
Request to be heard?: Yes

Precinct: Lorimer

Full Name: Bronwyn Margaret Williams

Organisation:

Affected property:

Attachment 1: Submission_BMW

Attachment 2:

Attachment 3:

Comments: See attached

To whom it may concern

FISHERMANS BEND DRAFT FRAMEWORK – ADVERSE IMPACT OF LIGHT RAIL PLAN ON RESIDENTS OF YARRA’S EDGE AND VICTORIA HARBOUR

My husband Robert and I have owned and occupied Unit 2201, 50 Lorimer Street at Yarra’s Edge in the Docklands since July 2015. We chose to purchase this property in Yarra’s Edge based on the lifestyle, amenity, magnificent uninterrupted views of the waterways, and the community-style precinct created by Mirvac over more than 15 years.

We are extremely concerned that the Victorian Government’s plans for the Fishermans Bend development, as articulated in the Fishermans Bend Draft Framework and Planning Controls, place this at risk. In particular, the plan fails to take into account the adverse impact on the existing communities at Yarra’s Edge and Victoria Harbour of the proposed Light Rail as set out in Integrated Transport Plan Section 6.1.

This plan places the attraction of prospective residents to Fishermans Bend over the next 30-50 years ahead of the rights of existing residents of Yarra’s Edge and Victoria Harbour. In doing so, it threatens both our chosen lifestyle and our property values.

This is despite the fact that the timeframe for growth is ample for the implementation of infrastructure that would better address the transport needs of Fishermans Bend with no loss of amenity to existing communities. These include underground rail and options for water transport (ferries, water taxis) that develop and embrace Melbourne’s waterways.

Section 6.1 Light Rail fails to account for recent residential and commercial development at Yarra’s Edge and Victoria Harbour

Section 6.1 Light Rail recommends:

- that a Yarra River crossing is provided to enable the two preferred alignments; and
- that this crossing be enabled with a 6 metre bridge across the Yarra connecting Collins Street on the North side to Lorimer Street on the South, avoiding the severance of Point Park open space.

These recommendations suggest the authors of the plan are unaware or uninformed about the recent spate of new developments in both Yarra’s Edge and Victoria Harbour. On the south of the Yarra (Yarra’s Edge) these include the apartment tower construction work by Mirvac which already extends well beyond Point Park.

On the north side (Victoria Harbour) these include the apartment tower and commercial construction work undertaken by Lend Lease and others immediately adjacent to the west of the ANZ building. See attached photographs at Appendix 1 showing recent development to the west of the ANZ building.

These new high-rise developments are situated on the proposed light rail path blocking any access. With no transport corridors reserved, any costing of the proposed light rail will need to be amended to include the purchase and demolition of several new towers.

The feasibility studies fail to take into account both the development work that has been undertaken over the past 2-3 years, and indeed further approved residential development plans for the precincts. As such, the feasibility studies are out of date and must be updated to reflect current and planned development and the significant uplift in land values that has occurred as a result of these developments.

Loss of amenity to residents of existing communities at Yarra's Edge and Victoria Harbour

Residents of the existing communities at Yarra's Edge and Victoria Harbour will suffer from significant additional noise pollution, visual pollution and air pollution resulting from both the light rail and vastly increased truck traffic due to the expansion of the Port of Melbourne and the expected increase in truck traffic along Lorimer Street.

In this regard, we note that despite significant technology improvements to the trams used in Melbourne, little has been done to reduce the noise pollution associated with light rail.

We note that The City of Melbourne submission has also raised concern about how any light rail crossing Lorimer Street will impact the existing and future traffic flow in the area, noting also the impact of plans for the expansion of the Port of Melbourne.

Further to the above, we are concerned about the impact of the proposed development on the environment and wildlife/birdlife in the Yarra's Edge precinct. We are concerned about the impact on the marina including as part of our local community and for the boat owners and business reliant on it. We are concerned about the loss of our beautiful marina vista and community and the likely impact on local businesses that benefit from the tourist trade.

Compensation for loss of property values essential if Light Rail proceeds

If the light rail transport development is approved, then given the loss of amenity resulting for the existing 5,000 residents in Yarra's Edge and Victoria Harbour the government must establish a compensation/buy back scheme. That is, existing owners such as ourselves must have an opportunity to sell to the government at the current market price prior to approval of the light rail – which is certain to have an immediate and lasting detrimental impact on our property values.

Better alternatives to Light Rail available that enhance rather than detract from Yarra's Edge and Victoria Harbour precincts and Melbourne's waterways

As above, there is ample time for alternative infrastructure to be developed. As above, and in particular, the use of water taxis or ferries should instead be explored as this would further reinvigorate the use of the Yarra as a key waterway – rather than undermining work done to date to develop our waterways.

The Yarra's Edge precinct has become a strong tourist drawcard. The Williamstown ferries and cruise boats are packed at weekends, and the Webb Bridge at Yarra's Edge provides a popular venue for wedding photographs. This is due the beauty of the precinct, which will be destroyed if the Light Rail proceeds.

The light rail option demonstrates a simplistic approach to future transport options.

Open Space Requirements

In addition to the above issues, the plan will exacerbate the lack of open space relative to the size of resident population in the Yarra's Precinct which is one of the few current planning limitations. Currently the Point Park open space services the residents of 9 towers, or approximately 3,500 residents. Any proposals to further reduce this space or compromise its usage should be strongly resisted. Reflecting this, it is difficult to envisage how a light rail proposal can be accommodated without impacting open space or requiring the compulsory acquisition of an apartment tower that would make way for a rail corridor.

Conclusion

For all the above reasons, we strongly advise the Fishermans Bend Planning Review Panel to recommend that draft planning scheme amendment GC81 be opposed and seek a more appropriate option to meet the transport needs of Fishermans Bend.

We request that any new or amended transport proposals potentially impacting the communities at Yarra's Edge and Victoria Harbour be subject to extensive community consultation.

For further information, I can be contacted on 0421 746 403.

Dr Bronwyn Williams
15 December 2017

