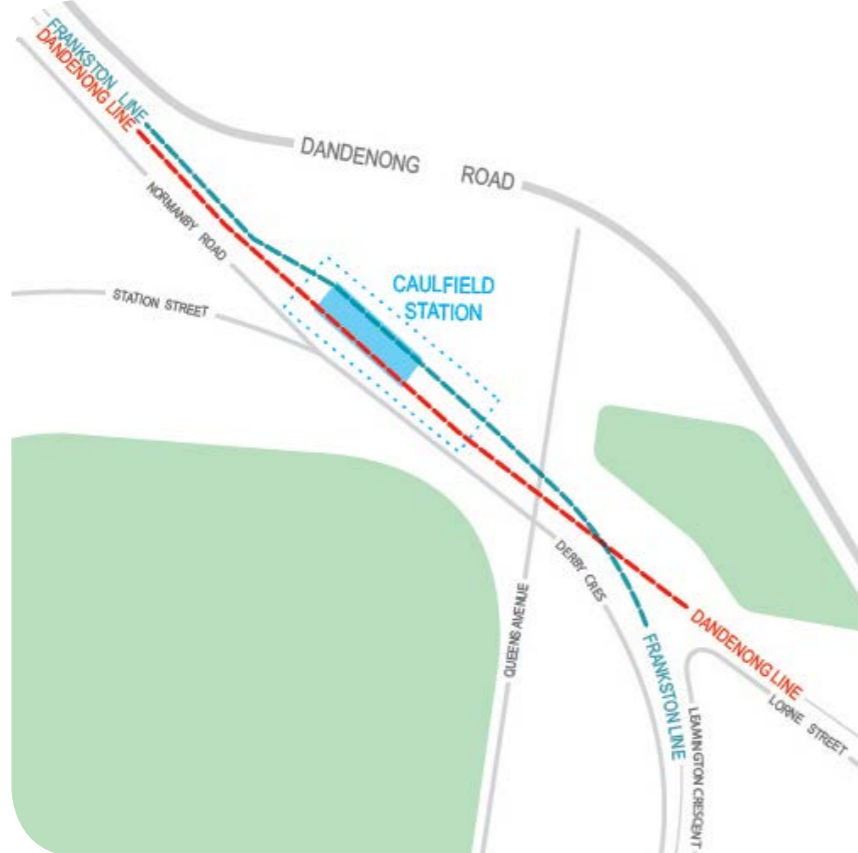
The Melbourne Metro Rail Project should deliver significant improvements to the South Yarra Siding Reserve and surrounding public realm.

