



Feedback

Domain (ANZAC) Station

Issue 1 – Location and function of various vents adjacent to 400 St Kilda Rd - Botanica

Summary of concerns

- Health risks
 - Increased likelihood for residents to contract asthma, legionella or other related respiratory illnesses
- Noise, vibration, odour
 - Residents will be able to hear, feel or smell outputs from these vents.
- Visibly obtrusive
 - The Botanica is arguably the most impacted residential building in the entire Metro Tunnel project and one impact involves losing **all** eleven of the trees immediately outside our building. To then place these vents amongst the new planted replacement trees which will give little screening for many years
 - We find it an incredible admission that the largest of the five vent structures could have been lower but has been made 5 metres high for architectural consistency.
 - To suggest that a 5-metre-high, 10-metre-long “toilet block” could be acceptable by cladding it in bluestone is laughable.
- Zero consultation
 - We meet regularly with MMRA and CYP – this has NEVER been mentioned.

Requested actions to be taken

- We seek written assurance that our residents will not have increased likelihood of asthma, legionella or other related respiratory illnesses
- We seek written assurance that our residents will not be able to hear, feel or smell outputs from these vents
- We request the designers look at several suggested alternatives, including but not limited to
 - Lowering the height to 3 metres
 - Moving them closer to the eastern side of St Kilda Rd and further from residents. We are aware that a school exists on this side of the road but that side of the road is also maintaining fully mature trees and better able to screen the vents.
- We request that strong consideration is given to the roofing material used. The roof structure will be very visible to many of our residents in its current position.

References

- Domain Architectural Realm Map 3 of 3
- Domain Precinct Plan Sect 4.3.7
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Current photo – All of these trees will go



To be replaced by something like this



Issue 2 – Safe entry and exit from St Kilda Rd carpark at project completion

Summary of concerns

- Current exit / entry is complicated due to
 - Tree line
 - Car parking
 - Bike lane
- Several accidents have occurred with cyclists in the last 24 months. City of Port Phillip have deemed it a '**potential fatality**' and agreed with our recommendation to remove one car parking bay to improve line of sight visibility.

Requested actions to be taken

- This project will see all trees on the footpath and all bluestone kerbing removed and replaced. This presents a **unique opportunity** to improve alignment and line of site for vehicles entering and exiting our carpark.
- Note that any introduction of Copenhagen style bike lanes would seem to make this issue worse.

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10



Exit from St Kilda Rd carpark 1 December 2017 – taken from 'drivers' view

Issue 3 – Suitability of replacement trees

Summary of concerns

- At the Community Reference Group meeting on Monday 27th November 2017, a table of replacement tree types and sizes was presented. This included a commitment to replace like for like in St Kilda Rd. This commitment has not been included in any current public plan documents.
- A public statement was made at the Information Sessions that all newly planted trees will be watered using the passive irrigation system. The trees outside Botanica do not seem to have been included.

Requested actions to be taken

- Publicly commit to 3-4 metre Elm trees with around 200 litre canopy size
- Publicly commit to mature Plane trees to replace Plane trees removed.

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Issue 4 – Breach of noise and vibration EPRs

Summary of concerns

- We understand that noise and vibration modelling has been completed. We would like to have access to this modelling and be shown the predicted levels for all our residents.
- Early Works Plan NV5 on page 69, notes a communication plan (including complaints procedure) will be developed in consultation with relevant stakeholders. It would seem illogical that this is not complete before any further work is commenced.
- Numerous NV EPRs but including NV1, NV6, NV7, NV8 and NV13 all refer to a Noise and Vibration Subplan. This plan has not been made public or been the subject of any consultation.
- We have been consistently told we would have monitoring devices on our building. We would like these installed as soon as practical to allow us to see baseline information. We would expect to have access to near real time information from these devices.
- In the previous early works period, breaches of the noise EPR occurred daily. This was mainly around truck reversing beepers. The managing contractor told us that they are not able to enforce the EPRs. We are concerned this will continue to occur.
- Our legal advice is that NV21 mandates reversing beepers for trucks but not other mobile plant (including bobcats, rollers etc). This is clearly not the intention of the EPR and would make a complete mockery of the EPR if it is implemented in that form.

Requested actions to be taken

- Provide access to the detailed noise and vibration modelling as it pertains to The Botanica.
- Provide a copy of the Communications Plan, including complaints procedure.
- Provide a copy of the Noise and Vibration Subplan
- Install receptors on our building and make information available in near real time.
- Modify NV21 to ensure all reversing beepers are replaced with broadband reverse alarms

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Issue 5 – Location of Service hatch

Summary of concerns

- A service hatch has been located on the footpath immediately between 398 and 390 St Kilda Rd. Advice from CYP is that this is for delivery of large pieces of plant into the underground station underneath. CYP have told us that the hatch will be level with the ground but will need a large crane when in operation.
- The location of this service hatch seems totally unsuitable. This is a high traffic footpath area and also would require loss of driveway access to our building.

