

Submission Cover Sheet

West Gate Tunnel Project IAC

Sub no:

189

Request to be heard?: Yes

Full Name: Michael Dunn
Organisation: Impact Investment Group
Address: PO Box 478
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Affected property: 90-96 Maribyrnong Street, Footscray
Attachment: West_Gate_Tunn
Comments: Refer attached.



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Metropol
Planning Solutions Pty Ltd
acn 132 197 552

West Gate Tunnel Project
Inquiry and Advisory Committee

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Submitted online

Dear Sir or Madam,

West Gate Tunnel Project EES - The Dream Factory - 90-96 Maribyrnong Street, Footscray

We act on behalf of the Impact Investment Group (IIG), owner of 90-96 Maribyrnong Street, Footscray, 'The Dream Factory'. At the Dream Factory IIG has established a hub for start-ups, freelancers and creative businesses working in a collaborative shared office environment. IIG has plans to establish a café on the ground level of the building.

IIG is a leading Australian funds manager with the goal of shifting capital towards investments that blend financial returns with deep social and environmental impact.

IIG opposes the West Gate Tunnel Project (the Project) as it will:

- Encourage private motor vehicle use into central Melbourne thus supporting unsustainable travel behaviour for commuting into the public transport rich centre city. This is contrary to State, regional and local level land use planning policies which seek to discourage the use of private motor vehicles and encourage sustainable transport options, including public transport
- Degrade the Maribyrnong River waterfront in proximity to the Dream Factory through significant visual impacts in a location which is a major eastern gateway to the Footscray Metropolitan Activity Centre
- Detrimentally impact upon existing and proposed land uses on the western side of the Maribyrnong River by way of visual impacts, noise and air quality impacts
- Compromise the heritage values of the Dream Factory and the Footscray Wharves

IIG does however recognise that there would be some benefits arising from the project in terms of removing heavy vehicles from residential streets within the inner western suburbs and does recognise the important role of freight movements to Melbourne and Victoria's economy. However it is considered that the disbenefits of the project far outweigh these benefits and do not provide sufficient justification for the project to proceed.

We consider that the project is at odds with State and local planning policies which seek to encourage sustainable transport and protect and enhance significant river corridors with significant recreational value such as the Maribyrnong River.

The Maribyrnong River is one of only two rivers in Melbourne and should be treated as the most significant environmental feature along the proposed alignment of the project, with project impacts mitigated as much as possible.

We submit that the Maribyrnong River environs has not been adequately considered in the design and that the proposed bridge and ramps will blight the Maribyrnong River environs at an important viewshed looking south from Footscray Road and Shepard Bridge.

The area around our client's land enjoys an attractive frontage to the Maribyrnong River and Footscray Wharf with open views to the Melbourne CBD skyline. The Project proposes two ramps in addition to the main carriageway over the Maribyrnong River in close proximity to our client's property. The excessive infrastructure over the Maribyrnong River when coupled with the diagonal alignment across the river (also at odds with minimising visual impacts) and along its banks will undermine the use of these areas for recreational purposes.

The proposed bridge and ramp connections will also result in unreasonable visual bulk impacts and significant air and noise pollution. These impacts will create an unhealthy work environment for employees in this area.

The waterfront opposite our client's land is one of the key areas identified in the Footscray River Edge Master Plan. The purpose of this plan is to maintain the historical character of the area, including the re-purposing of historical elements and providing for a more pedestrian friendly environment.

A precinct Heritage Overlay applies to our client's property. The Maribyrnong Planning Scheme recognises the importance of the city's industrial heritage. This history stretches back to the first industrial establishment on the Maribyrnong River in the 1840's. Furthermore, the Maribyrnong Heritage Review in 2000 identified the heritage significance of the Footscray Wharves, including land opposite our client's land along the Maribyrnong River stating:

The Footscray wharves area is of historical and social significance to the City of Maribyrnong as it was one of the earliest port developments in Melbourne having been used as a primitive wharf for unloading stock directly onto the banks.

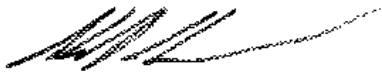
The Project will diminish the connection of our client's building with the Footscray wharves area, significantly compromising the combined heritage values of these two sites. To preserve this connection, the bridge should be relocated and the ramps, which have no justification in this location, should be either deleted from the proposal or relocated to the east over Port of Melbourne controlled land given

that they are the primary beneficiaries of these ramps and given there is ample land within the Port of Melbourne area to accommodate them.

Should on and off ramps be considered necessary they should not be located in a location that maximises impacts on the most significant environmental feature along the project alignment, in the Maribyrnong River.

Should you have any queries regarding this matter please do not hesitate to contact me on 9882 3900 or via email: michael@metropolplanning.com.au.

Yours sincerely

A handwritten signature in black ink, appearing to be "Michael Dunn".

Michael Dunn
Director
Metropol Planning Solutions Pty Ltd

cc: File