inclusion of south yarra interchange station

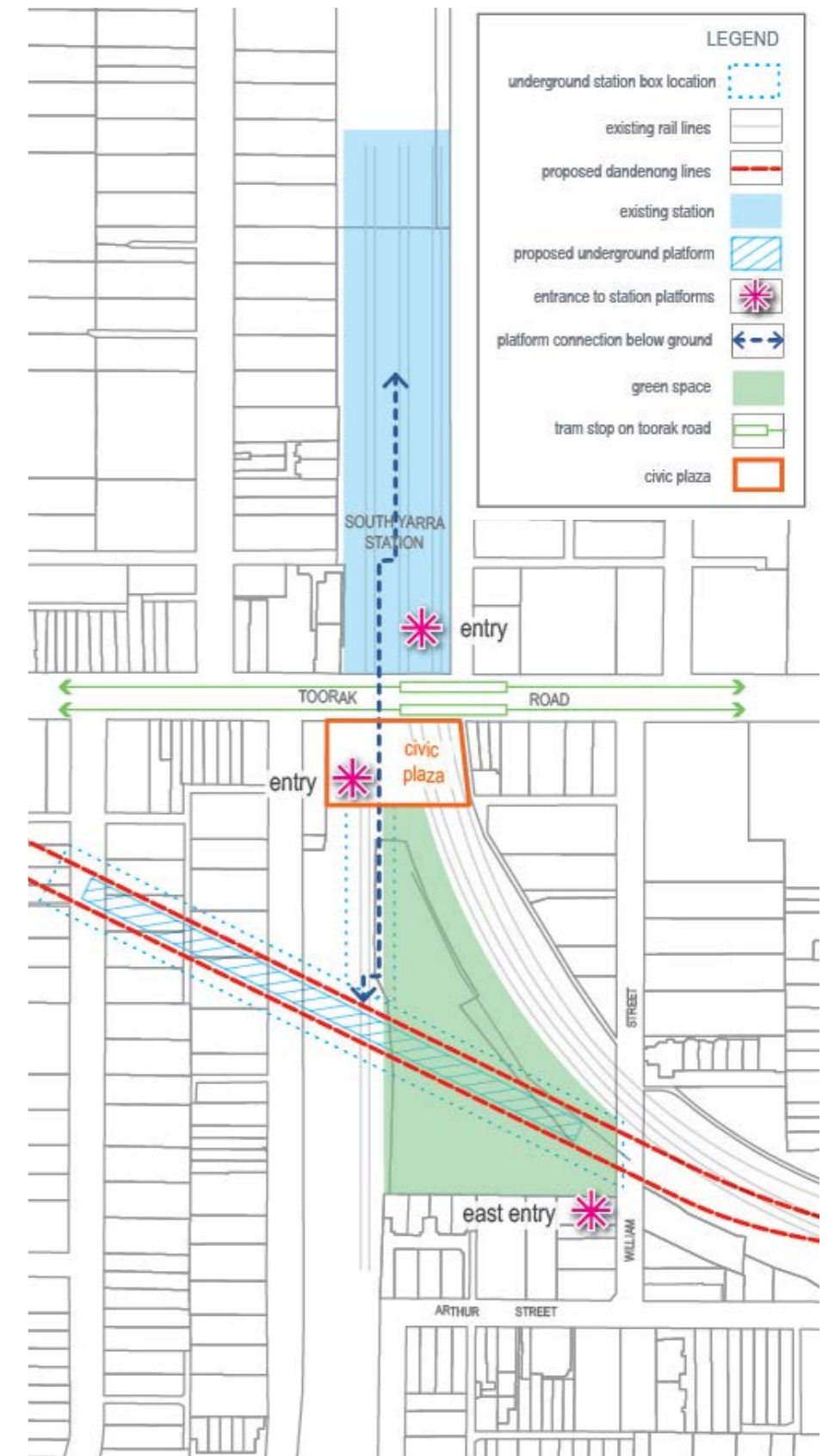
1

The Melbourne Metro Rail Project should include an interchange station at South Yarra to provide immediate and long term benefits to South Yarra and the wider south-east region.

- Interchange station located underground, south of Toorak Road
- Direct interchange connection with the existing South Yarra Station
- Entrances to the north (Toorak Road) and east (William Street)
- Leave Sandringham line platforms in the existing location to reduce complexity and cost of construction
- Relocate switching of Dandenong and Frankston lines further east on the rail network to reduce complexity, cost and impact of construction at South Yarra



caulfield station arrangements - one possible location for the dandenong / frankston line cross over south of the station



south yarra station arrangements - new station entrances with underground direct interchange

