Amendment GC81 to the Melbourne Planning Scheme and Port Phillip Planning Scheme

Closing Submission to the Fishermans Bend Ministerial Advisory Committee on behalf of the Port of Melbourne Operations as trustee for the Port of Melbourne Unit Trust

17 May 2018

Ref DV:AG:KM:878587
1.1 Introduction

1.2 This closing submission is made on behalf of the Port of Melbourne Operations (PoM Operations), our Client, in relation to the proposed Amendment GC81 (Amendment) to the Melbourne Planning Scheme and Port Phillip Planning Scheme (Schemes).

1.3 It is not our Client’s intention to reiterate its substantive submission to the Committee.

1.4 This submission provides our Client’s response to a number of matters raised during the course of submissions made by other parties to the Fishermans Bend Ministerial Advisory Committee (Committee) in relation to the Amendment.

1.5 Consequently, this submission will focus on the following matters:

(a) freight movements to and from the Port of Melbourne (PoM);

(b) protecting freight corridors;

(c) the proposed civic spine along Plummer Street, Port Melbourne;

(d) proposed bicycle link along Lorimer Street, Port Melbourne;

(e) rail freight and the Lorimer Precinct;

(f) passenger rail;

(g) flood mitigation; and

(h) introduction of an Environment Significance Overlay

1.6 PoM Operations look forward to presenting a short closing submission to the Committee on 23 May 2018.

1.7 PoM Operations support the redevelopment of the Fishermans Bend Precinct but respectfully submit that it must be done in a manner that protects the PoM and ensures the sustainable and viable growth of the PoM.

2. Freight movements to and from the Port of Melbourne

2.1 As detailed in correspondence to the Committee dated 7 May 2018, we are instructed that our Client does not have current truck movements, numbers or forecasts for Prohasky, Plummer and Graham Streets but provided details of truck movements in
relation to Webb Dock and Station Pier which provide some guidance in relation to freight movements to and from the PoM.

2.2 Significantly, the PoM is a fully operational port and fundamental infrastructure to the functionality of the State of Victoria. Policy is in place to support its continued growth for the next 50 years.¹ Such growth will entail a significant increase in freight movements to and from the PoM. While exact figures have not been determined, it is imperative that the Committee is under no false pretenses that the activities of the PoM and its associated freight movements will increase over the years.

3. Protecting Freight Corridors

3.1 Given the above and as highlighted in the PoM Operations' substantive submission to the Committee, there are a number of key freight routes that service the PoM. These are:

(a) Lorimer Street which provides an existing connection between Webb Dock and the Swanson Dock Precinct;

(b) Cook Street which provides direct access from Webb Dock to the West Gate Freeway;

(c) Prohasky, Plummer and Graham Streets which provide access to Station Pier for freight and transverse the Fishermans Bend Precinct; and

(d) Other routes including Todd Road that form part of the Port of Melbourne Container Network.

3.2 The protection of these freight routes is of critical importance to the existing and future operations of the PoM.

3.3 The consideration of the proposed controls for the Fishermans Bend Precinct by the Committee, in the PoM Operations' submission, needs to recognise that this is not a Greenfield site. Existing infrastructure in the Fishermans Precinct already plays a vital role in servicing the existing State and Nationally significant PoM. One cannot simply change the classification of these roads or propose certain treatments without turning their mind to their existing use and the implications and/or effect on the PoM and other employment activities.

3.4 The PoM Operations is not proposing to relocate the PoM nor is the Victorian State Government (State Government). The fact that a 50 year lease has been entered into by the State Government is proof that there is a strong commitment to the PoM and its continued operations. Therefore it cannot be said that the PoM use of these freight routes is no longer required or that the freight role that these routes play is now redundant, indeed having regard to the forecast growth in port activities the pressures

¹ Such policy includes the Port Development Strategy, Plan Melbourne and work undertaken by Infrastructure Victoria in relation to a second container port.
and use of these is likely to increase threefold well before Fishermans bend reaches maturity.

3.5 Therefore the proposal to introduce rail along these routes, for example, along Prohasky and Plummer Street, the creation of civic spines that deter and limit vehicle movements or bicycle routes along streets such Prohasky Street and Lorimer Street are not supported by PoM Operations as such an outcome would significantly impede the current and future operations of the PoM and create transport conflicts that may result in serious safety issues and/ or impact on the viability and sustainability of the PoM.

4. Proposed Civic Spine along Plummer Street, Port Melbourne

4.1 As outlined in our oral submissions, the PoM, City of Port Phillip and the State Government undertook significant work in consultation with the residents of Garden City to address port freight utilising Williamstown Road in or about 2008 (refer to attachment one). As a consequence of this work, Plummer Street was designated a freight route by the then PoM, now PoM Operations, the City of Port Phillip and VicRoads

4.2 Plummer Street was a joint solution agreed to by all parties involved and its role as a freight route is still relevant.

4.3 On this basis, PoM Operations oppose the proposal to utilise Plummer Street as a civic spine with landscaping, a tram route, potential bicycle link and measures to restrict vehicle movements and civic uses to create an arts and cultural precinct. This is particularly relevant given the absence of any apparent assessment or work undertaken in relation to impacts of such changes on port related traffic or any alternative means of access.

4.4 In addition to severely impacting and threatening the existing and future operations of the PoM, a civic spine along Plummer Street in the PoM Operations' submission will create endless conflicts between freight traffic and users and have the potential to create significant safety issues. As noted in answer to questions from the Committee, the suggestion of moving traffic back to Williamstown Road will recreate the same issue that the designating of Plummer Street as a freight route was designed to address.

4.5 In short, our Client does not support the creation of a civic spine along Plummer Street as Plummer Street is a key freight route to and from the PoM. Further, the suggestion that port freight utilise Williamstown Road is not supported by our Client.

