



# MELBOURNE SOUTH YARRA RESIDENTS GROUP INC.

*Established by the residents of South Yarra in 1969*

November 28, 2016

Mr James Tonkin, Director  
Communications and Stakeholder Relations  
Melbourne Metro Rail Authority  
Level 13, 121 Exhibition Street  
Melbourne VIC 3000

## **Metro Rail - Intolerable Impact on South Yarra**

Dear James,

Thank you very much for your presentation at our AGM on 17 November and for answering the questions we directed to you beforehand. Having received that additional information it has become apparent that the impact upon South Yarra of the work to be undertaken at and from the new Domain Station and the rerouting of the No 8 Tram will not only be overwhelming but completely unreasonable.

If the Metro Rail Authority had set about designing this project to have the maximum impact on the residents and businesses of South Yarra it could not have done a better job and it must be changed.

The first and obvious thing to be said about it is that if the trucks removing the rock and soil from the tunnel are to travel in a westerly direction from the site in order to get to the freeways, the material removed from the tunnel should be stored on the west side of the construction site and not the east as at present. Why has that not been done?

You explained to us that the present proposal is to dump the tunnel material on the Edmund Herring oval and that during the day the trucks will take it from there in an easterly direction down Domain Road, turn right into Park Street, right into Toorak Road West and then onto St Kilda Road, Kings Way to the freeways. However, at night the trucks will travel up Dallas Brooks Drive, through the area of the Observatory and on to the same destination.

The daytime route could not, if you tried, have a greater impact upon South Yarra. That impact will include the following.

1. It removes or limits, access to Melbourne Grammar School by public transport and parents and extends the noise from the construction site down its full northern boundary which includes all the school properties down to Hope Street.
2. The businesses in Domain Road and into Park Street will face an intolerable disruption which will remove all footpath dining and change entirely their businesses and undoubtedly cause considerable loss of income.
3. Melbourne Girls Grammar School students will lose an important access to the school from the west along Domain Road and from Park Street and that will affect not only getting to school but also returning home, particularly after dark during the winter months. The trucks and

construction vehicles will also increase the dangers for these children.

The tram lines in Domain Road and Park Street must be retained for reuse when this project finishes.

4. The noise, dust and disruption caused by trucks turning from Park Street into Toorak Road West plus the trams and traffic will make it extremely difficult, if not impossible, for the pre-school in Fawkner Park at that intersection to carry on caring for the children in an appropriate environment.
5. The tram lines, trucks and traffic in Toorak Road West will make the lives of all residents in this street intolerable.
6. The trams and trucks in Toorak Road West will also cause traffic jams and delays, particularly at peak times, with a likely build-up as far back as Punt Road which will then have a significant impact on Christ Church School. Toorak Road West will just not be able to cope.
7. The disruption to traffic in Toorak Road West and in the area generally will undoubtedly mean that drivers will take steps to avoid the problem by travelling down the smaller residential streets being Domain Street, Hope Street and Millswyn Street which will then make the lives of those residents a complete misery.

If this proceeds the lives of every resident, business and school in Domain Road, Park Street and Toorak Road West will be severely and unreasonable impacted by these trucks travelling down those streets loaded in one direction and back again unloaded between 7.00am and 6.00pm during the week and between 7.00am and 1.00pm on Saturdays for five years or thereabouts. That is completely unacceptable and must be changed.

If the tunnel material dump is to be on the east side of the construction site (which it should not) how on earth could you choose to then inflict these burdens on the residents and businesses of South Yarra rather than use the night time route during the day? To do so is unreasonable in the extreme.

As a consequence of the information we have now been given the residents in this area together with the businesses and schools are gathering their forces and resources and will over the next few months be making submissions, protests, lobbying politicians and pointing out to everybody interested what an unreasonable and impossible burden this imposes upon us in this small area of South Yarra.

Finally, in order to better understand your proposal will you provide us with a detailed plan of the construction site showing the area fenced off and the proposed routes to be used by the tunnel material trucks, concrete trucks and other construction vehicles.

Yours sincerely

Michael Butcher  
President  
Melbourne South Yarra Residents Group Inc

cc. Mt Evan Tattersall, CEO Melbourne Metro Rail Authority  
Hon Jacinta Allen, Minister for Public Transport  
Mr J Weimar, CEO Public Transport Victoria