

# **Fishermans Bend Planning Review Panel**

## **Draft Amendment GC81 in the Fishermans Bend Urban Renewal Area**

Prepared for  
**CostaFox Developments Pty Ltd on instruction by Norton Rose  
Fulbright**

April, 2018  
24408A#4

STATEMENT TO THE PLANNING PANEL APPOINTED BY THE MINISTER FOR PLANNING FOR  
AMENDMENT GC81 IN THE FISHERMANS BEND URBAN RENEWAL AREA BY CHARMAINE DUNSTAN,  
TRAFFIC ENGINEER

## **Fishermans Bend Planning Review Panel**

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**Our Reference: 24408A#4**

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## **Fishermans Bend Planning Review Panel**

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### **Executive Summary**

Draft Amendment GC81 has been prepared to implement the Vision for Fishermans Bend through a suite of permanent controls including amendments to the Melbourne and Port Phillip Planning Schemes and a new Fishermans Bend Framework (the Framework).

I have been instructed by Norton Rose Fulbright, on behalf by Costa Fox Developments Pty Ltd to provide site specific expert evidence in relation to the transport engineering issues associated with the implementation of GC81.

Overall, I find the controls and supporting documents/reports to be inconsistent, lacking in certainty, clarity and transparency.

There are a number of areas where the Framework, controls and supporting Integrated Transport Plan differ, including significant information regarding tram, cycling and pedestrian connections in the immediate vicinity of the subject site.

There is a lack of information and certainty regarding the proposed northern tram route and how it transitions between Turner Street and the Yarra River. This includes that the supporting background report for this route has not been released and that public transport routes are not directly afforded protection by the proposed Planning Scheme controls (specifically there is no map outlining public transport routes).

Flexibility is required when applying the proposed controls to the subject site given the various constraints and conflicts between the competing objectives of protecting and encouraging public transport, cyclists and pedestrians. Vehicle access to Lorimer Street, Rogers Street and Boundary Street are problematic, as is the creation of a new laneway along the site's eastern boundary as envisioned by the Framework plan. As currently structured, there is no hierarchy in the controls assigned to the various factors limiting vehicle access locations.

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## Fishermans Bend Planning Review Panel

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# 1 Introduction

Draft Amendment GC81 has been prepared to implement the Vision for Fishermans Bend through a suite of permanent controls including amendments to the Melbourne and Port Phillip Planning Schemes and a new Fishermans Bend Framework (the Framework).

The Minister has appointed an Advisory Committee pursuant to Part 7, Section 151 of the Act to report on the “appropriateness” of the draft Amendment GC81 and is to be known as the ‘Fishermans Bend Planning Review Panel’ (Review Panel). The Terms of Reference have been established by the Minister for the Review Panel.

Amendment GC81, translates elements in the draft Framework by identifying:

- the preferred land use, form and intensity of urban development in each of the four mixed use precincts, including new floor area ratios and maximum height and setback controls; and
- potential key transport alignments and services and the preferred locations for public open space and community infrastructure.

Amendment GC81 seeks to make the following changes to the Melbourne Planning Scheme:

- introduce new Planning Scheme Map No. 7AEO requiring land within the Lorimer precinct to be remediated before a sensitive use commences;
- amend clauses 21.02, 21.04, 21.08, 21.13, 21.16 and 21.17 which relate to the Municipal Strategic Statement;
- replace Clause 22.27 with a new Clause 22.27 Fishermans Bend Urban Renewal Area Local Policy;
- replace Schedule 4 to Clause 37.04 CCZ with a new Schedule 4 which outlines land use and development outcomes for the Fishermans Bend Area;
- replace Schedule 67 to Clause 43.02 DDO with a new Schedule 67 which outlines built form controls;
- replace Schedule 13 to Clause 45.09 (PO) with a new Schedule 13 which sets maximum car parking rates to foster sustainable transport outcomes; and
- amend Schedules to Clause 61.03 and 81.01 which are consequential changes to the Amendment.

I have been instructed by Norton Rose Fulbright, on behalf of CostaFox Developments Pty Ltd to provide site specific expert evidence in relation to the transport engineering issues related to the implementation of GC81 and its impact on 99-111 Lorimer Street, Docklands.

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## **2 Statement of Witness**

### **2.1 Qualifications and Experience**

My name is Charmaine Chalmers Dunstan. I am a Director of Traffix Group Pty Ltd practicing from Suite 8, 431 Burke Road, Glen Iris.

My qualifications and membership of professional associations are as follows:

- Bachelor of Civil Engineering (honours), Monash University, Clayton
- Masters of Traffic, Monash University
- Member, Engineers Australia (IEAUST)
- Fellow, Victorian Planning & Environmental Law Association

I have over 20 years' experience as a Traffic Engineering and Transport Planning consultant with Traffix Group Pty Ltd and formerly Turnbull Fenner Pty Ltd. My experience also includes a number of local government appointments which involved acting in the role of Council's Transport Co-ordinator or Senior Traffic Engineer.

I have experience and expertise in traffic management, transportation planning, road safety planning and engineering, parking management and strategy development, and development impact assessment of a broad range of land-use developments within established metropolitan, regional and growth areas.

### **2.2 Project Team**

Leigh Furness (Senior Associate, Traffix Group) assisted with the review and the preparation of this statement.

### **2.3 Scope of Work**

This report specifically reviews the traffic engineering implications of the introduction of Amendment GC81 on 99-111 Lorimer Street, Docklands.

#### **2.3.1 Key Tasks**

Based on the exhibited documents and planning history of the site, the scope of my engagement has included the following tasks:

- review of the Fishermans Bend Precinct and the surrounding transportation network,
- review of Amendment documentation,
- review the supporting and background reports for the Framework,
- review of third party submissions by my clients, and
- preparation and giving of Expert Evidence in accordance with Planning Panels Victoria – Guide to Expert Evidence.

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### **2.3.2 Experiments**

I have visited the site to observe transport activity within the nearby area.

### **2.3.3 Reference Documents**

The following key documents have been relied upon when preparing this report:

- Various Amendment GC81 documentation, including:
  - Various changes to the Melbourne and Port Phillip Planning Schemes.
  - The Fishermans Bend Framework (the Framework).
- The Integrated Transport Plan (ITP) and selected supporting reports.
- The Ministers Part A Submission.
- Evidence presented by the Minister, in particular evidence provided in relation to transport engineering matters by Mr John Kiriakidis of GTA.
- Relevant sections of the Melbourne and Port Phillip Planning Schemes.
- Submission by Costa Fox Developments Pty Ltd in relation to 99-111 Lorimer Street, Docklands.
- Various permit application material related to the current planning permit application for 99-111 Lorimer Street, Docklands.

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### 3 Background, Proposal and Assessment

The subject site is 99-111 Lorimer Street, Docklands.

The site has an area of 4,109m<sup>2</sup> and it has frontages to Lorimer Street, Rogers Street and Boundary Street. It is located in the Lorimer Precinct within Fishermans Bend. It is currently occupied by car parking associated with a Subaru car dealership which I am instructed is now surplus to their needs.

An application (PA1700285) was prepared and submitted to the Minister for Planning / Department of Environment, Land, Water and Planning (DELWP) on 13 September 2017. The proposal included:

- A building height of 40 storeys in a tower/podium typology.
- Compliant podium and setback dimensions.
- A diverse mix of apartment product designed to comply with the Better Apartments Design Standards (396 dwellings).
- Approximately 3,800 square metres of non-residential floor space including uses on ground level that engage positively with the adjacent public realm areas.
- 497 parking spaces to be allocated between the different uses, specifically.
- 1.15 car spaces per dwelling.
- 1 car space per 100m<sup>2</sup> of commercial floor space.
- The ability to increase the amount of non-residential floor space by conversion of podium parking areas, and
- Setting back of the building from the east boundary in order to create a north-south laneway link between Lorimer Street and Boundary Street.

I understand that this application is effectively 'on hold' while the amendment process takes place.



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# 4 Proposed Controls related to Traffic Engineering Matters

In terms of changes to the transport network and proposed planning controls (relevant to traffic engineering) for this site, there are multiple impacts including the northern tram route, strategic cycling corridors, active frontages and vehicle access limitations. The following figures illustrate the subject site in relation to the Framework, the Integrated Transport Plan (ITP) and the proposed planning controls.

