

# Submission Cover Sheet

## Fishermans Bend Planning Review Panel

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**Request to be heard?:** No - Copy of Directions and

**Precinct:** Montague

**Full Name:** Ben Walter

**Organisation:** Residents of 437-514 Bay Street, Montague Precinct

**Affected property:** 437-514 Bay Street

**Attachment 1:** 437-514BayStreet

**Attachment 2:** PortPhillipSubmis

**Attachment 3:**

**Comments:** Please refer to 437-514BayStreet.pdf

29 November 2017

Hon Richard Wynne  
Minister for Planning  
Level 16, 8 Nicholson Street  
East Melbourne  
VIC 3002

Dear Minister,

RE: Fisherman's Bend Framework – Draft for consultation – Delivering Montague

Firstly, we would like to thank you for the opportunity to provide this submission to the aforementioned draft document.

After reading through the document, the residents have identified several areas of concern that would directly impact our living conditions and the surrounding area in the medium to long term.

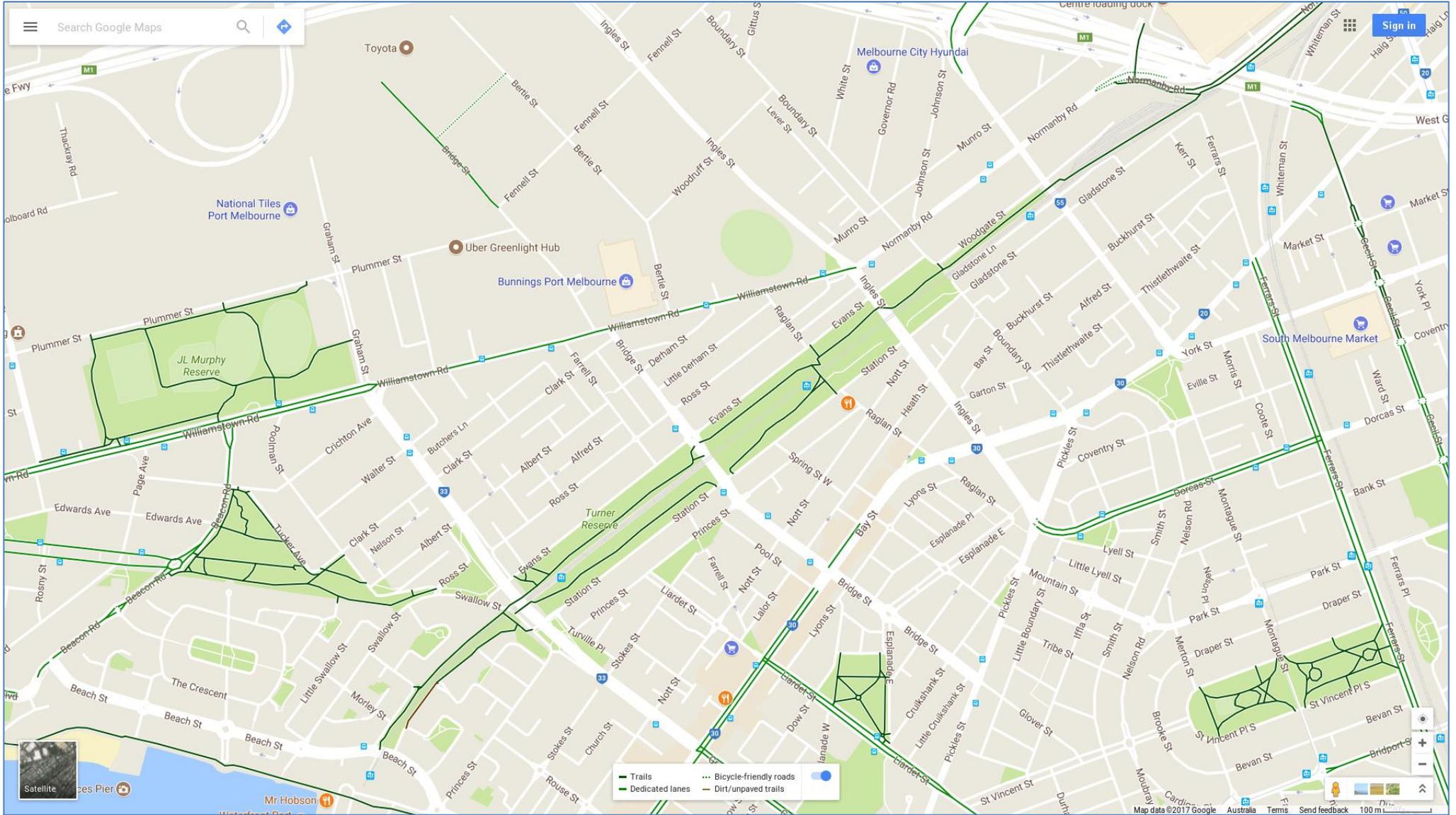
Our main concern is the proposed cycling trail path and the impacts it will have on affected residents and local traffic that we go into in further detail below.

