IN THE JOINT INQUIRY AND ADVISORY COMMITTEE
MELBOURNE METRO RAIL PROJECT

Stonnington City Council

AND

Minister for Planning

AND

Metropolitan Rail Authority

AND

Others

DIRECTIONS SOUGHT BY STONNINGTON CITY COUNCIL

1. The IAC is requested to make directions in relation to the following matters:
   
a) Provision of access to documents in relation to the South Yarra Station;

   b) A staggered timetable for the delivery of expert evidence.
Access to documents

2. The IAC has power to require the production of any documents relating to any matter being considered by the IAC which it reasonably requires\(^1\).

3. Appendix C of the Environment Effects Statement (EES) contains community and stakeholder feedback and responses. More particularly, page 90, identifies that the following issue was raised in relation to the eastern tunnel entrance:

   Concerns about upgrades to South Yarra station not being included in the project scope. Feedback also called for a new underground station at South Yarra as part of Melbourne Metro.

and provides the following response to this issue:

   A new station in South Yarra or upgrading the existing station are not in the scope of Melbourne Metro.

   The rail corridor near South Yarra station is a complex and constrained urban environment, making it a challenging place to build new platforms.

   Melbourne Metro allows for longer, high capacity trains. Longer trains need longer platforms, and it is difficult to accommodate lengthy platforms in South Yarra without causing significant impacts to the surrounding area during construction, including increased land acquisition and disruption.

   An additional connection at South Yarra as part of Melbourne Metro would cost close to a billion dollars, require more than a 100 extra properties to be acquired and deliver relatively low public transport benefits to South Yarra.

\(^1\) Pursuant to section 152(2) by reference to the power at section 161(2) of the PE Act.
Melbourne Metro removes the busiest line on the network (the Cranbourne/Pakenham line) from South Yarra station. This will reduce congestion at the station and enable more frequent and reliable trains from Sandringham and Frankston into Flinders Street Station and the City Loop. These high frequency, ‘turn up and go’ services will have direct connection to every line on the metropolitan network, including the new Melbourne Metro stations, via the new underground rail system.

4. A direction is sought from the IAC to direct the Authority to provide any document that informed this response and make such documents available to the IAC.

Expert evidence

5. The IAC directions of 13 July 2016 make reference to the exchange of expert evidence taking place on 12 August 2016.

6. It is anticipated that there will be a large number of expert reports.

7. The IAC is requested to direct a staggered release of expert reports as follows:
   a) 12 August 2016 (or earlier) - Authority and PTV;
   b) 18 August 2016 – other submittors.

Peter O'Farrell  
Counsel for Stonnington City Council  
Isaacs Chambers  
Instructed by Harwood Andrews Lawyers  
26 July 2016