Figure 1 illustrates the detailed precinct plan for Lorimer included in the Framework. As the most recent plan for this area and in many ways the most detailed, I have relied heavily on this plan when forming my opinion. This figure shows:

- The northern tram route running along the south side of Lorimer Street. This appears to show a separate tram fairway outside of the existing Lorimer Street road reserve and road carriageway, although no reservation width is specified in this plan. The tram route extends over the Yarra River at a roughly 45-degree angle and connecting to Hartley Street via Point Park Crescent West. This tram route is identified as a ‘medium term’ project under the Framework, with a delivery timeframe of 2-7 years (2020-2025). It should be noted that this is the only plan in the public documentation that provides a precise route for how the northern tram route transitions between Collins Street and Turner Street. See Section 5 of my report for more commentary on this matter.
- A new 12m wide laneway along the eastern boundary of the subject site. It is not clear from any of the plans or diagrams available, but it appears this laneway is shared with the adjacent property to the east.
- At the south-east corner of the site, a new road connecting Boundary Street to Hartley Street. No road reservation width is specified in this plan.

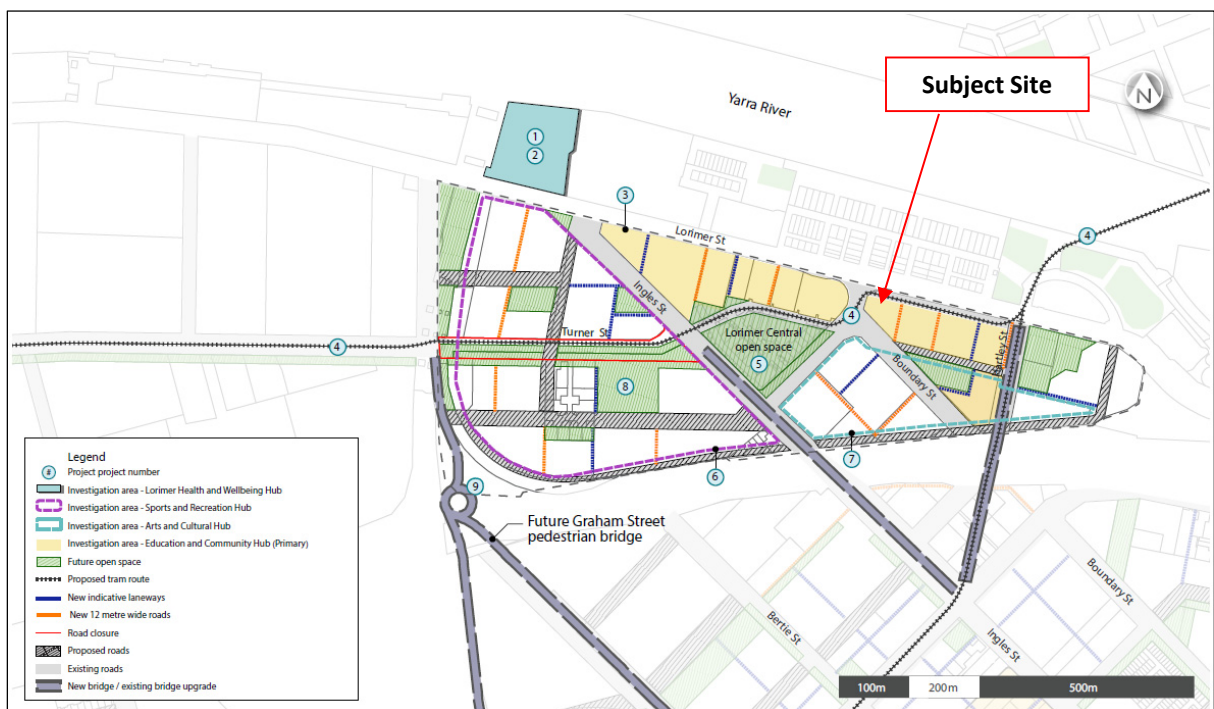


Figure 1: Fishermans Bend Lorimer Precinct (Source: Figure 20 of the Framework)

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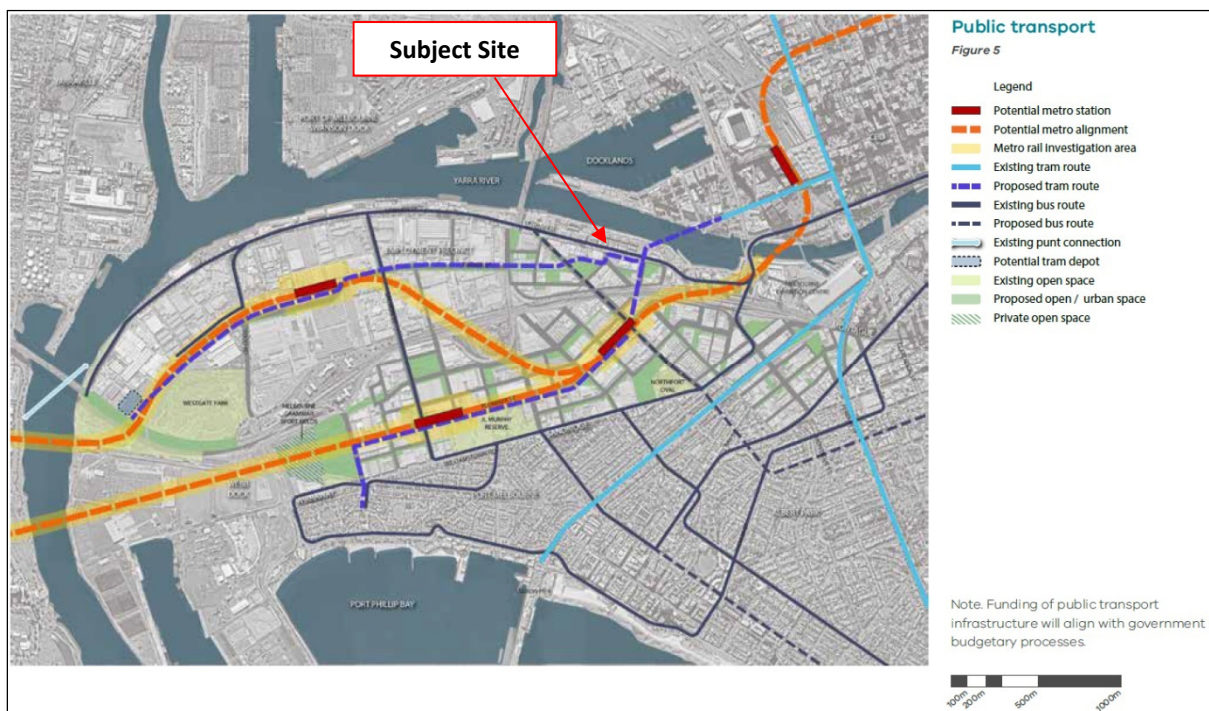
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Figure 2 to Figure 5 illustrate the relevant precinct wide transport maps from the body of Framework. The key points to note are:

- Figure 2 identifies the public transport network, including the northern tram route running along Lorimer Street. At this level of plan detail, I do not believe the plan is detailed enough to specifically identify if the tram route is intended to travel along the south side of Lorimer Street (as shown at Figure 20 of the ITP). It is clear from the Framework, that the northern tram route and its route through the Lorimer precinct is the key, relatively short-term, public transport link into Fishermans Bend.
- Figure 3 designates Lorimer Street as a ‘no crossover permitted’ road. It also shows the east-west road linking Boundary Street and Hartley Street.
- Figure 4 illustrates two key off-street cycling routes in close proximity to the site. One is the route running along the new road between Boundary Street and Hartley Street and the other is the ‘active travel link’ which combines with the tram bridge over the Yarra River. It is readily evident that the active travel link over the Yarra, which directly connects to the key east-west strategic cycling routes along Turner Street and Plummer/Fennel Street, is a critical link between for cyclists/pedestrians to/from the CBD.

