

Issues regarding proposed Domain station.

1. Design issues

a. The location of the southern emergency exit from the station

On some versions of the plan, the emergency exit is located on the footpath outside 400 St Kilda Rd. This is undesirable for us but also very impractical to have an emergency exit on to St Kilda Rd. It has been suggested that the cul de sac near the Royce Hotel or the park opposite 1 Queens Rd are much more suitable.

b. Access to tram / train

It is understood and accepted that the existing tram stop outside 390 St Kilda Rd will be decommissioned. It is important that access to the centre of the road will be maintained via a pedestrian crossing near 390 St Kilda Rd.

This pedestrian crossing is also critical to assist vehicles safely exit our basement car park.

c. Road and bicycle lane

It is expected that the final road design will provide similar capacity the current situation. This applies to number of car lanes and parking bays. It is expected that road treatments will be completed to allow safer bicycle access but any such design must take into account the significant local traffic in and out of our building.

d. The location of external vents

Pipes for exhaust gases from the tunnel will be placed in the middle of St Kilda Rd. Our expectation is that these will be designed so that they will not have a negative visual or other impact.

2. Construction

a. Duration period

In general, it is strongly preferred that the overall duration of the local impact is minimised – even if this means material changes to the general traffic flow.

This does not include 7*24 operation above ground but it is expected that 10 hour well managed day shifts could be reasonably accommodated.

The duration of the 'open pit' is of particular concern.

b. Degradation of local amenity

It is understood that there will be significant local impact including, but not limited to, loss of trees, increased noise, increased dust, decreased visual amenity, decreased building access and decreased street parking.

It is expected that significant efforts will be made to reduce or eliminate all negative impacts.

It is expected that some compensation will be provided. This may include sound proofing and building washing.

c. Building access

Our building has limited access points. Disabled access, delivery access and car park access for over 40 vehicles is only via St Kilda Rd. It is accepted that there may be short duration (days not weeks), but longer durations are not acceptable.

It should also be noted that, we understand, any modifications to the building that require a Council building permit, may trigger very significant disability access modifications.

d. Access to services

It is expected that there will be very minimal outages to all services and that these outages will be done with appropriate notifications.

e. Property values

Properties sold before the completion of the project will be negatively impacted. Some owners may request compensation.

3. Steady State

a. Noise and vibration

Commitments have been made that the movement of trains through the new tunnel system will not be perceptible from within our building. This is mandatory.

b. Local amenity

As one of the premier street boulevards in the world, the tree coverage is critical. It is understood that a number of trees need to be removed, it is extremely important that the replacement trees are mature healthy specimens.

Other changes to the local area, with regard to vehicle and bicycle flow, local park amenity and general ambience must be as good or better than currently exists.