

Request to be heard?: Yes

Precinct: Lorimer

Full Name: Peter Robert Hirst

Organisation:

Affected property: Yarras Edge Marina Berth 35

Attachment 1: FISHERMANS_BE

Attachment 2:

Attachment 3:

Comments: 1 I support the general intent of the proposed scheme except for the proposed light rail bridge across the Yarra. 2 This bridge will prohibit our (any any masted boat owner) access to the Port Phillip Bay by a sail boat. We purchased the Apartment off the plan and nominated first refusal rights to a Marina Berth as a package. We successfully purchased the Marina when it came onto the market. Our Marina Berth is 13m and suitable for our choice of a 13m motor cruising yacht (mast height 15m). Should the access to the Bay not be available we would be severely disadvantaged - in terms of amenity, safety and economically by way of devaluation of the site. 3 Our link directly from Apartment 2501/70 Lorimer Street would not be available as the boat would need to be moored elsewhere and travel would be required. 4 Our sense of security would be prejudiced as we could not overview the yacht at will 4 Our social and recreational life would be impinged as we could not share it with family and friends at New Years Eve festival times. 5 The prevention of use of the site as a marina berth (restricted only by size due to length of berth) is contrary to our lease agreement and compensation would be required by way of breach of lease. 6 The proposed bridge is poor town planning as it disbenefits the amenity of existing berth owners and apartment owners and Yarra's Edge residents (even those who do not own a boat in the marina as they enjoy the 'maritime feel' given by the boats. 7 The proposed bridge generates a poor outlook from the apartments. We (and I am sure others) purchased at Yarra's Edge as it has north orientation which will never be taken away (buildings on north of Yarra cannot cast shadow over Yarra). The north is the focus of views from the apartment 2501 (which has 270 degree outlook). Note: 2501 has views to the south which are distant and over the elevated freeway to the Bay and not the focus. 8 The proposed bridge by curtailing the sail boats at the marina will generate more vehicular trips to elsewhere as a boat is kept increasing the hazard of the precinct movements and impacting on the safety of residents 9 The proposed bridge visually and acoustically makes an east and west separation along the dock side. 10 The Study in support of the bridge is inept/misleading in the least in that it does not evaluate the scheme and proposals within the scheme against goals and objectives of ALL stakeholders/sectoral groups, does not apply weightings to criteria and makes subjective judgements on scoring which evidence will show are ill founded eg. visual impact of bridge scored only 1 out of 5 different from no bridge which is a nonsense. eg. Noise impact similarly 1 point difference from bridge to route south of apartments - a nonsense given the current ambient freeway and Lorimer Street noise.

FISHERMANS BEND DEVELOPMENT COMMENTS ON PROPOSED PUBLIC TRANSPORT PLAN

The proposed bridge route prevents access to the Yarra's Edge Marina for any sail boats (the smallest birth (13m) would require 15m clearance under bridge and as such the lease is breached and the investment by owners/leaseholders is severely prejudiced.

The proposed bridge generates a poor outlook from the apartments

The Fisherman's Bend Integrated Transport Plan

Light Rail Route Options.

1. The study scores OPTIONS against a criteria **which is unweighted**.
2. The assessments are not weighted against the **various sectoral groups/stakeholders** and
3. The answers I believe in some cases do not reflect actual impact or are **simply subjective responses**. Eg. How can a bridge across Yarra –Alternatives3A and 3B- assessed against visual impact on Yarras Edge Properties be scored as 2 when a southern route, currently the place of elevated roads and freeways, be rated as a 3. The latter must be 5 and the former 1.

I have reviewed a variety of options which would obviate need for bridge.

Background:

Design Goals > no greater walking distance than 10minutes to public transport

And I would assume

- Making full use of existing infrastructure
- Containment of cost
- Enhancing access within the whole Fisherman's Bend/Port Melbourne precinct

Some suggestions:

1. Extend underground to new precinct asap
2. Provide extension to Harbour Esplanade/Flinders St tram to south of Yarra/Fisherman's Bend via Charles Grimes Bridge (modified)
3. Provide extension to tram to Station Pier – new route branching to north and connecting to proposed route of your report
4. Adding to Station Pier route to better serve Fisherman's Bend areas by cross bus routes – smaller, more frequent services (as per shuttle buses)

Associated with these options:

- A transport interchange – current bus, future underground and tram at south west corner of South Wharf
- Extending Collins Street tram to loop up into Bourke Street west and then underground Southern Cross Station to continue up Bourke Street

Peter R Hirst

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