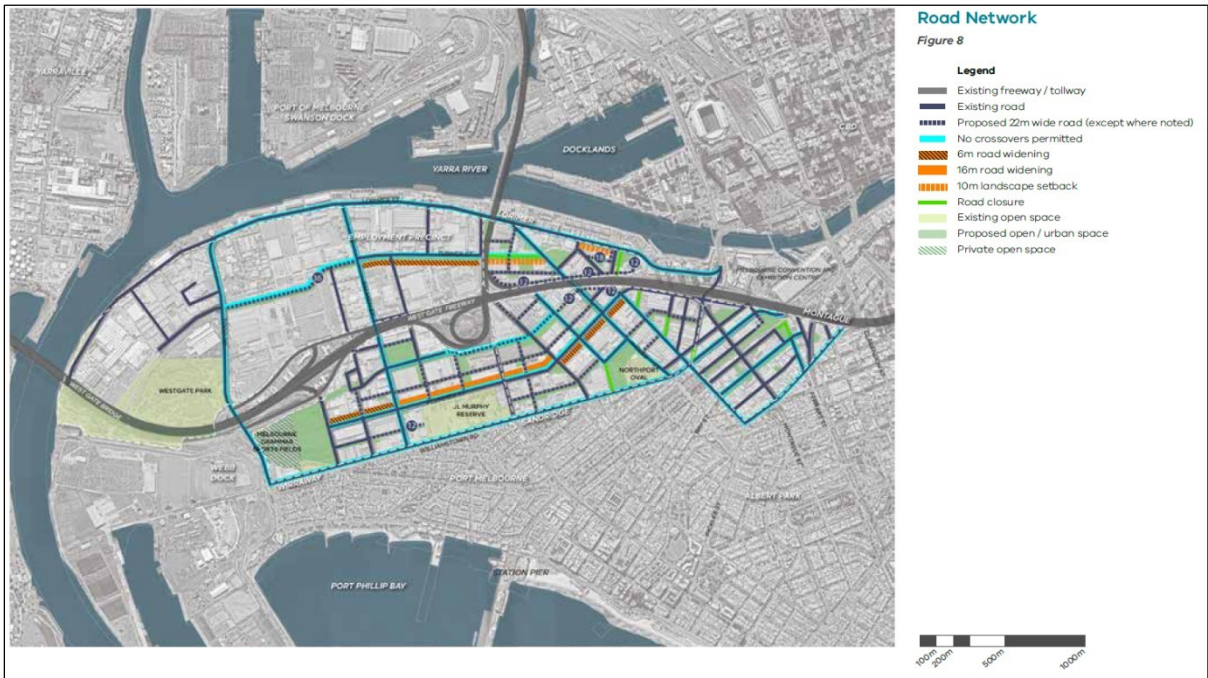
It is not clear to me why these links are not identified as ‘strategic cycling corridors’ under the Framework when they are clearly critical links and identified as ‘strategic cycling corridors’ under the ITP (see Figure 8).

- Figure 5 illustrates that the subject site has designated primary active frontages to Boundary Street and Rogers Street and secondary active frontages to Lorimer Street.

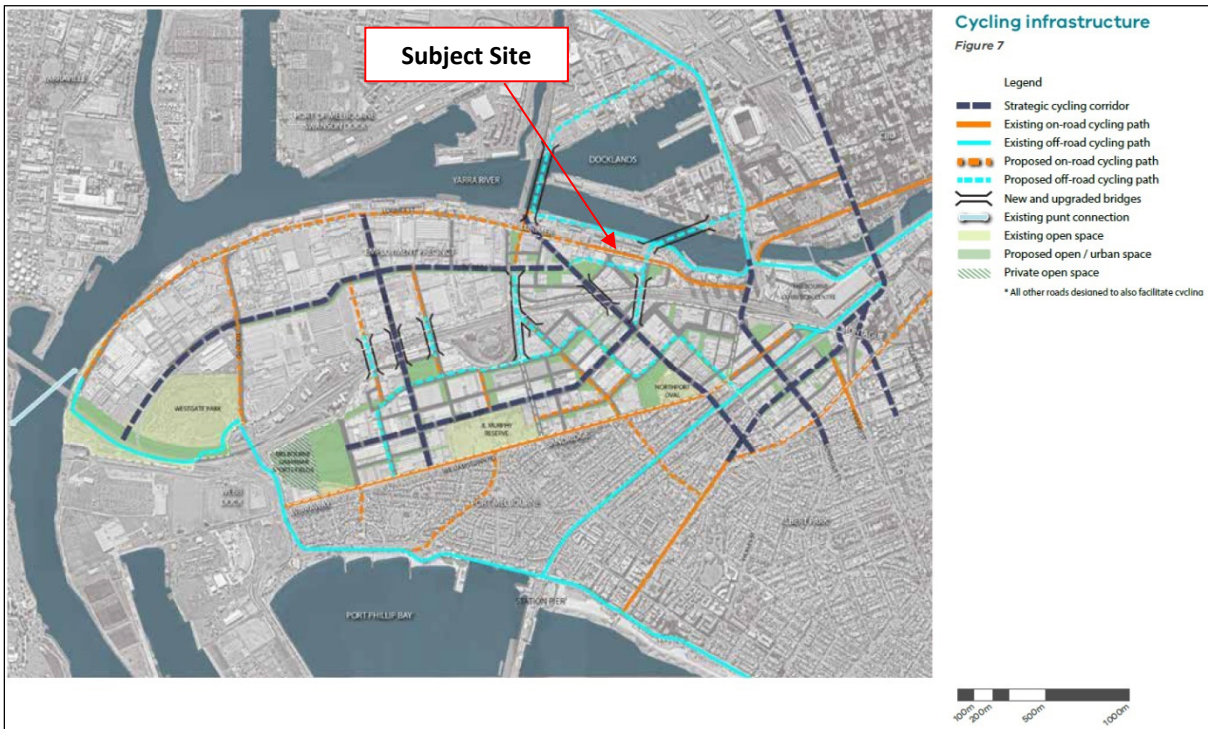


**Figure 2: Fishermans Bend Public Transport Plan (Source: Figure 5 of the Framework)**

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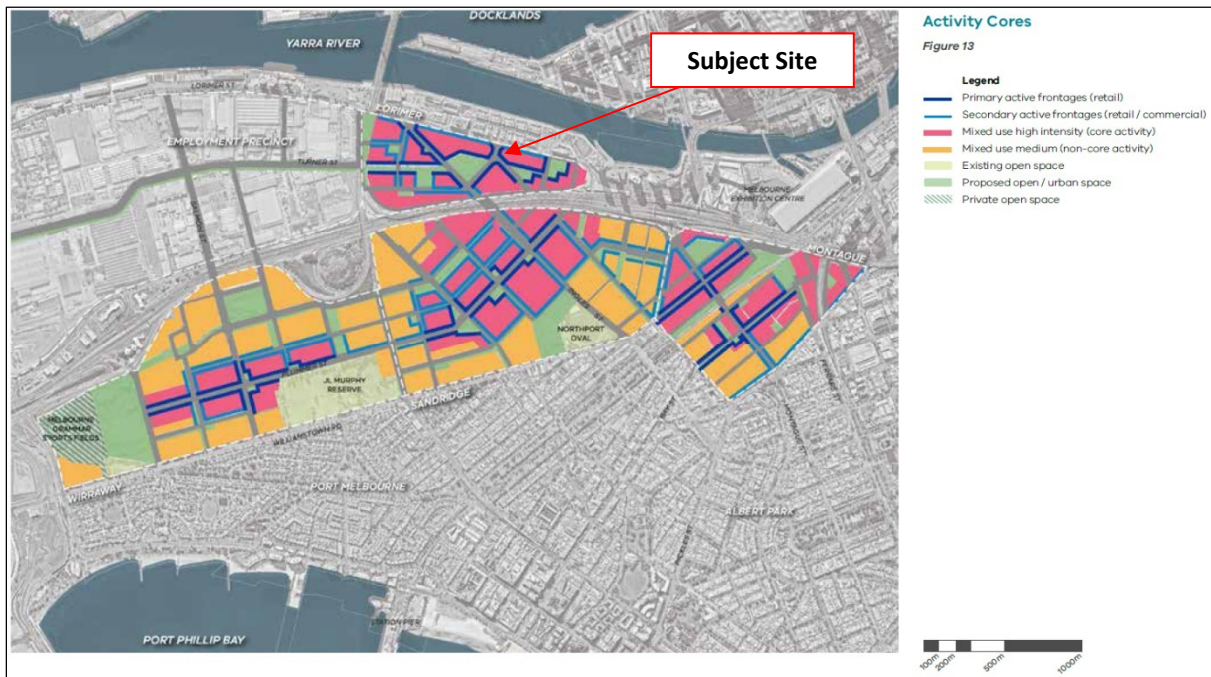
**Figure 3: Fishermans Bend Road Network Plan (Source: Figure 8 of the Framework)**



**Figure 4: Fishermans Bend Cycling Infrastructure (Source: Figure 7 of the Framework)**

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**Figure 5: Fishermans Bend Activity Cores (Source: Figure 13 of the Framework)**

Figure 6 to Figure 8 illustrate various maps from the Integrated Transport Plan (ITP). The ITP is dated October, 2017 – it was published at the same time as the Framework Plan. Nonetheless, it contains some glaring inconsistencies compared to the Framework (which I have adopted as taking precedence between the two plans).

