
Request to be heard?: Yes

Precinct: General

Full Name: Kim HELYER

Organisation: No

Affected property: Pen 84, Marina YE 84a, River Esplanade, Docklands 3008

Attachment 1: Kims_submission.

Attachment 2: Kims_submission.

Attachment 3:

Comments: Please see attached document, "Kim's submission"

Submission to the Fishermans Bend Planning Review Panel
Regarding the Fishermans Bend Framework: draft for consultation

Friday 15th December 2017

Dear Panel members;

My name is Kim Helyer. I am a berth owner at Marina YE and I work full time in Docklands. I am a committee member of the Yarra's Edge Class Action Committee (YCAC).

The Fishermans Bend draft framework proposes a tram bridge over the Yarra River at Yarra's Edge (YE). I am opposed to this bridge for the following reasons;

Loss of lifestyle and community

My husband and I purchased a berth and boat specifically for the purposes of living close to our places of work to cut down commute times, improve our mental health and wellbeing and enjoy the lifestyle that boat-living in YE provides us during our working week

We have enjoyed this lifestyle since May this year. Since this time, we have been warmly welcomed into the YE community. Residents, boat owners and business owners have become good friends.

The tram bridge threatens this lovely community and world class location. YE is a unique and special place and the river space needs to be preserved not cluttered and devalued by a tram bridge:

- Many visitors (locals and international) line the banks to capture the beautiful western views, especially at sunset. The tram bridge will obstruct these views.
- Many people also enjoy the area by boat – commercial and private cruises are a constant on our part of the river; this also provides an incredibly relaxing and important past time to all of our apartment residents and boat dwellers. These views of the marina and the river are the very reason many purchased their properties here.
- The restaurants and cafes in our area capitalise on the marina and river views; degrading these views will devalue the restaurant experience for patrons. These same businesses are at the centre of social life for YE friends and families, as well as the hundreds of thousands of visitors to our area.

- The only green space, including the only children's playground will be overshadowed and devalued by the noise, activity and physicality of the bridge

Potential loss of wildlife including birds, fish and dolphins

We have the pleasure of sharing the marina with many seasonal and permanent bird species. My favourite is the family of Nankeen (Rufus) Night Herons who have made the marina home. This species resides in dense vegetation along permanent waterways, it is unusual and precious that this bird is in our marina.

We have a family of swans this year with two babies.

Dolphins have been spotted in the marina this snapper season. A delight to all who have seen them.

The construction of the tram bridge may threaten the wildlife temporarily; more permanently, I worry that the bridge noise and activity will threaten the Nankeen Night Heron and other seabirds and swans scaring them away from the area and jeopardizing their access to safe habitat.

Financial devaluing of residential, marina and business

All 149 marina berths are threatened by this tram bridge. Already marina berths have devalued. This is threatening the financial viability of the marina.

From my personal perspective, we will be looking at a loss of about \$200,000 inclusive of the purchase of the marina berth and the boat which we will have difficulty selling. Our home is a modest house located in Greensborough, we have no other significant assets, we are not high income earners. I cannot put a price on the damage to mental health and wellbeing this will cause.

I have spoken to a number of residents who have described to me their concern about the loss of value to their properties if this tram bridge goes ahead. Some have retired to this area, have invested significantly and are relying on property values for their retirement. Each have stated the same thing – that the impact of the tram bridge on the marina and on the river, will impact the value of their property.

Land and water-based businesses are also threatened. Many charter boats bring in regular paying customers to restaurants and businesses in YE. Many of these cruise businesses operate boats that will be too tall to go under the tram bridge, they will be forced to close their businesses.

Traffic congestion, safety risks, noise and a level crossing on Lorimer Street.

At a Fishermans Bend draft framework community consultation meeting, presenters indicated a level crossing would be required for the tram bridge to cross Lorimer St. This will add further congestion to Lorimer Street and to surrounding roads including freeway exit/entries, access to the Convention Centre and DFO precincts, Montague Street and Wurundjeri Way.

Another intersection will create further noise as hundreds of trucks per day brake and then accelerate from the intersection.

Lorimer Street is already at capacity at various times and will not cope with the additional traffic.

Level crossings are dangerous thus the electoral commitment to remove them.

Traffic noise associated with the tram bridge and including emergency services vehicles will be untenable for nearby residents and users of Point Park and the playground.

Litigation

If the tram bridge is approved, YE residents, berth owners and businesses **will** pursue a class action. A committee, the Yarra's Edge Class Action Committee (YCAC) has been formed and is in discussion with 4-5 class action legal firms. It is estimated the class action may be in the realms of \$300,000,000. As more information comes to light, this figure may be conservative. This estimation does not factor in residents and business opposite us on the north side of the river. YCAC will be raising awareness on this side of the river and it is highly likely that further litigation will be pursued for these people.

A class action of this magnitude is an unacceptable cost to the Victorian taxpayers, when viable, innovative and cost-effective options exist that are commensurate with Melbourne's status as one of the world's most livable cities.

In addition to my concerns regarding the construction of a tram bridge, I am also troubled by the issues raised by councillor's at the Melbourne City Council meeting on 12th December 2017, that;

- The target population needs clarification. The target population is not clear when floor area ratios and floor area uplift (FAR/FAU) are considered; 50% more population could result if developers maximize on FAR/FAU. This will render the planning controls undeliverable on the infrastructure development proposed in the draft framework.
- The biggest conflict will be with the port which will grow 5-8 times bigger and will come into conflict with the employment and job growth proposed in the framework.

I concur with these concerns and expect the state government and relevant councils will appropriately investigate and revise these fundamental issues with the draft framework to guarantee very clear planning parameters. It is imperative that the development of Fishermans Bend, the biggest remaining space in inner Melbourne, is a smart, livable, environmentally sensitive and commercially productive addition to our great city.

For all of these reasons, I strongly advocate the Fishermans Bend Planning Review Panel recommend opposition or amendment to the draft framework to ensure that these issues are addressed and appropriate and clear transport, development and population outcomes are delivered.

Thank you for the opportunity to respond to the draft framework and I welcome the opportunity to present my submission in person.

Yours Sincerely,

Kim HELYER

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