Requested actions to be taken

- An alternative location is sourced.

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Issue 6 – Reduction of 50% of car bays and time restricted

Summary of concerns

- We currently have only six bays outside our building for visitors, tradesmen and deliveries. This proposal reduces that number to four bays and makes them unavailable during the peak periods.
- At the Community Information sessions no-one could explain the reason for the reduction. It may relate to our safe entry/exit.
- With the loss of many bays in Albert Rd and the imminent loss of the large public car park in Bowen Cres, this is a major issue.
- The Botanica was constructed in a period when no visitor or loading bays were required – so we have zero “on site” bays for such purposes.

Requested actions to be taken

- Address Our safe ‘entry/exit’ issue in totality with a view to numbers of bays, location of replacement street trees and kerbing.
- Give strong consideration to the ‘clearway’ starting on the cityside of Park St, South Melbourne.
- We request that bays currently marked as ‘No Standing’ on the southern side of Bowen Cres, adjacent to St Kilda Rd be marked as ‘loading bays’. We understand that this may require negotiation with City of Port Phillip.

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Issue 7 – Place bike lanes in the middle and not on the edge of St Kilda Rd

Summary of concerns

- We note that this plan has allowed for either Copenhagen style or 'middle of the road' bikes lanes. With the issue identified at Issue 2, we are extremely concerned that Copenhagen style bike lanes will make entry/exit MUCH riskier.

Requested actions to be taken

- Modify the plan to place the bike lanes in the middle of the road reserve near the Botanica

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Issue 8 – Building site hoardings

Summary of concerns

- The Botanica is arguably the most impacted residential building in the entire Metro Tunnel project and one impact involves losing **all** eleven the trees immediately outside our building. The proposal is to replace it with ugly site hoarding for a very long period of time. This plan indicates that it is likely to be MMRA branded hoardings. This is seen as totally unreasonable.
- Alternative suggestions of
 - Direction information would seem to be unnecessary in our location
 - Local art work is also seen as unacceptable.

Requested actions to be taken

- Some form of 'living garden' barrier be used. Below is one from recent Crossrail work.



References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
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Issue 9 – EPR breach process

Summary of concerns

- During the extensive work to date, little adherence has been made to EPRs. Despite reporting the breaches, the contractors have made minimal or no effort to remedy.
- Some EPRs need very low technical knowledge to appreciate a breach. For example the 'require use of broadband reversing beepers'. Others such as those that relate to asbestos removal, cultural artefacts, greenhouse gas treatment cannot be judged by average members of the public. When the 'easy ones' are breached so frequently, how can we have any confidence that the 'hard ones' are not also being breached.
- In this plan and in earlier plans, there is mention of an Independent Environmental Auditor. MMRA have refused to provide details of who is filling that role. It is also noted that CYP state they have appointed an Independent Environmental Auditor. We have serious concern that CYP is the body to appoint the Independent Environmental Auditor.

Requested actions to be taken

- We require details of the Independent Environmental Auditor to be made public.
- We require copies of the 'breach reports' from earlier works to be made public. This will give us more confidence that a workable process exists.
- We require evidence that the Independent Environmental Auditor is truly independent of CYP.

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

Issue 10 – Lack of SC2 Respite Plan

Summary of concerns

- The Social and Community EPR SC2, relates to loss of access and amenity. We note in this plan, that a 'respite' plan is under development. It seems incongruous that this may not be complete before the work commences.

Requested actions to be taken

- We require a copy of the Respite Plans be made public before the construction commences.

References

- Domain Architectural Realm Map 3 of 3
- Metro Tunnel Domain Ground Floor Level Plan – South
- Metro Tunnel Domain North – South Section
- Metro Tunnel Domain – Landscape Plan Sheet 6 of 10

1	Vents	Dev plan <ul style="list-style-type: none"> • Arch design • Landscape • Public Realm
2	Safe entry/exit	Dev plan <ul style="list-style-type: none"> • Arch design • Public Realm
3	Replacement trees	Dev plan <ul style="list-style-type: none"> • Landscape Heritage Vic
4	EPRs	Early Works <ul style="list-style-type: none"> • Assoc construction
5	Service Hatch	Dev plan <ul style="list-style-type: none"> • Arch design
6	Car bays and clearways	Dev plan <ul style="list-style-type: none"> • Public realm
7	Bike lanes	Dev plans <ul style="list-style-type: none"> • Community – Bikes
8	Hoardings	Early works <ul style="list-style-type: none"> • Assoc construction
9	EPR breach	Early works <ul style="list-style-type: none"> • Assoc construction
10	Respite plan	Early works Assoc construction