- At Figure 6, the ITP is far less specific about how the northern tram route crosses the Yarra River and transitions between the Yarra and Turner Street, but generally shows a Lorimer Street alignment.
- At Figure 7, the Walking Plan indicates that the site's Lorimer Street frontage will be a 'Priority Pedestrian Area'. This area extends over the 'active transport bridge' across the Yarra. There is not an equivalent 'Walking Plan' in the Framework. This plan would indicate that the site's frontage to Lorimer Street is the key pedestrian link past the subject site (as opposed to Boundary Street and the new east-west road link to Hartley Street).
- Figure 8 presents the cycling plan from the ITP and designates that the link between Turner Street and the active travel link over the Yarra as a strategic cycling route. The Framework only designates this route as an off-road cycle path. In my view, the Framework has made a mistake as clearly the connection between Turner Street and the Yarra (and between Plummer/Fennell Street over the Westgate to the Yarra) are key cycling routes connecting Fishermans Bend to the CBD.

The ITP plan is also inconsistent with the Framework in that it shows this cycling link travelling along the south side of Lorimer Street, instead of along the new east-west road link between Boundary Street and Hartley Street.

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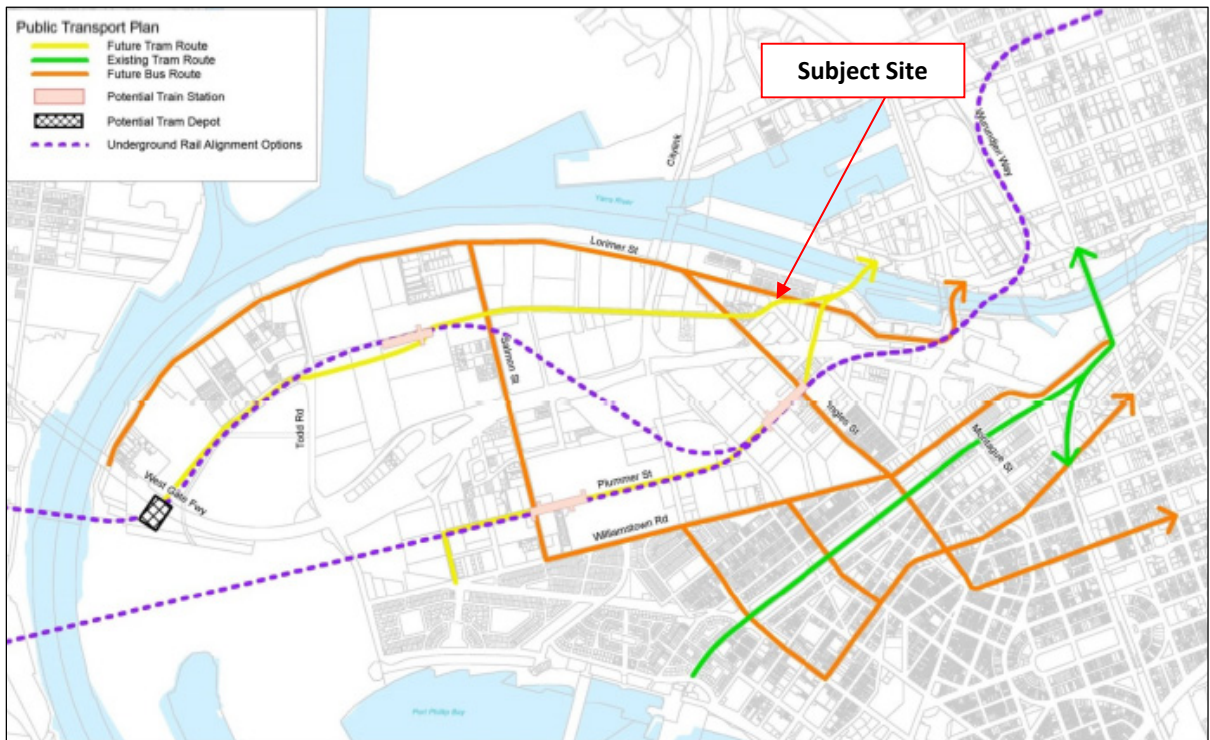


Figure 6: Fishermans Bend Public Transport Plan (Source: Figure 3 of the ITP)

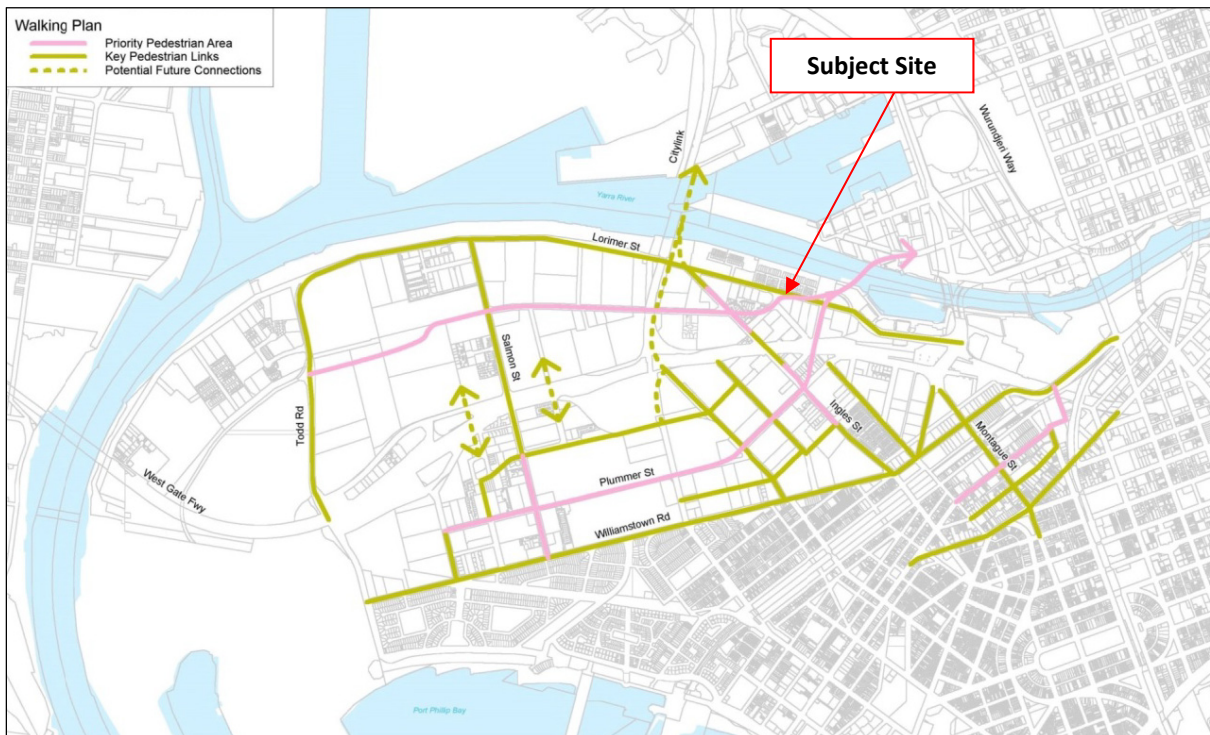
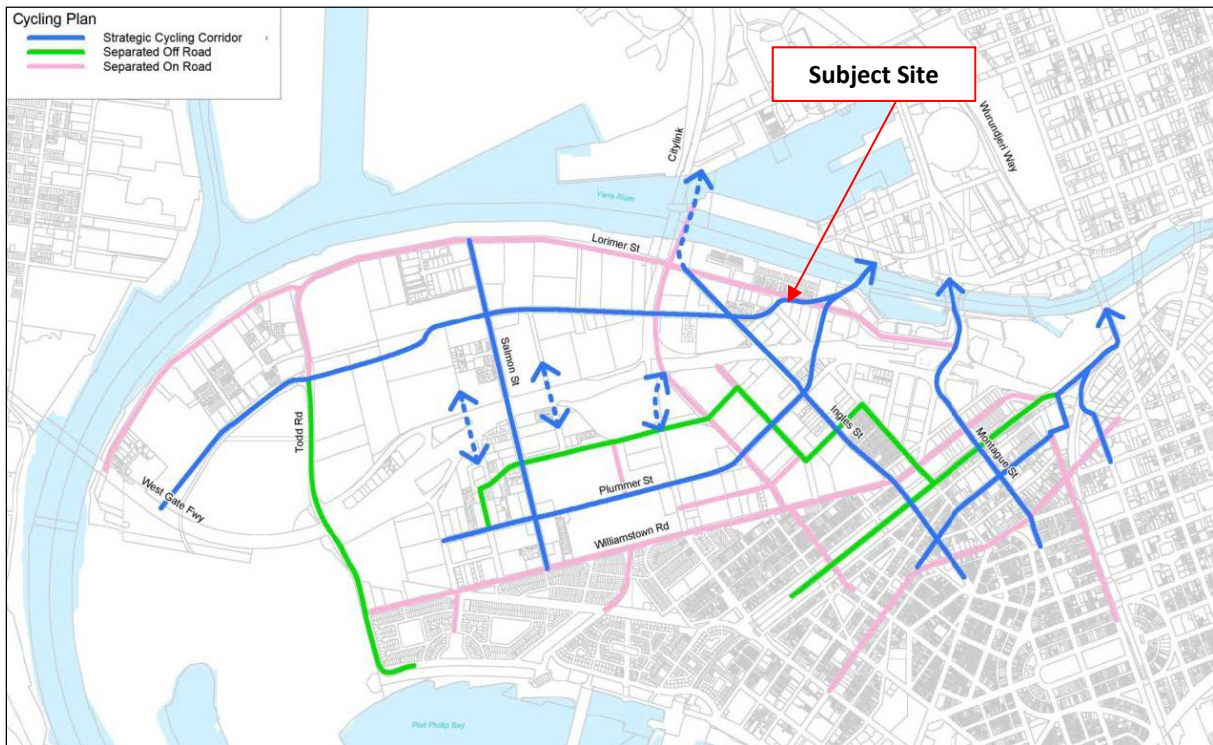