We also note the reference on Page 16 of the draft to Flooding. However, this is not addressed any further in the document as to how or if this issue would be addressed as this will continue to, and increase, the flooding on Montague Street that will impact on additional traffic as a result of the opening of the Ferrars Street Primary School and Community Facility.

To help articulate our concerns, the image<sup>1</sup> on page 2 shows the current established bike paths for the Port Melbourne area:

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<sup>1</sup> Provided under [https://www.google.com/intl/en\\_au/help/terms\\_maps.html](https://www.google.com/intl/en_au/help/terms_maps.html) - Section 1.c



DELWP's draft document identifies changing the bike path from the South Bank Depot Tram Stop to Bay Street via Buckhurst St. This proposal would require crossing 3 major arterial roads (Montague Street, Ingles Street, and Bay Street @ Crockford Street).

As shown in the above map, there is already a cycle trail that follows the tram line from South Bank Depot to Beacon Cove via Turner Reserve which already:

- Utilises the existing Montague Street bridge to go over traffic.
- Utilises the existing crossing at the Tram crossing on Ingles Street.
- Has no requirement to blend into Bay Street at Crockford Street.

With the DELWP draft plan, the impacts would be:

- Dangers to cyclists crossing Montague Street, or;
- Additional traffic management on Montague Street to allow cyclists safe crossing, impacting already strained traffic conditions.
- Dangers to cyclists crossing Ingles Street at Bay Street, or;
- Additional traffic management on Ingles Street to allow cyclists safe crossing, impacting already strained traffic conditions.
- Dangers to cyclists trying to enter Bay Street at Crockford Street.
- Unnecessary hazards to residents of Bay Street, many of which are elderly, by cyclists.

We would also like to refer you to the attached letter sent to Port Phillip Council in 2013<sup>2</sup> when they proposed a bike path in our section of Bay Street during the redesign/reseal of the street and our objection to their proposal.

As the plan indicates the removal of the Southbank Tram Depot and its conversion to an open space, any current safety issues for cyclists crossing on the existing trail would disappear at that stage and follow the natural establish path down Turner Reserve, with minimal widening required between Normanby Road and Ingles Street.

A short cycle path could be established from the Southbank Depot Tram stop to the Ferrars Street Primary School and Community Facility for students/staff without significant impact to surrounding areas.

By retaining the cycle trail down through Turner Reserve, this would allow a "fan-out" of trails to surrounding areas, including the new proposed precincts Sandridge and Wirraway, instead of numerous trails that would cause safety hazards and/or impact traffic along arterial routes.

The residents don't believe proper analysis of the impacts of the proposed cycle trail would have on traffic and residents in the draft plan. Nor has it taken into consideration the cost of any new infrastructure to support the plan especially where existing infrastructure could provide the same benefit.

Sincerely,

Resident of 437 – 514 Bay Street

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<sup>2</sup> PortPhillipSubmission.pdf