1



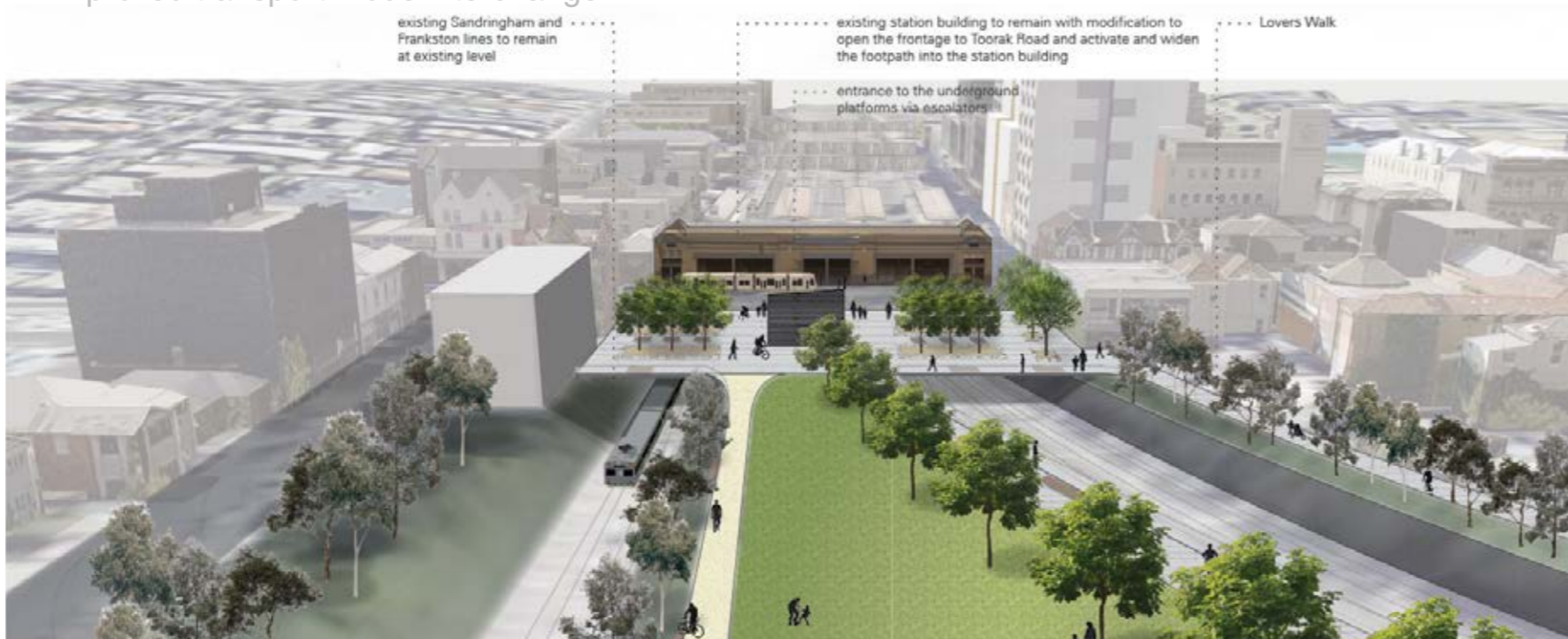
new eastern entrance to future underground platforms at William Street

upgrade of existing south yarra station


2

The existing South Yarra Station should be upgraded concurrently with the Melbourne Metro Rail Project to address capacity, access, safety, congestion and urban design issues.


- Improved capacity and accessibility at the Toorak Road frontage
- Open up the entire front of the station creating multiple access points and remove existing tenancies
- Increased permeability to the station from the east and west via additional entrance points and northern access to platforms
- Improved pedestrian and cycling connections between the station and surrounding precinct
- Improved public access and DDA compliance
- High quality design which complements the station and broader precinct's heritage significance
- Increased public space surrounding the station
- Improved transport mode interchange



south yarra siding and new civic plaza on Toorak Road

77% 
OF USERS ACCESS SOUTH YARRA
STATION BY FOOT

SOUTH YARRA STATION- FUTURE DEMAND, CAPACITY
& IMPACTS OF MMR JUNE 2015


 **BY 2031**
5,000 ADDITIONAL
ENTRIES &
EXITS
IN THE 2-HR MORNING PEAK

SOUTH YARRA STATION- FUTURE DEMAND, CAPACITY
& IMPACTS OF MMR JUNE 2015


RECOMMEND STATION BIKE PARK
CHAPEL VISION/RE-VISION(2013)

FUTURE 
**SHARED PATH/
BICYCLE LINK**

CHAPEL VISION/RE-VISION(2013)

 **IMPROVED PEDESTRIAN
CROSSING AT
YARRA STREET &
TOORAK ROAD**

CHAPEL VISION/RE-VISION(2013)