Figure 7: Fishermans Bend Walking Plan (Source: Figure 4 of the ITP)

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**Figure 8: Fishermans Bend Cycling Plan (Source: Figure 5 of the ITP)**

I have then reviewed the Framework and ITP plans against the proposed planning controls exhibited under the draft Clause 37.04 – Schedule 4 of the MPS.

Figure 9 is a picture of Map 1 from the Schedule and is generally consistent with the Framework. It illustrates that Rogers Street/Boundary Street and the new east-west road link between Boundary Street and Hartley Street as being 'Primary Active Frontages' and Lorimer Street as being a 'Secondary Active Frontage'.

Figure 10 is a picture of Map 2 from the Schedule, the proposed street and laneway layout. Of key importance are the following:

- Lorimer Street is defined as a 'No Crossover' street under the controls, which is consistent with the Framework.
- Along the subject site's Lorimer Street frontage, there is a '10m wide landscape setback', which is also designated as a 'proposed road'. This is inconsistent with the Framework which illustrates the northern tram route within this space. There is a significant difference between a landscaping setback (which presumably can be built under and retained in private ownership and not transferred to public ownership) and a public road reserve (or tram reserve). If the 10m landscape setback is used for the tram right-of-way, approximately 7m of the 10m wide strip will be devoted to tram tracks, not landscaping, resulting in a tram carriageway close to the boundary of the site.
- This map does not show the 12m wide laneway on the site's eastern boundary proposed under the Framework plans (or any other laneways between Lorimer Street and the new east-west road between Boundary Street and Hartley Street). As set out in the following sections, the provision of this laneway appears critical to the intent of the controls about how vehicle access to the subject site is to be facilitated.

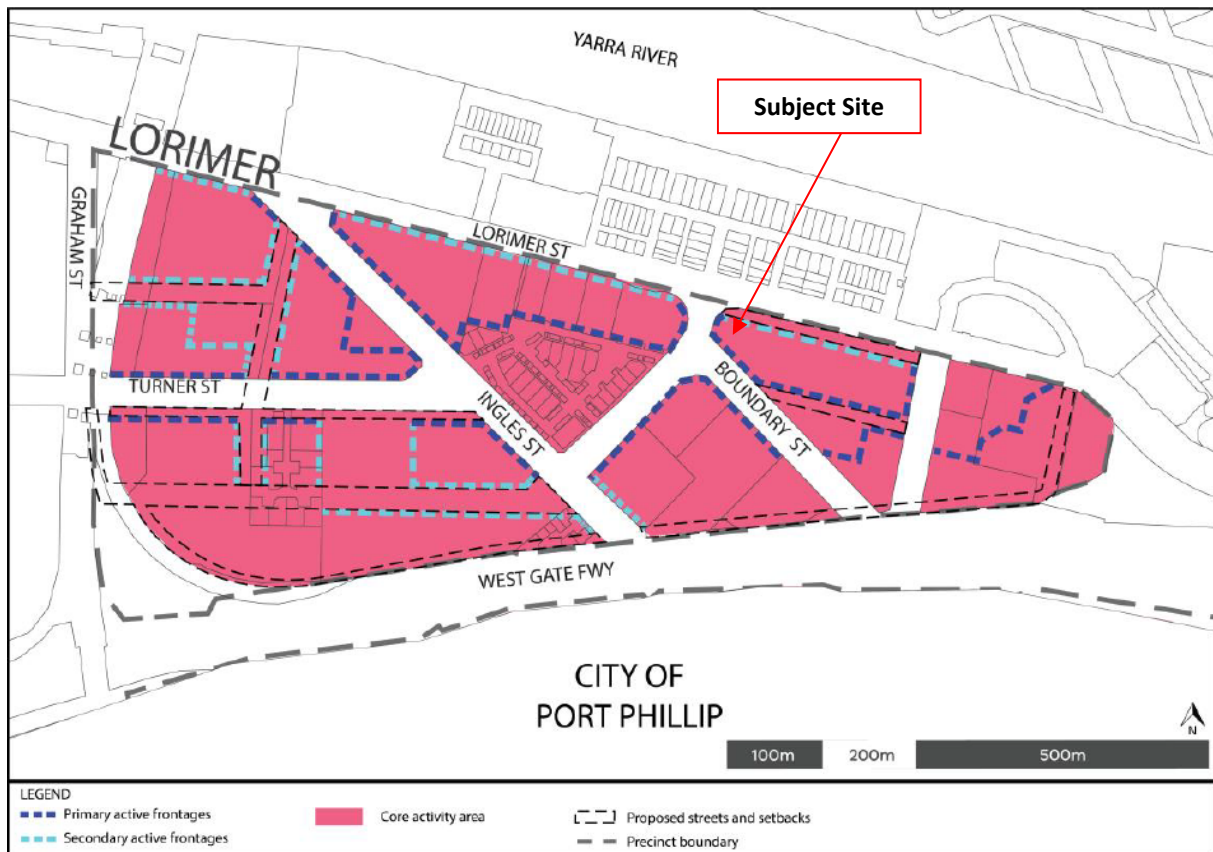
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- The map gives no indication of how the northern tram will be provided or protected. Specifically, how the tram route transitions between the Yarra and Turner Street. This includes not allowing for a 'transport' connection between Rogers Street and Ingles Street.

Figure 11 illustrates the open space layout in Lorimer. This plan is consistent with the other plans in proposed Schedule from a transport perspective. However, this plan clearly highlights that a 'transport link' (or at least 'open' white space) of some form is intended to run on the north side of the park proposed on the corner of Rogers Street and Ingles Street.

Given that the protection of public transport routes is a key objective in the Framework and the controls (which seek to limit vehicle access to designated public transport routes), in my view there should be a map included in the controls which details proposed public transport routes. This is instead of relying on a separate document to detail public transport routes.