5. Proposed bicycle link along Lorimer Street, Port Melbourne

5.1 Any proposal to utilise Lorimer Street as a key bicycle route within the Fishermans Bend Precinct must have regard to the designation of Lorimer Street as part of the gazetted 'Port of Melbourne Container Network.' Significant volumes of freight traffic utilise this
link now and such volumes will only increase in the future (refer to map one at attachment two).

5.2 As outlined in the PoM Operations' material dated 7 May 2018, the majority of trucks moving northbound between Webb Dock and Station Pier utilise Lorimer Street rather than other routes available in the area and a significant number of trucks moving southbound utilise Lorimer Street.

5.3 As such if a bicycle link is to be planned along Lorimer Street such a link must be off road and located on the southern side of the Lorimer Street carriageway (i.e. not on the PoM land).

6. Rail freight and the Lorimer Precinct

6.1 PoM Operations support the proposed freight rail link through the Fishermans Bend Precinct but submit that it is imperative that the existing Webb Dock Rail Link is protected.

6.2 The State Government has committed to the ongoing operation of the PoM through the PoM lease. It is not consistent with the principles of orderly and proper planning for the benefit of all Victorians to merely state that a new port is required at Bay West (which is at least 50 years off and would operate (if built) in addition to the PoM) and ignore and jeopardise the PoM and its significant operations while planning for the Fishermans Bend Precinct.

6.3 Our Client notes that concerns have already been raised before this Committee in relation to the number of heavy vehicles utilising the Lorimer Precinct.

7. Passenger rail link

7.1 PoM Operations supports the provision of a passenger rail link through the Fishermans Bend Precinct provided that it does not transverse through or under Webb Dock or any other port areas. Locating such links within or under port land would not be possible due to the presence and nature of port infrastructure. An alternative route should be explored to ensure that such a link is viable.

8. Flood Mitigation

8.1 As outlined in the PoM Operations' correspondence dated 7 May 2018, PoM does not support the proposed flood mitigation levee. More particularly, PoM Operations do not support the flood levee due to its proposed location, practicality, lack of regional approach and most significantly its potential impact on the PoM land.

8.2 It is noted that Melbourne Water in its submission dated 15 May 2018 in response to the expert witness statement from Ramboll notes in relation to section 5 (67) that:
'Historically, Melbourne Water has not supported reliance on mechanical mechanisms (e.g. pumps) or other engineering solutions (e.g. flood gates, retaining walls, levees) to achieve appropriate levels of protection for habitable areas because of failure risks. Levees are generally long linear structures that can be considered like a chain: only as strong as the weakest link. Despite best design and construction methods there remains a risk of irregularity or future impacts which can lead to failure of the levee. These include overflow and overtopping, foundation instability (sliding, shearing, slumping or spreading), erosion, settlement, structural failure or failure of any associated gates or mechanisms. Furthermore, levees may stand for a long period of time without being loaded to their design capacity and tested - they may fail when they are needed most.'

8.3 Noting the comments of Melbourne Water and the impacts on the PoM land and its operations, the imposition of a levee it is submitted that ought not be supported.

9. Introduction of an Environmental Significance Overlay

9.1 As outlined in our Client's substantive submission, the PoM is of State and National significance and its current and future operations must be protected. On this basis, our Client respectfully requests that the Committee recommend the introduction of the amended Schedule 4 to the Environmental Significance Overlay (ESO4) over land shown in map one (on the following page). Acknowledging that the majority of this land is designated as an open space area, the application of the amended ESO4 would ensure that this land is not used and/ or developed in a fashion or manner that would adversely affect PoM's activities. PoM Operations submit that its operations are of a level of significance similar to, if not the same as Melbourne Airport and warrant similar treatment and protection.

Map one: Area to be affected by the Amended Schedule 4 to the Environmental Significance Overlay
10. Conclusion

10.1 As detailed above, it is not our Client’s intention to reiterate its substantive submission to this Committee but rather respond to a number of matters raised by other parties during the course of this Committee hearing.

10.2 Our Client thanks the Committee for the opportunity to present its submissions and respond to various parties.

10.3 Our Client looks forward to working with the Committee, State Government and other key stakeholders in planning for the Fishermans Bend Urban Renewal Area.

[Signature]
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For and on behalf of the Port of Melbourne Operations as the trustee of the Port of Melbourne Unit Trust

17 May 2018
PORT MELBOURNE TRUCK BYPASS WILL REDUCE OPERATING COSTS

by: Jason Konstam
Date: 18.06.2008

The Victorian Government says Port Melbourne residents will enjoy reduced traffic and congestion on local roads with the opening of the new Plummer Street truck bypass.

The new $19.2 million bypass provides trucks and through traffic with a new, direct connection to the West Gate Freeway.

Roads and Ports Minister Tim Pallas says the link provides the road transport industry with a more efficient route for moving freight through the area.

"The new route will significantly improve freight travel times and help reduce costs for the road transport industry and its customers," he says.

"Diverting trucks to the new route, away from local roads like Williamstown Road and Todd Road, will also result in less traffic and truck noise for local residents."

"This project is a win-win situation for everyone, cut travel times and costs for industry and makes our local main safer."

For the bypass project, Prohasky Street has been extended north from Plummer Street and connected to the existing freeway entry ramp near the Shell-KFC Service Centre.

Works also included new traffic lights on Plummer Street at Prohasky Street, Bacon Street, Graham Street, and at the Todd Road connection.

Pallas says Plummer Street was upgraded and strengthened to ensure it could cater for increased truck traffic through the industrial precinct.

"Traffic lights at Williamstown Road and Graham Street have been reconfigured to give greater priority for traffic accessing the bypass," he says.
Map one: Port of Melbourne’s gazetted roads for Container Vehicles