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

Full Name: Mark Trovato
Organisation: Mirvac Victoria
Affected property: Yarra's Edge, Docklands
Attachment 1: Mirvac_Victoria_-
Attachment 2:
Attachment 3:
Comments: Attached.

December 2017

Fishermans Bend Taskforce
Department of Environment, Land, Water and Planning

Via submissions portal: <https://engage.vic.gov.au/fishermans-bend-draft-framework>

Dear Taskforce,

Fishermans Bend Draft Framework Consultation

Thank you for providing the Fishermans Bend Draft Framework Plan for review and consultation. The taskforce should be commended for its efforts in compiling the framework, along with the extensive community consultation process in consideration of the many challenges and multiple stakeholders at hand.

We thank you for the opportunity to provide feedback on the framework. This submission will focus exclusively on transport, specifically the proposed Yarra River crossing and how it relates to and impacts on Yarra's Edge, Docklands.

As the framework appropriately points out, early delivery of transport infrastructure is imperative to a successful roll-out of an urban renewal site and should be a priority for the government. Effective public transport in particular is fundamental to realising an efficient and sustainable transport network within a new neighbourhood.

Mirvac agrees with the recommendation that a light rail connection directly from the CBD is required to service Fisherman's Bend and in particular that any new light rail connection must service both the residential and employment precincts within Fishermans Bend.

As currently proposed within the framework, the Yarra River crossing runs directly through Yarra's Edge, Docklands and in its proposed location raises a number of concerns for its impacts on the Yarra's Edge Marina, the existing residential dwellings and proposed future developments in that precinct.

We accept that the most logical strategy to service Fishermans Bend is to extend the existing tram network from Collins Street on the north side of the river and connect through to Yarra's Edge on the south as proposed. With that in mind this submission will not focus on alternative options for a river crossing as outlined in the Fisherman's Bend Integrated Transport Plan (supporting document). The assessment and presentation of 10 alternate river crossing options, further broken in to more detailed alternatives is thorough and considered and it is not Mirvac's intention to propose re-investigating these alternatives.

Mirvac does however believe a number of considerations need to be addressed by the taskforce to provide landowners, residents and stakeholder's further clarity on the proposed 'Collins Street Extension Fixed Structure' alignment and its associated impacts. The rating considerations used to assess the preferred Light Rail alignment within the Integrated Transport Plan do clearly highlight the deficiencies with this preferred option. These are discussed below.

1. Impact on access to the Yarra's Edge Marina for boats, in particular the loss of tall masted boats restricted by a proposed bridge height of 6m. This will have impact directly on all berth holders which have the ability to accommodate masted boats above the 6m height. Not only does it reduce the amenity of the marina but also the economic value of the individual marina berths. In addition, berth holders are already reporting to Mirvac the increased difficulty in sub-leasing and transferring these berths due to the uncertainty of the proposal.
2. Impact on existing public open space in the areas adjacent to the river crossing. Currently the bridge is proposed to land at the western end of Point Park, impacting on the amenity this park offers. As part of our Urban Art Contribution to Development Victoria and City of Melbourne, Mirvac funded the development of a children's playground and musical garden located in this exact location. The playground and garden has formed an instrumental part in community building for families at Yarra's Edge and due consideration will need to be given to the impact any river crossing will have on this existing public amenity.
3. Impact on existing views from residential properties adjacent to the Yarra River and along Lorimer Street. The buildings most directly impacted by the proposed river crossing are Yarra Point (1 Point Park Crescent) and the future proposed Tower 9 (106 - 186 Lorimer Street). Yarra Point, which was completed by Mirvac in 2013 currently boasts uninterrupted views of Point Park and the Yarra River to the buildings north. The proposed crossing including the bridge, overhead power lines and tram top shelters will inevitably obstruct and detract from these views causing a significant loss in amenity and related economic impact on those effected residential properties. In addition, Mirvac currently hold a planning permit with endorsed drawings for 222 apartments to be developed at 106 – 186 Lorimer Street (Tower 9). The proposed crossing is to the east of this development site however in very close proximity (less than 3m) and will impact the saleability and economic value of these future dwellings.
4. Extent of expected impact on noise quality for existing residents adjacent to the route. As outlined in item 3, the buildings most directly impacted by the proposed river crossing are Yarra Point (1 Point Park Crescent) and the future proposed Tower 9 (106 - 186 Lorimer Street). Both the existing building and future development are in extremely close proximity to the proposed tram route and will be adversely impacted by the tram noise. The noise disturbance will again detract from the amenity and have associated economic impact on the effected residential dwellings.

Further, we note the following which must be considered.

5. General impact and perceived loss of amenity to Yarra's Edge apartments caused by the restriction of boats to Marina YE. The precinct is anchored by the marina and will be less desirable without tall masted boats. Mirvac built the Marina as the central focal point of Yarra's Edge and limiting the use will only detract from the precinct.
6. Traffic congestion to Point Park Crescent and South Wharf drive. We understand there is a significant amount of design development still required, however consideration must be given to the integration of the tram line with the existing vehicular operation of both streets. The continuation of vehicular movement between the Park and River Precincts at Yarra's Edge is critical and it is therefore imperative all streets become a shared tram and vehicle zone. In addition, a signalised crossing across Lorimer Street will only stem traffic flow in an already congested street.
7. Potential impact to the existing walking and bicycle paths along the edge of the Yarra River. Again, we understand the detail may not yet exist, however it is imperative that an uninterrupted walking and bicycle path is maintained along the Yarra River and not divided by a future light rail connection.

These considerations are extremely important to Mirvac as the developer of Yarra's Edge and indeed Yarra's Edge residents in maintaining the essence of the precinct and quiet enjoyment of each Yarra's Edge dwelling. These matters as identified in the report need to be assessed both to minimise the loss of amenity they are certain to cause and due consideration must be given to assessment and potential compensation to effected apartment and retail tenancy owners including any adverse impacts on Mirvac's existing PDA.

While we acknowledge the public transport amenity that a light rail will bring to the Yarra's Edge community, for many the detriments will overshadow the benefit and this must be addressed.

In addition to the above Mirvac also have an existing planning permit approval for the site known Yarra's Edge Retail building (2008/0793), an island site which sits immediately to the south of the future Tower 9. This site has a critical interface with the proposed tram alignment and we propose to include this site in future discussions with the Taskforce and DELWP with regards to the crossing and proposed tram stop location.

In conclusion we trust the above matters will be considered by the taskforce in future assessment and implementation of the framework. We welcome and encourage the opportunity for further engagement with the taskforce and DELWP in advance of further design development on the proposed river crossing.

Please do not hesitate to contact Mark Trovato (mark.trovato@mirvac.com) and Kate Hilbert (kate.hilbert@mirvac.com) from our office to further discuss these matters.

Yours Sincerely,



Elysa Anderson

**General Manager
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Mircac Victoria**