**Figure 9: Map 1 core areas and active frontages (Source: Exhibited Clause 37.04 – Schedule 4 of Melbourne Planning Scheme)**

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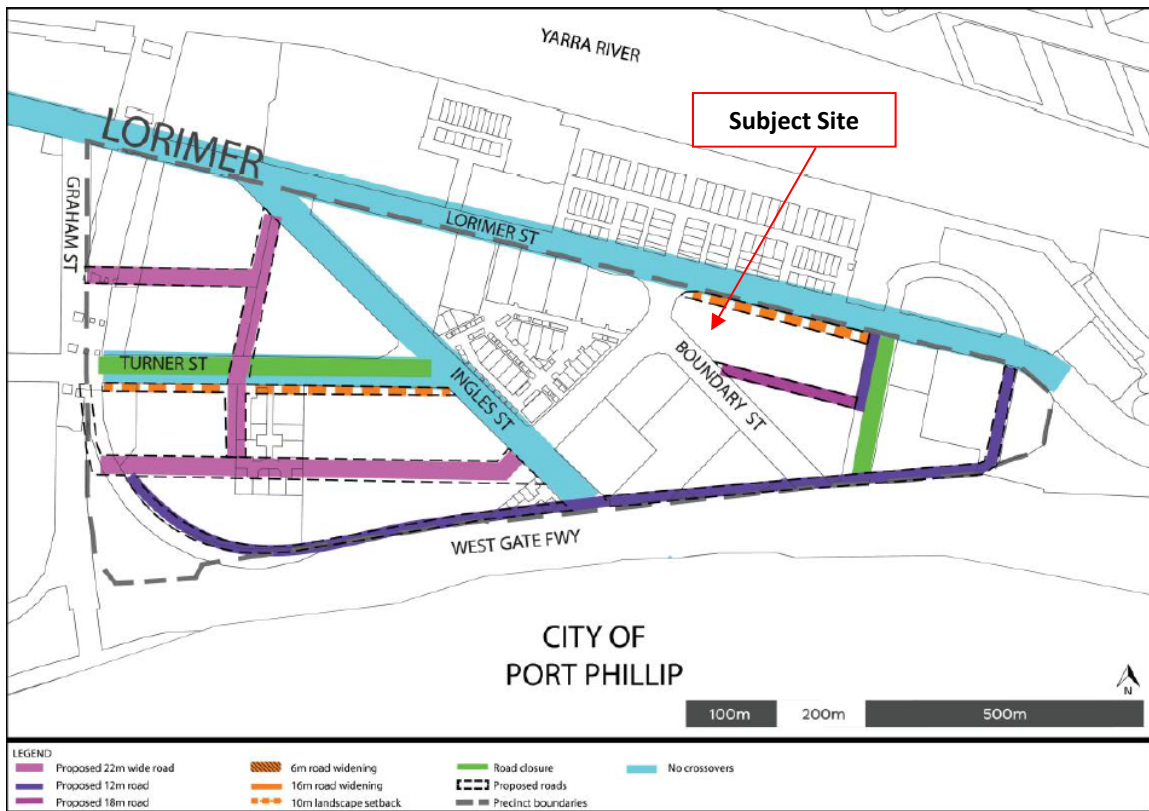


Figure 10: Map 2 Street and laneway layout (Source: Exhibited Clause 37.04 – Schedule 4 of Melbourne Planning Scheme)

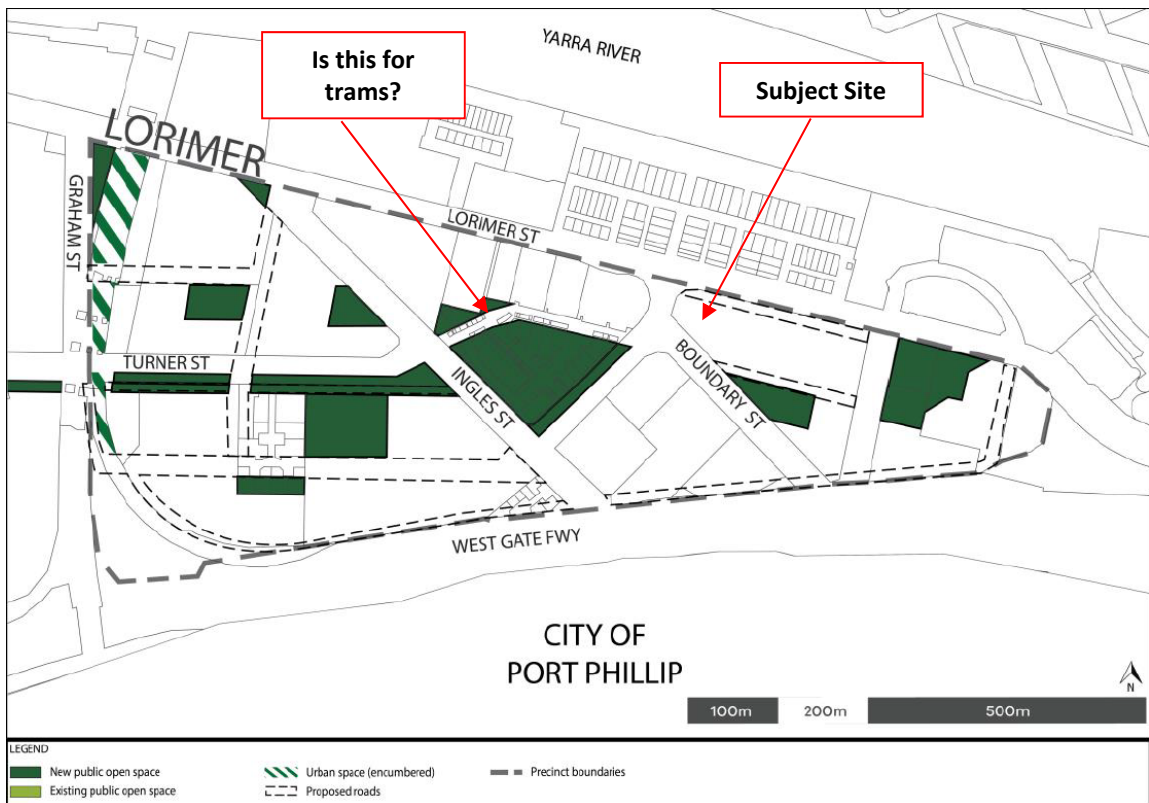


Figure 11: Map 3 Open space layout (Source: Exhibited Clause 37.04 – Schedule 4 of Melbourne Planning Scheme)



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### 4.1 Vehicle Access Location Review and Impact on Subject Site

The proposed controls under the amendment include a number of requirements in relation to vehicle access. I have set these out below.

**Clause 45.09 – Schedule 13 (the Parking Overlay)**, requires vehicle access to be limited as follows:

*Vehicle access ways, crossovers and car park entries should be provided from secondary streets or side or rear laneways where available. If crossovers are provided on primary street frontages they must be:*

- *Consolidated to provide shared access to multiple buildings.*
- *Designed to give priority to pedestrian movement.*
- *Include intermediate pedestrian refuges if the vehicle access or crossover is more than 6 metres.*

*Unless no other vehicle access point is available, vehicle access ways and crossovers and vehicle loading/unloading areas must not be located on:*

- *Roads designated as public transport routes.*
- *Active street frontages.*
- *Existing or proposed on-road or off-road cycling paths or strategic cycling corridor.*

**Clause 37.04 – Schedule 4 (Capital City Zone)** at Section 4 Permit Requirements requires that:

*A permit must not be granted to construct a building or construct or carry out works where the vehicle access points and crossovers are located along roads designated as ‘no cross overs permitted’ in the Map 2, except where a new street or laneway is being created in accordance with that plan, or no other access is possible.*

Under **Clause 22.27-3 (Local Planning Policies)** it is policy to:

*New streets, laneways and pedestrian connections*

*It is policy to create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use, by:*

- *Ensuring new streets, laneways and pedestrian connections are:*
  - *No more than 100 metres apart, and no more than 50 metres apart in core areas as shown on Map 1 to the Capital City Zone Schedule 4, or within 200 metres of public transport routes.*
  - *Align with and connect to existing and proposed streets, laneways and paths.*
  - *Provide direct access to existing or proposed public transport stations and routes.*
- *Encouraging on sites with a street frontage of less than 100 metres, new streets, laneways or paths to be located along a side boundary.*

For the subject site, my interpretation of these controls means that:

- No vehicle access is permitted to Lorimer Street on the basis that:
  - It is a ‘no crossover street’ – as per Map 2.
  - It is a public transport route – as per the Framework but not reflected in the proposed Planning Scheme controls. The fact that public transport routes are not included as a map as

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part of the Planning Scheme controls to be a shortcoming of the proposed amendment. This makes finding this important information regarding a site's constraints challenging.