5000 
APARTMENTS
CSAC 2031

CHAPEL RE-VISION SGS ECONOMICS & PLANNING REPORT

 **12,528**

2011-2031 MORE WORKERS IN CSAC
CHAPEL RE-VISION SGS ECONOMICS & PLANNING REPORT

10,000 EXTRA JOBS
BY 2046
12,000 NEW
RESIDENTS

SOUTH YARRA STATION- FUTURE DEMAND, CAPACITY
& IMPACTS OF MMR JUNE 2015


SOUTH YARRA STATION- FUTURE DEMAND, CAPACITY
& IMPACTS OF MMR JUNE 2015

LOWEST



OPEN SPACE TOTAL AREA
PER CAPITA IN IMAP COUNCIL'S
STONNINGTON PUBLIC REALM STRATEGY

FORREST HILL
WILL ACCOMMODATE BY 2031

 **2500**
DWELLINGS

 **22,000M²**
OFFICE SPACE

 **9,000M²**
RETAIL

STONNINGTON ECONOMIC SNAPSHOT

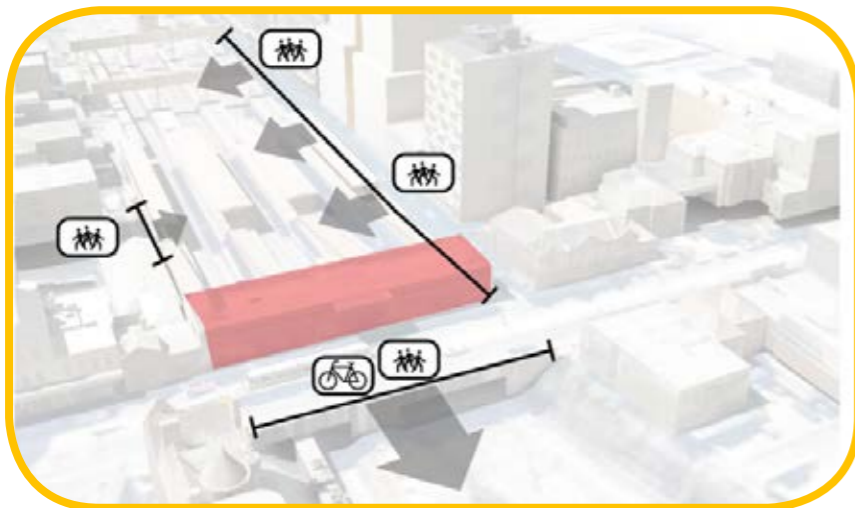
\$2B 
IN CAPITAL IMPROVED VALUE
BASED ON FORREST HILL
CURRENT DEVELOPMENT & EXISTING PROPOSALS

