

# Submission Cover Sheet

Fishermans Bend Planning Review Panel

# 151

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**Request to be heard?:** Yes

**Precinct:** Lorimer

**Full Name:** David McCausland

**Organisation:**

**Affected property:**

**Attachment 1:** Submission\_to\_M

**Attachment 2:**

**Attachment 3:**

**Comments:** Please see file attached below.

My name is David McCausland. I am an owner and resident of tower 1, 50 Lorimer Street Yarra's Edge (YE).

I am strongly opposed to the proposed tram bridge over the Yarra River at Yarra's Edge.

### Bolte Bridge Design

When the Bolte Bridge was designed by Denton, Corker, Marshall consideration of yachts and tall ships (particularly the Alma Doepel) was part of the design solution which is why the Bolte Bridge is the height and shape it is to be a welcoming harbour for the City of Melbourne.

This design consideration has not changed – I should know, I made the engineering models of the Bolte Bridge and elevated approach for Baulderstone Hornibrook – and later the Charles Grimes Bridge and route around the Docklands stadium.

Any Bridge at this location will compromise the gateway to Melbourne and the Yarra's Edge Marina (and Victoria Harbour should the rail bridge become a further consideration)

### The Route

I particularly note the rapid dismissal of alternate routes for trams to get to Fisherman's Bend - and indeed the even more rapid acceptance of the Collins Street extension with scant regard for existing residents and users of the precinct.

### Impact

Existing property owners, yacht owners, the Marina's viability and general amenity have not been adequately valued.

This general amenity is enjoyed by all of those in Melbourne who go looking. Like it or not, Docklands has had an image issue which we are fighting to change and one visit to the area will prove that, particularly at Yarra's Edge.

The proposed tram bridge has no benefit to the amenity of this precinct.

## Alternate Route

To preserve this amenity and the Marina, a route along the existing 109 tram line branching at Ingles Street to Williamstown Road, then picking up the old Lorimer Street train line should be considered as it makes far more sense.

My recent discussions with Mr Andrew Bond (Port Phillip Councillor and Liberal candidate) revealed how out of touch the proponents of this concept really are.

Meetings with residents yielded poor attendance because no one knew about them, this was taken as a lack of concern. In reality, all enquiries in preceding years regarding the proposed tram bridge were met with “that’s not happening!” so, residents weren’t aware of any recent change.

Mr Bond also suggested “people won’t travel away from the city to get to the city” This is easily solved, reverse the route. It could be a one-track loop. These arguments apply equally to a train bridge for the Port of Melbourne, a bridge only now considered because of the excessive development off Sandridge opposite Station Pier.

## Conclusion

Our apartment, along with every other apartment facing the river will be directly affected immediate loss of value, loss of amenity – from the tram noise and the Yarra vista broken, to the ruining of the Marina and loss of open green parkland.

This proposal should never have reached this stage.

Good design is always thus, and bad design is usually born of compromise and lack of a good design brief, both of which this proposal has.

I welcome the opportunity to present my submission in person.

I can be contacted on 0416 225 279

David McCausland

14 December 2017.