- It is a secondary active frontage – as per Map 1 and the Framework.
- Access to Rogers Street and Boundary Street is not permitted as the designated as primary active frontages (although could be granted if no alternative is available).
- Under the local planning policy, given the sites frontages of approximately 70m and 90m to Lorimer Street and Boundary Street, the provision of a laneway bisecting the site may be required.

Based on these controls and in particular the maps, the site has no vehicle access point without relying on the 'no other alternative' part of the controls. If it is accepted that there is no other alternative, then vehicle access needs to be to either to Lorimer Street or Rogers Street/Boundary Street.

The controls do not provide a hierarchy of importance in relation to vehicle access. It does not prioritise whether public transport routes, cycling routes, pedestrian routes or active frontages are the most important to protect from vehicle access. The views of disciplines (traffic, urban design, planning) will vary and potentially be in conflict with one another over this issue. Added to this Lorimer Street, is a declared Arterial Road and VicRoads will also have a view on whether access to Lorimer Street in any form is appropriate in this location.

Taking the subject site as an example, what is more important to protect – the public transport route, secondary active frontage, and VicRoads' 'declared road' status on Lorimer Street or the primary active frontage on Rogers Street/Boundary Street?

It appears to me that the intended vehicle access outcome for this site is what is shown in Figure 20 of the Framework Plan (Figure 1 of this report), the construction of a 12m wide north-south laneway between Lorimer Street and intersecting with Boundary Street and the new east-west road link between Boundary Street and Hartley Street.

It is not clear why this north-south laneway is not specified as a road in Map 2 of the proposed controls, it would provide much greater clarity if it was.

I also find this laneway problematic for a number of reasons:

- The new north-south laneway will connect to Lorimer Street, where it appears that a separated tram route directly abuts the subject site and separates the laneway from the Lorimer Street main carriageway. This creates a significant conflict point between vehicles entering/exiting the laneway and the tram right-of-way. The approval of access in this form is unlikely in my view due to the separate tram right-of-way.

If permitted, this vehicle access would presumably be limited to left-in/left-out (due to the existing median in Lorimer Street) and consequently of limited value and possibly unnecessary for vehicle access.

- The new north-south laneway will form an awkward 4 leg intersection between Boundary Street and the new 18m wide east-west road link to Hartley Street. This new cross intersection is being created on a strategic cycling corridor<sup>1</sup> and a critical link between Lorimer and the Employment

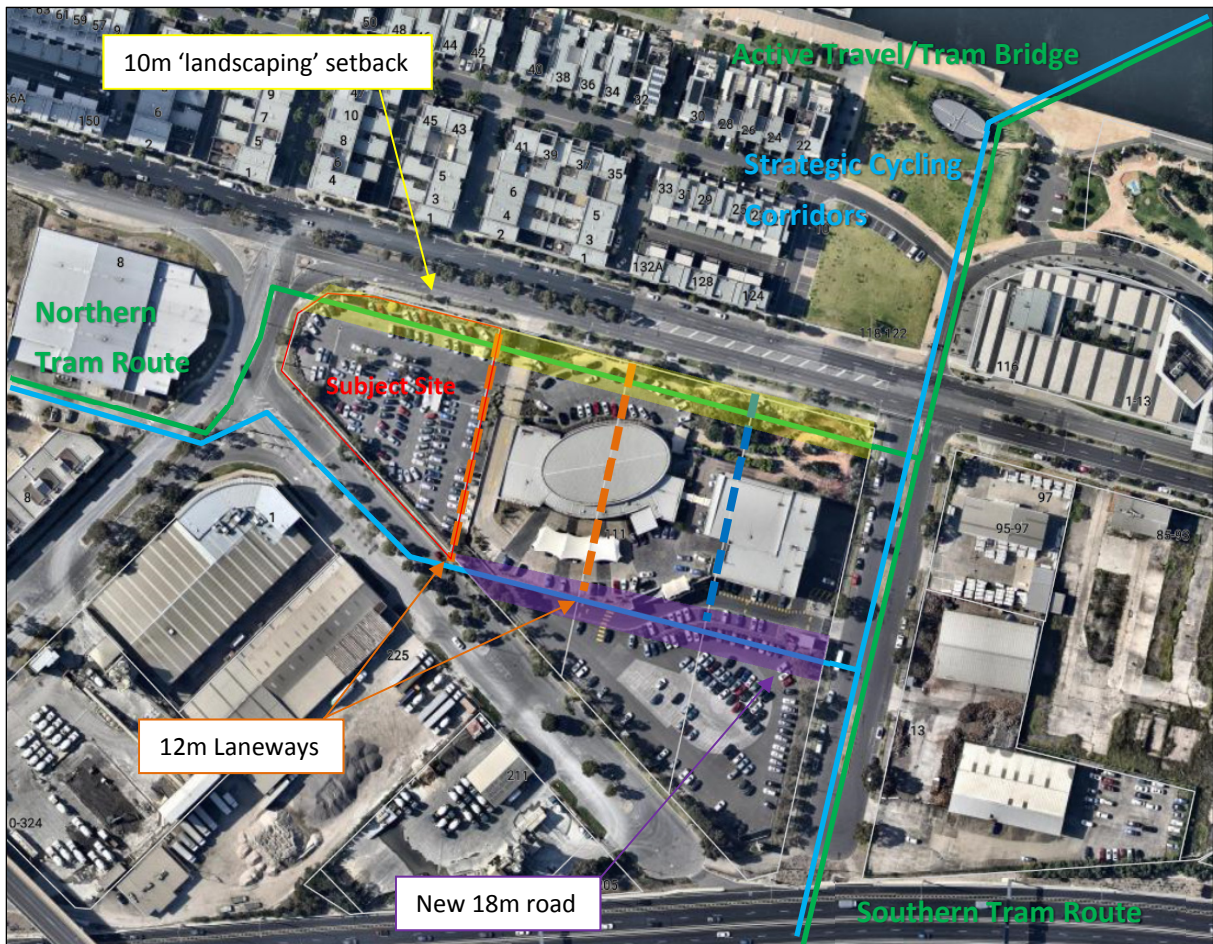
<sup>1</sup> As I have noted previously, this route is strategic cycling corridor under the ITP (although not aligned in the same place as the Framework), but only nominated as such an off-road cycle path in the Framework (which is a mistake in my view).

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Precinct and the proposed active transport bridge over the Yarra into Collins Street. In my view, this arrangement is highly undesirable and is in direct contradiction of one of the key objectives of the controls – to reduce vehicle conflict along cycling routes.

The following diagram summarises the transport challenges of the site as I have interpreted them from the controls. It does not highlight that the site's frontages to Lorimer Street, Rogers Street and Boundary Street are also primary or secondary active frontages (and undesirable for vehicle access).



**Figure 12: Proposed Road Network around Subject Site (Active frontages not shown)**

Based on my review of the planning controls and publicly available background documents, these are the key impacts to the subject site:

- There remains uncertainty about how the northern tram route will be delivered between the Yarra and Turner Street and its consequential impact on the subject site.
- Is the setback to Lorimer Street a true 'landscaping setback' or a 'road' intended to accommodate a separate tram right-of-way?
- From reviewing the planning controls only, it is not clear where vehicle access to the subject site should be located.
- The proposed 12m wide laneway on the site's eastern boundary which appears to be intended to provide vehicle access is not shown in the planning controls and is only identifiable upon a detailed review of the Framework.

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**Figure 13: Implications for the tram route alignment?**

- The proposed 12m wide laneway is not a good transport planning outcome as it creates two significant conflict points:
  - At Lorimer Street with the proposed tram right-of-way – which appears to be located immediately adjacent to the site and dividing the ROW from the Lorimer Street main carriageway. Section 5 of this report provides more details around the uncertainty around the alignment of this tram route.
  - At Boundary Street it creates an awkward 4-legged intersection on a strategic cycling corridor. This area also may be a priority pedestrian area under the ITP (the ITP is not clear whether the priority pedestrian area is along Lorimer Street or the new east-west road link to Hartley Street).
- The controls do not make it clear what is the order of preference for vehicle access when choosing between primary and secondary active frontages, public transport routes and cycling routes.

