
Request to be heard?: Yes

Precinct: General

Full Name: Richard Alexander Roberts

Organisation: UnChain Incorporated

Affected property:

Attachment 1:

Attachment 2:

Attachment 3:

Comments: See Attachment



unChain Port Phillip Inc.

Registered office: 64 Chaucer St, St Kilda 3182 Victoria

Incorporated Association no A00051216V. Date of Incorporation: 5 Feb 2008. ABN 88286792104.

Membership fee: \$20 PA. Life membership \$100. Bank account: ANZ.

Registered as a fundraiser. Not registered for GST.

email: unChaininc@gmail.com Website: www.unChain.org First AGM: 29 April 2008

Office bearers 2016

President: Catherine Sharples, Vice President: Trevor White, Treasurer and Public Officer: Peter Holland

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<https://www.facebook.com/unChaininc>

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12 December, 2017

UnChain Inc is a local community organisation within the City of Port Phillip dedicated to enhancing all aspects of life in the City and its surrounds. UnChain is not affiliated with any political party and is in direct, regular communication with 1200 people regarding local civic affairs.

UnChain would like to congratulate the State Government and the Fishermans Bend Taskforce on the draft Framework. It is a substantial improvement on past plans/frameworks prepared for the precinct and, if realised in most aspects, would result in a world class urban redevelopment precinct – **in summary, it would “turn a sow’s ear into a silk’s purse”**.

We will present our submission under three headings, viz:

THINGS WE LIKE

The **Floor Area Ratio** and the associated Floor Area Uplift proposal is a substantial improvement on standardised height and setback restrictions; this methodology should help ensure diversity of building form and enhance community benefit through the FAU “carrot” approach

Pursuing **Distinctive Precincts** within the overall Fishermans Bend area is highly commendable and the “hubbing” of community facilities and services within particular precincts should bring benefits through such focus

The **Tram route** from Collins Street to Lorimer Street is strongly supported – we see it as a “must” to make Fisherman’s Bend a success and must be constructed within the next 2 years to ensure public transport is available at the early stages and not “forgotten” over the years.

The focus on making the predominant forms of movement into/out of and within the precinct as **walking and cycling** is supported; however, we strongly believe this will only be achieved if the heavy rail underground proposals (linking the precinct in an east west loop) are delivered early in the redevelopment i.e. a construction start within the next 5 years.

The focus on ensuring that the precinct meets **high environmental sustainability goals** in such areas as water recycling, low carbon emissions, low waste is highly commendable; as an indication of dedication to this approach, we are delighted to see that Melbourne Water is likely to install a sewer mining plant in the precinct to supply recycled water for non-drinking uses and that developers are to be required to install piping systems to handle such recycled water. Noting that a 5 star rating should be the goal for all construction (see below).



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The proposed doubling of **open space** in the precinct is supported and is considered the minimal needed for the projected living and working populations; the proposed diversity of open space and the high canopy cover is also supported and the target should be to deliver this open space and canopy cover within the next 5 years.

The focus throughout the Framework Plan of seeking to vigorously implement measures that will **promote employment growth** throughout Fishermans Bend is strongly supported; it is essential that the Fishermans Bend does not become just a “dormitory suburb” containing limited employment; we strongly commend the State Government’s purchase of the GMH site as a site from which to support the development of innovative industries.

THINGS WE BELIEVE NEED TO BE IMPROVED UPON

There needs to be much more work undertaken and measures implemented to ensure the **integration of Fishermans Bend with surrounding areas, particularly the City of Port Phillip** and to ensure that the existing, abutting suburbs in Port Phillip (Port Melbourne, South Melbourne, Albert Park) are not overwhelmed by parking and destination and through traffic generated from placing 80,000 new residents and 50,000 additional employees in Fishermans Bend; there is a current focus on interconnectivity with Melbourne City (new tram route and proposed underground rail) and within the Precinct (cycling paths over the Monash Freeway), however there seems to be limited analysis on connectivity with Port Phillip e.g. Williamstown Road is a major “barrier” to walking and cycling and Montague Street is already congested most of the day at present; the Transportation Study by the Department of Transport included as an attachment to the draft Framework Plan states that 260,000 daily trips are expected to be generated by residential development alone at Fishermans Bend and that public transport, walking and cycling could reduce local vehicle traffic by up to 90,000 trips per day; this leaves 170,000 additional daily trips to still deal with whereas there appears to be no traffic studies available that will assess the impact of these additional trips on existing surrounding suburbs and road networks. Through traffic north, east, west and south of Fisherman’s Bend needs to be accommodated along with destination traffic coming to Fisherman’s Bend from surrounding communities.

Solving the Port Traffic issue will be vital to achieving key objectives of the Framework Plan; truck traffic is inimical to walking and cycling and so removing this major flow of truck traffic either from key areas of the Precinct or at the minimum separating such truck traffic from the general road, walking and cycling corridors is vital; UnChain is aware that the Government is currently assessing options for a dedicated Port Truck traffic corridor and looks forward to further information on this aspect of the Framework Plan

Fishermans Bend **Localised Truck Traffic** does not seem to have been addressed in any substantive way in the Framework Plan; even though it might be possible to attain an 80% walking and cycling movement of people into/out of and within the Precinct, the presence of 80,000 daily workers and 80,000 residents means that there would need to be significant localised truck traffic to service the essential daily needs of industry and residents – movement of goods, deliveries etc; UnChain would like to see this issue given much more precedence in the planning process



