
Request to be heard?: No

Precinct: Lorimer

Full Name: Allen Gravier

Organisation:

Affected property:

Attachment 1: Submission.docx

Attachment 2:

Attachment 3:

Comments: See attached.

Submission : Draft Fisherman's Bend Framework

I would like to make the following points about the Draft Framework.

1. I strongly oppose the Tram Bridge. Residents in seven towers at Yarra's Edge bought properties knowing that they had access to a Marina and views of a Marina. The Docklands has been treated shabbily by greedy State Governments (land sales) and greedy developers hell-bent on squeezing thousands of apartments out of the area. In this rampant overdevelopment public amenity has been largely ignored. Compare the beautiful gardens in the North, East and South of the CBD, and these are largely low-rise areas. The Docklands should have been developed after the gardens and public areas had been reserved. The towers could have then have been developed around the public areas. Even the Housing Commission for all its faults knew to put gardens around its towers! [At Barangaroo in Sydney almost a third of the area of prime real estate has been devoted to a beautiful public park which co-exists with enormous towers with large promenades between them. Already a good vibe exists and vibrant eateries are well-established]. Alright we have what we have at Yarra's Edge. Our buildings are too close with little public areas between them. We have a Marina with relatively low level sailing ships and nice views. This Marina was approved by the State Government, MCC and Development Victoria as a feature in this part of the Docklands. A Tram Bridge will destroy the Marina, such that it will have only speedboats and JetSkis. It will destroy a small public park and courtyard with sculptures on the North side of the river. This park is sited next to the ANZ building with 4000 employees, with perhaps 2000 more in a new ANZ building next door, and 1200 Lend Lease apartments squeezed in to the west. On the South side, Point Park has been largely saved, except that trams will whizz by a few metres from the children's park. Further the Bridge looks like it will return to ground next to the playground thus cutting the walking and bike promenade along the waterfront. It is then proposed to cut Lorimer St at street level, an amazing plan given the Government is spending billions getting rid of level crossings. The original plan was for the Bridge to continue about four meters above ground all the way over the Freeway. A bold plan

would be too compulsorily acquire the land between the playground and the townhouses to the west and provide a Bridge 4m up with plenty of room and a new park around it!

More thought should be given to running trams from the Port Melbourne line, which is heavy duty with few road obstacles. Alternatively make the Tram Bridge 10m high and high tide and allow small sailing ships and larger cruisers to stay in the Marina.

Congestion in Collin's St in the Docklands will be terrible with trams crossing the single lane of traffic supporting thousands of employees, thousands of apartments in Collins St and thousands additionally approved for Collins Wharf. The Planning is laughable if it were not so sad. Congestion in Lorimer St is already bad. It is exacerbated by residents having to do U-turns to access their apartments (more great planning). Cutting Lorimer St with trams will greatly impede the traffic flow and will become impossible. Authors of the Framework ignore the increased congestion in Docklands with their plan, while the Port Melbourne line and Clarendon St have very good road and tram infrastructure to cope better with increased flow. And the problems are only from Normanby to Collins St (two large blocks).

2. Overdevelopment of Fisherman's Bend. The latter is an inner suburb, but no-one wants to live in Manhattan. The developer and Council in Beacon Cove deserve medals for the sensitive development near the Bay. Sensible height towers are mixed with low-rise apartment buildings, townhouses and conventional houses. How can this model be employed in Fisherman's Bend? How much more liveable it would be. As suggestion from left-field, why do you not plan on a suburb with 60,000 residents with less pressure on the infrastructure and a far more balanced range of housing options?
3. The Framework recommends high-rise towers along the Westgate Freeway. What plans does it have for Noise attenuation and amenity improvement. The current Freeway is very noisy, especially as lanes have been added and is very ugly. The start of the Lorimer Precinct has about 14 lanes of traffic. The Freeway was built through an industrial

wasteland and southern port and no-one thought it necessary to consider noise or looks. This has become far worse as the Freeway is enlarged. Developers do their bit with double glazing, but it is not sufficient, and are residents not permitted to open windows for ventilation nor enjoy their small balconies? Improvements should extend from where the new towers are planned in the west of FB to Montague St, where trucks make considerable noise accelerating and decelerating.

Allen Gravier

1405 / 100 Lorimer St

allen.gravier@bigpond.com