The figure below illustrates the current ground floor plan for the planning permit application for 99-111 Lorimer Street. Based on my review of the proposed controls and supporting documents, it does not appear that the current plans would be acceptable. However, I am also not sure what would be the preferred vehicle access outcome for this site. Clearly, there needs to be some flexibility when applying the planning controls regarding vehicle access to this site as the most likely suitable outcome will be an access for the sole use of the site to Boundary Street.

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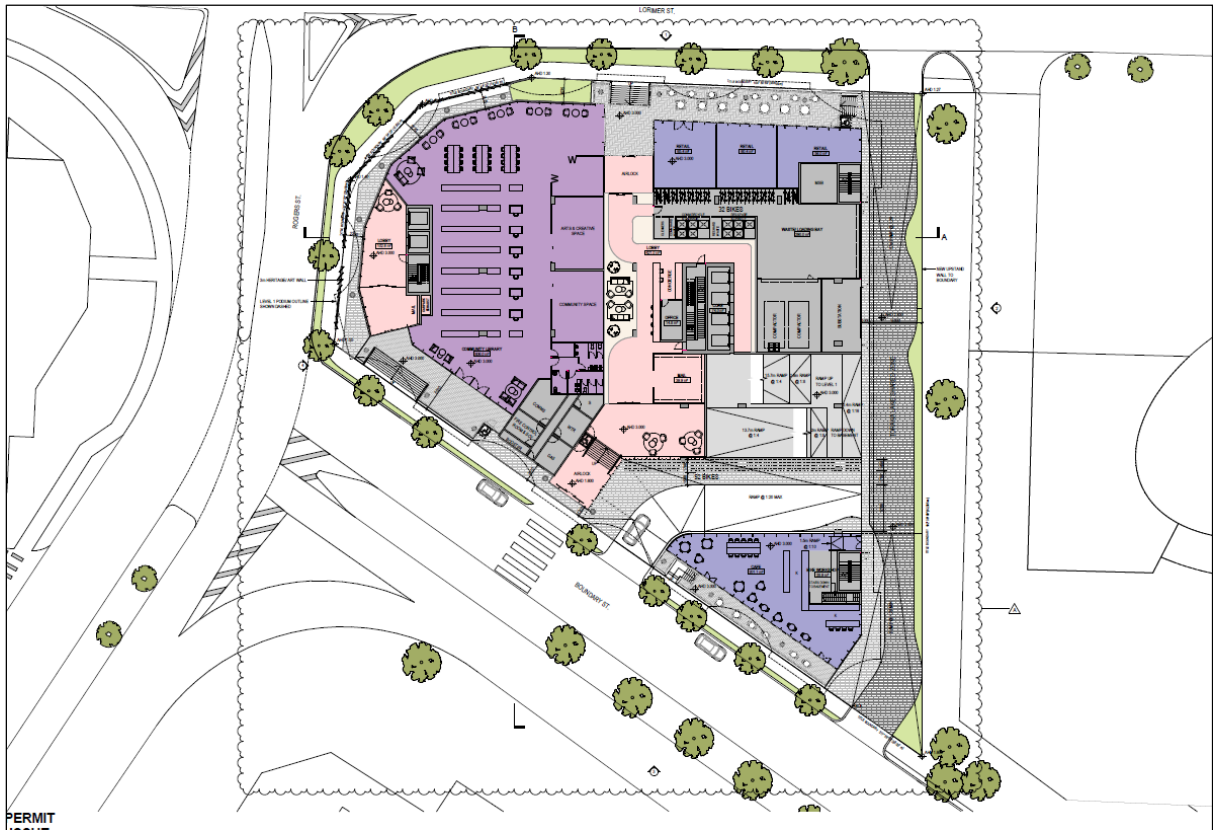


Figure 14: Current Town Planning Application Plans

## 5 Tram Route Alignment

A key area of uncertainty surrounding the subject site is the proposed northern tram route and the bridge over the Yarra River into Collins Street. There is little transparency about how the northern tram route will be provided between Turner Street and the Yarra.

The importance of the active travel/tram bridge over the Yarra to the development of Fishermans Bend cannot be understated. It provides the earliest significant increase in public transport services into Fishermans Bend (aside from increased bus services) and a key new cycling/walking link into Collins Street and the CBD. It will be used by both the northern and southern tram routes through Fishermans Bend. The strategic cycling corridors proposed draw cyclists from across Fishermans Bend into this bridge and then onto the CBD. It is readily evident that its directness will make it a highly attractive cycling route. It is due for delivery under the Framework in the medium term (2020-2025) or 2-7 years away.

The key background reports that review the proposed tram routes have been prepared by Jacobs - Fishermans Bend Public Transport and Active Mode Link. The work undertaken by Jacobs included 3 reports or stages. Only the Stage 1 report has been released to the public.

While not available to the public, I would expect that the Stages 2 and 3 reports to have included detailed concept plans of how the various options would deliver the active travel link across the Yarra and through Lorimer. These would be essential to determine the feasibility and constraints of the

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various options. This would include detailed alignments for the tram routes in particular, and I assume would include the strategic cycling routes (given these two modes are sharing the bridge).

The ITP provides a brief summary of the Stage 2 and 3 Jacobs reports and is the only source of public information on what these reports contained. My understanding is that the Stage 1 report was a high-level review of a large number of options for crossing the Yarra, which narrowed these options down in Stage 2 for more detailed analysis. Stage 3 was added at the end of Stage 2. Stage 3 added a 'Hartley Collins Street sub option' to the analysis. This option would join the existing tram network in Collins Street on the northern side of the Yarra River and then take a diagonal approach in a south western direction across the Yarra River to come into Point Park Crescent West and Hartley Street on the south side of the Yarra River. This option has been adopted in the Framework.

I assume that the tram alignment through Lorimer adopted in Figure 20 of the Framework (the only 'detailed' plan of the tram alignment through Lorimer) reflects the concept outlined in the Jacobs Stage 3 report, but not being publicly available, I cannot confirm this.

The lack of transparency and certainty around the alignment of the northern tram corridor between the Yarra and Turner Street is a failing of the current controls and supporting documents. In relation to the subject site in particular, it is not possible from the information currently available to fully assess how this impacts the subject site.

In particular, there is a significant difference between:

- a tram route running down the centre of the existing Lorimer Street carriageway and a 10m wide landscaping setback on the subject site, compared to:
- a tram route that uses a 10m 'landscaping setback' to run a separated tram carriageway directly abutting the subject site.

These two options affect not only how vehicle access to the site is facilitated by also the developable land area of the subject site, the building design and how it interfaces with Lorimer Street. It also has a significant bearing on whether it would be appropriate to provide a laneway connection or any direct property access across what which be a separate tram right-of-way to Lorimer Street.

## 6 Conclusions

This report has provided an assessment of the potential transport engineering impacts of Amendment GC81 on the land at 99-111 Lorimer Street, Docklands. In particular, how the proposed controls will affect the development of this site.

There are a number of areas where the Framework, controls and supporting Integrated Transport Plan differ, including significant information regarding tram, cycling and pedestrian connections in the immediate vicinity of the subject site.

There is a lack of information regarding the proposed northern tram route and how it transitions between Turner Street and the Yarra River. This includes that the supporting background report for this route has not been released and that public transport routes are not directly afforded protection by the proposed Planning Scheme controls (specifically there is no map outlining public transport routes).

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Flexibility is required when applying the proposed controls to the subject site given the various constraints and conflicts between the competing objectives of protecting and encouraging public transport, cyclists and pedestrians. Vehicle access to Lorimer Street, Rogers Street and Boundary Street are problematic, as is the creation of a new laneway along the site's eastern boundary as envisioned by the Framework plan. As currently structured, there is no hierarchy in the controls assigned to the various factors limiting vehicle access locations.

Overall, I find the controls and supporting documents/reports to be inconsistent, lacking in certainty, clarity and transparency.

I have made all inquiries that I believe are desirable and appropriate and there are no matters of significance which I regard as relevant which, to the best of my knowledge, have been withheld from the Panel.



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