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Adoption of 5 Star Sustainability criteria as a requirement for new developments is seen as essential; the 4 Star criteria is too low and a “stretch target” of 5 Star is considered to be in adherence with the other proposed Sustainability objectives for the precinct that UnChain strongly supports

There needs to be **mandatory Community Housing requirements** placed on residential developments in the Precinct; UnChain is a strong supporter of the Community Housing sector and believes that a “carrot” only approach i.e. use of the FAU methodology will not lead to significant building of Community Housing in this major urban redevelopment area of Melbourne due to high land prices in the area; UnChain recommends the adoption of a mandatory 20% Community Housing requirement of which 6% should be for Social Housing i.e. for the substantively disadvantaged groups in our community with the balance 14% targeted at Affordable Housing e.g. for key workers; adoption of this measure would ensure Fishermans Bend is aligned with major benchmark urban redevelopment projects around the world

Enhanced approach to **bolstering Heritage protection** is needed; UnChain believes that Fishermans Bend needs to retain a uniqueness to be able to flourish and that uniqueness would be substantively reliant on maintaining an “industrial artifice” to reflect its past uses whilst incorporating that industrial past into new developments; whilst there are some areas designated as Heritage overlay in the proposed Framework UnChain considers that they are inadequate to ensure that sufficient areas of “industrial artifice” are retained at Fishermans Bend; consideration needs to be given to extending the Heritage overlay area or at the minimum including retention of existing heritage buildings as a 4th benefit under the proposed FAU regime

UnChain would strongly support the **inclusion of an open produce market, particularly a waterside seafood market**, in a strategic location in Fishermans Bend similar in style to South Melbourne Market and Queen Vic Market; with an additional 80,000 residents in the area, the current South Melbourne Market runs the risk of being overwhelmed (already traffic around SMM is dense during trading days); such an open market would fit with the vision for Fishermans Bend as a people friendly place and would undoubtedly be well frequented given the popularity of community markets throughout Melbourne

THINGS WE SEE AS MISSING

UnChain is aware that the draft Framework Plan is not meant to address all issues that are needed to ensure the success of Fishermans Bend as a world leading urban redevelopment precinct. However, we comment at this stage on several vital issues that need to be addressed as follows:

We have already outlined in the section above the need for much more extensive consideration be given to the following issues: impacts of future through and destination traffic and parking demand on existing areas of Port Phillip, solutions to the Port traffic issue and localised truck traffic in the Precinct.



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Staging of all aspects of the redevelopment of Fishermans Bend will be vital to its success; a key element of the Staging Plan must be to **ensure that vital infrastructure is delivered early** to the Precinct to enhance development and to avoid expensive retrofitting at a later date; this early infrastructure should include the tram line from Collins St to Lorimer St and through the Precinct, the early development of walking and bike paths (even if they have to be rerouted or rebuilt at a later date) and community infrastructure such as health care and schools; although it is accepted that it may be difficult at this stage for Government to justify the commitment of funds to the underground rail infrastructure, there should at least be a commitment by Government to a program to deliver such a rail system as pre-determined levels of population inhabit the Precinct; at a minimum, Government should commit to a construction start within the next five years on the underground rail link

Development of a Financing Plan that commits the Government to levels of funding support over a determinable timeframe is vital to the success of this urban redevelopment project; given the current per unit levy on developers is woefully inadequate, Government should explore innovative ways to fund the vital infrastructure needed for the redevelopment – roads, walking and cycling paths, open space, water recycling, urban transportation etc, etc; in this regard, UnChain **encourages the Government to investigate implementing a cordon toll around Fishermans Bend** at an early date whereby car owners would be required to pay a toll each time they entered the precinct; these cordon tolls are common throughout the world – London, Singapore, Copenhagen etc; such tolls would be in accord with the Vision underlying the future of Fishermans Bend of discouraging car use in favour of walking and cycling and could be designed to be introduced in a scaled way e.g. lower tolls in the early years and then higher tolls as the improved infrastructure is introduced into the Precinct.

Innovative funding concepts are essential because the City of Port Phillip and the Melbourne City Council do not have the organisational and financial capacity to fund the infrastructure required for Fishermans Bend without an impost on local residents' services and the rates paid by their residents and businesses.

Stamp duty, land and income tax incentives should be considered to encourage private capital to invest in the precinct. Models should also be explored to encourage Superannuation funds to develop required infrastructure for an appropriate return on invested capital.

The introduction of a Governance Model to ensure efficient delivery and community input into the project will be vital to its success; UnChain considers that the most efficient governance model would be to have an independent, single-purpose authority dedicated to both the planning and implementation stages of Fishermans Bend redevelopment; this authority should be accountable to the Minister for Planning and the Parliament of Victoria; built into the remit of such an authority would be a requirement to regularly and widely consult with the Victorian, Melbourne and local communities and to report on a regular basis on the outcome of those consultation processes; Residents of Victoria and landholders in the Precinct would retain the right to appeal to VCAT regarding development applications and decisions



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of the authority; the implementation of such an authority would be accompanied by the City of Melbourne and the City of Port Phillip ceding to the authority the current jurisdiction they have over areas of Fishermans Bend

The **development of a successful plan for the Employment precinct** and its integration with the other precincts will be vital to the success of Fishermans Bend; UnChain believes that ensuring such success would be enhanced by the location in the precinct of either a leading educational institution e.g. University, TAFE, VET or research institute and by focussing on a few selected innovative sectors to allow for “clustering” as it has been demonstrated globally that these two elements are vital to the successful development of innovative industries in urban redevelopment areas. Employment should also be encouraged within the residential precincts.

Richard Roberts - UnChain Spokesman on Fishermans Bend

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