STONNINGTON ECONOMIC SNAPSHOT

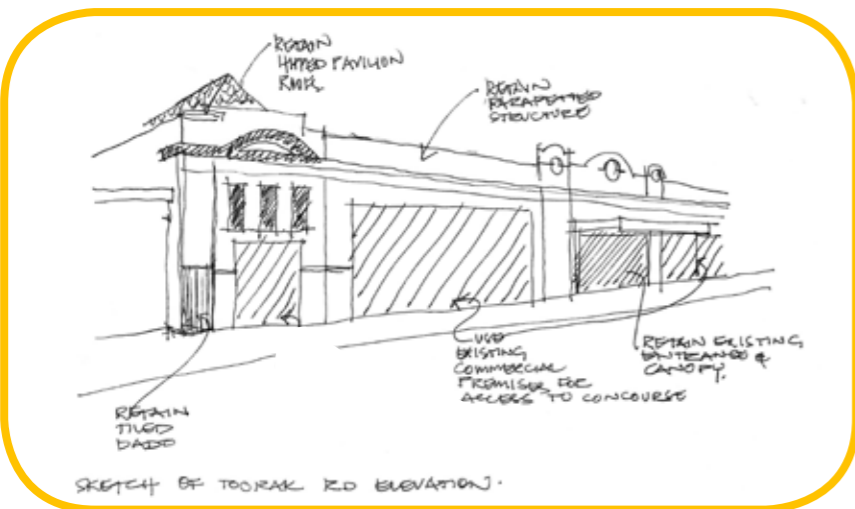
2



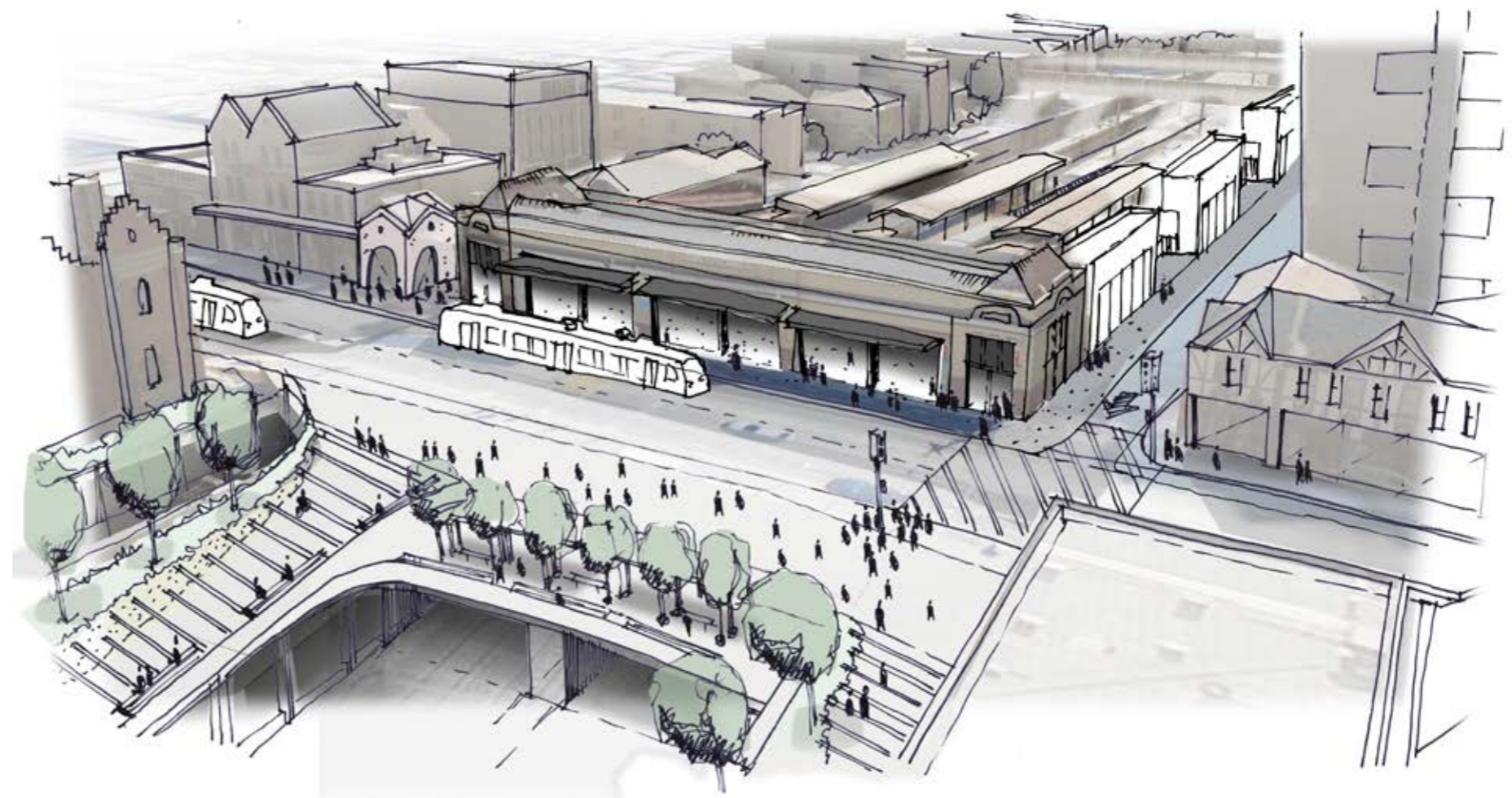
open space linkages



south yarra station east-west access and permeability



retain heritage characteristics of south yarra station



south yarra station and plaza connection to south yarra siding

public realm improvements

3

The Melbourne Metro Rail Project should deliver significant improvements to the South Yarra Siding Reserve and surrounding public realm.

- Creation of a new civic plaza, constructed on a deck over the railway lines south of Toorak Road, linking South Yarra Station and Toorak Road with a substantially upgraded South Yarra Siding Reserve.
- An expansion of South Yarra Siding Reserve to include all land between the two railway corridors, the civic plaza and the existing southern boundary of the reserve (approximately 11,000m²). The reserve should be constructed at a single grade, broadly at the level of Osborne Street, Toorak Road, William Street and Lovers Walk and be upgraded to provide high quality, more useable open space
- Reinstatement and improvement of Lovers Walk on the northern side of the railway corridor to maintain the historic pedestrian link between Toorak Road and Chapel Street and improve the safety, activation and utilisation of this space



civic plaza, expanded south yarra siding reserve and new station entrance

3

- Creation of a new shared path on the southern side of the railway line providing a continuous link from South Yarra Station, the civic plaza, and expanded South Yarra Siding Reserve, William Street, Arthur Street / Chapel Street and a new interchange station at South Yarra.
- Retention and adaptation of the new construction access bridge over the Sandringham Line to provide pedestrian and cycle access between an expanded South Yarra Siding Reserve and Osborne Street.
- Reinstatement of William Street bridge with pedestrian crossing facilities on both sides of the bridge.
- Creation of a regional north / south shared path through South Yarra Siding Reserve, along the Sandringham railway corridor



south yarra siding - arthur street and lovers walk extension to chapel street